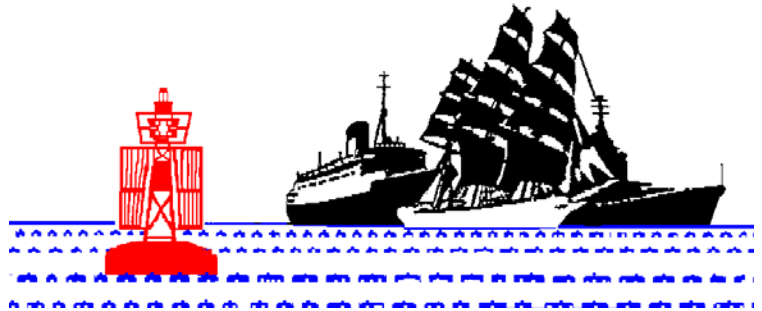


Black Jack

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY

Price £1.00



Issue No: 139

Summer 2006



Editors Collection

A photograph from the seventies see p3 – a morning departure on the Trio Far East service for the **Tokyo Bay** 58889/72 shown passing Netley outward bound. Renamed NOL STENO-96, P&O NEDLLOYD TOKYO-98, JAY MATADI-98. Arrived Alang for demolition 09.10.98.

SOUTHAMPTON EAGER FOR FREEDOM OF THE SEAS

Associated British Ports (ABP) eagerly awaited the arrival of the world's largest cruise ship – **Freedom of the Seas** – which is due to arrive at the Port of Southampton on Saturday, 29 April, at approximately 08.45. The latest addition to Royal Caribbean International's fleet will arrive during an exciting period of regeneration for Southampton's passenger activity. In 2005, more passengers passed through Southampton than during the height of the port's so-called heyday in the 1950s. Furthermore, on Sunday, 23 April, five cruise ships called at the port on the same day – a spectacle that had not been seen in Southampton since 1966.

CROWDS FLOCK TO SEE BEHIND THE SCENES AT UK'S CRUISE CAPITAL – WHILE RAISING FUNDS FOR CHARITY

On Sunday, 23 April, Associated British Ports' (ABP) and Southampton City Council teamed up to provide open-top bus tours, offering members of the public the chance to get a close-up view of the five cruise ships that were calling at Southampton on the day. These tours were an undeniable success, with 26 fully occupied buses taking an estimated 1,700 visitors around the port. ABP used the opportunity to encourage visitors to make donations to charity, which resulted in an impressive £1,500 being raised. Throughout summer, Solent Blue Line will continue to run an expanded bus tour on a commercial basis, which will include points of interest within the city as well as the port. The tours will take place every weekend from 29 April to 1 September, and daily from 30 May to 2 June and 24 July to 1 September.

Rod Baker - Photograph



The world's largest cruise ship, the 160,000-gt Akers-built **FREEDOM OF THE SEAS**, was formally delivered to Royal Caribbean International on April 24th. The giant ship left Hamburg's Blohm & Voss shipyard on April 25th and sailed to Oslo, Norway the next day. She will make a stop in Southampton before sailing across the Atlantic the first week in May



MEMORIES OF THE PAST – Bert Moody

A group of Southampton Branch members and their friends on a half day outing aboard the paddle steamer Princess Elizabeth on Sunday 29th July 1962.

A coach left from outside the Civic Centre, Southampton for Bournemouth at 2.15pm. Time was available for tea to be taken at Bournemouth before joining the paddler, which left Bournemouth Pier at 5.30pm for a trip to Swanage, returning there at 6.15pm for Bournemouth.

The fare was 13s/6d which included the cost of the coach and the steamer fare.

Of the present day members - there are only two in the picture – on the left is **Ivan Bovey** and fourth from the left is **Bert Moody** who was then Secretary/ Treasurer of the Branch.

Portsmouth Commercial Port welcome's largest cruise liner

Portsmouth's growing reputation as a destination for cruise passengers was set to receive a boost as the city welcomed its largest cruise liner yet. The **Albatross**, a German chartered vessel 205 metres in length, was due to arrive at Portsmouth Continental Ferry Port 11th May carrying 779, mostly German passengers. The ship, which will be in port for 12 hours, is en route from Leixoes in Portugal to Bremerhaven in Germany. Portsmouth has 12 cruise callers due to call by the end of the season. Portsmouth City Council is laying on a courtesy shuttle bus services to take passengers from the ferry port to Commercial Road and on to The Hard interchange where they can leave the bus for other attractions. The Council has also produced a German leaflet specifically for this visit, providing general information about places of interest in the city.

P&O Nedlloyd – the end of an era for SCT an article supplied by M.Davies

When the **PONL Miro** departed from Southampton in February 2006, it marked the end of an era for SCT as it was the last ever P&O Nedlloyd vessel to arrive from the Far East and sail from Southampton.

P&O Nedlloyd, P&O Containers and before that the famous Overseas Container Line have always been Southampton's largest customer, and have been instrumental along with other original 'TRIO' partners of Hapag Lloyd, NYK & Mitsui-OSK as being the most loyal.

Others may have come and gone (and come back again) but the familiar Black, Blue and before that Brunswick green coloured ships have been as much a part of the Southampton waterfront scene as the more fashionable P&O and Cunard passenger ships that always get the lime light.

Back on the 9th April 1972, the **Tokyo Bay** made her maiden call at Southampton marking the start of a 34 year relationship between P&O and SCT. Tokyo bay was then the largest and fastest containership in the world, and as each generation of ship was developed, P&O was always up there with the other big players. Back in the early seventies there was a train of thought saying that containers would never go more than 3 on deck, what would these people think of the present day vessels who can go 8 high!

OCL became P&O Containers in 1987, and then in the 90's merged with the Dutch shipping line Royal Nedlloyd to become P&O Nedlloyd, with Southampton always being the principal UK port. The name Southampton was proudly taken around the world when P&O Nedlloyd decided to name a class of ship after our City, the first of four vessels being named **P&O Nedlloyd Southampton** at a ceremony on 207 berth. A further succession of even bigger new builds arrived as the growth in the Europe to Far East trade demanded further improvements in scale and the compete with other shipping lines eager to increase their respective markets shares. May 2005 saw the Danish shipping giant Maersk Sealand announce it was to take over P&O Nedlloyd and in line with the parent P&O group concentrating on ports and ferries, the final stake was sold.

A nervous atmosphere surrounded SCT whilst in the background management worked hard to convince Maersk Sealand (who decided to concentrate their UK operations to Felixstowe from Southampton back in 1998) to return with the newly named Maersk Line.

With the changes made at SCT to improve performance, Maersk decided to split the services to the Far East with Southampton receiving 3 calls per week. With the new line leaving the Grand Alliance to be independent a total shake up of the Grand Alliance took place, but once more, Southampton retains its place as the principal port of call in the UK.

The **P&O Nedlloyd Mondriaan** was the last export vessel taking cargo to the Far East on the 8th February 2006, and the **PONL Miro** arrived at Southampton on 27th February 2006 sailing in the 28th after completing 1444 moves and was the last P&O Nedlloyd Far East vessel to be handled by SCT.

Officially the last PONL vessel sailing to Southampton with the Grand Alliance will actually be the **Maersk Patras** (ex PONL Marseille) from the United States which arrived in March.

So, as the end of an era closed on Southampton, and with the takeover of P&O by Dubai Ports World, a great name in British Shipping history will be gone forever.

NEW MARINE RADIO BOOK - The Pocket UK & Ireland Marine Frequency Guide

This new book lists over 1000 VHF Marine Band Frequencies for Ports, Rivers and Canals. Marinas & Inland Freight Waterways & Coastguard. The Channel numbers are supplemented by the actual frequencies used. A6 Spiral Bound 100 pages. Cost including postage 5.99 from.

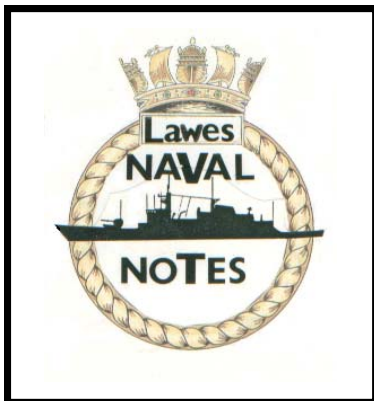
I have purchased a copy of this book. Its very small, can fit in a pocket and is full of information. It has a number of type errors where spell checkers have gone biserk but is otherwise good.

Available from: SELDEC PUBLISHING, 27 CHICHESTER AVENUE, KIDDERMINSTER, WORCS DY11 5JA

Richard Jolliffe



Photograph – Bill Lawes



RFA Mounts Bay arrived at Marchwood Military Port for the first time on May 19th. She is the first of four Bay class Landing Ship Dock (Auxiliary) - LSD(A) currently nearing completion as replacements for the “Knights of the Round Table” (Sir)class of LSL's.

Like so many ships ordered for the Navy these ships had a troubled gestation period. They were originally scheduled to enter service during 2005, but construction problems have delayed their completion, and added to their cost. One of the builders, Swan Hunter on the Tyne, had to ask the government for an additional £84m before they could complete their contract. This company is building **Largs Bay & Lyme Bay**. The builders of **Mounts Bay & Cardigan Bay** are BAE at their Govan Yard, who because of a different construction system experienced fewer problems with the design changes that were introduced during the building of the ships.

The design of the Bay class is partly based on the Dutch **Rotterdam**, with many features of commercial passenger / ro-ro ferries. They have a large vehicle deck accessible via a stern and side ramp, the superstructure is placed well forward to leave a large flight deck for the operation of helicopters. The internal vehicle deck has three times the “lane length” as the LSL's and can carry upto 24 Challenger tanks or 150 trucks. The flooding aft dock allows a landing craft to enter this area to assist with the unloading of these vehicles.

These ships are powered by diesel electric machinery to give a maximum speed of 18 kts. They are the first RFA vessels to be fitted with azimuth thrusters and are also equipped with a dynamic positioning system. Their displacement is 16160 tonnes

In their operational role the ships are intended to act as the second wave of an amphibious assault. Initially they would be up to 20 miles off shore and use helicopters and landing craft to transport their troops & equipment to the beaches. At a later stage they would move closer and use “mexeflotes” to off load the heavier vehicles. As it is not intended that these ships would discharge their equipment directly onto a beach they do not need the bow doors that were a feature of their predecessors.

Naval Meeting review – Michael Page

This year I was able to go to the Annual Naval Meeting in Bristol on Saturday 13th May run by Doctor Osborne, The meeting commenced with a sale of photographs and books on every aspect of warship history, with the result that most people including me - made some purchases.

Doctor Osborne then welcomed us to the meeting and explained how the day would run, and who would be running each part.

Then, before the first session Andrew Smith went through the quiz he had set, giving us the answers to the 25 questions-of course I did not win it,

The first session then running up to Lunch break was entitled "**The run South at Jutland, charts, commands and fire controls**" by Dr John Brooks.

There was a welcome break for lunch and then the first session of the afternoon was "**Royal Navy escorts of World War 2**" by D.K.Brown RCNC.

Before afternoon tea break we had "**The last night of the Russian Navy the Japanese pursuit after Tsushima**" by Rear Admiral Roger Morris.

The last part of the day was "**Suez the salvage operation**" by Dave Sowdon and lastly "**Suez the carrier operations**" by Doctor Osborne himself.

All the talks were delivered by an excellent set of lecturers, who backed up their talks with a large number of slides.

It was an excellent day and I thoroughly enjoyed it and hope to go again next year.

CALYPSO Engine Room Fire

May 6: All 708 crew and passengers are safe following an engine room fire on board Louis Cruise Line's **MV THECALYPSO** (ex CANGURO VERDE, DURR, IONIAN HARMONY, REGENT JEWEL, REGENT CALYPSO) in the English channel 20 miles off Beachy Head. The ship was taken under tow by the tug ANGLIAN MONARCH and arrived at Southampton 38/9 berth at 7:30 PM. A mayday signal had been issued at 3:50 AM after the starboard engine caught fire. No casualties were reported and, while it was not necessary to abandon ship, the boats were lowered in preparation. **CALYPSO** was en route to St. Peter Port and Guernsey from Tilbury when the fire broke out. The newly-formed Maritime Incident Response Group helicoptered to the ship to assess the fire damage. The MCA has arranged an emergency response centre in Southampton, for the vessel, crew and passengers



THE CALYPSO was subsequently moved to 102 berth where she was photographed by Allan Ryska-Onions

Rotterdam

Many ships claim to be the Grand Old Lady of the Oceans, but a great many shipspotters' hearts beat only for the venerable cruise ship, *Rotterdam*. They yearn for the vessel to return to its home port.

MD of De Rotterdam, the refurbishing company that now has the title to the ship – had to disappoint those nostalgia addicts once more. The **Rotterdam** is now heading for a six-month internal restoration at a shipyard in Poland before it makes a grand arrival back in her native country.

“Save the *Rotterdam*” campaigners, formed by former HAL employees, are involved in restoring the ship.

A former Rotterdam councillor, Ruud van Middelkoop, is among these, although he originally opposed the idea of bringing the ship back because of the asbestos problem. There was public expenditure involved as the ship was to be purchased by the port of Rotterdam.

That was originally supposed to happen 1997 when HAL offered the ship for \$21 million, but a shipbroker advised that the price was too high. The high cost of asbestos removal and millions to be spent adding port facilities was too much to justify the purchase at the time.

So HAL sold the ship to Premier Cruises for \$28 million to become the *Rembrandt*, but this only lasted three years when Premier went bankrupt.

Rembrandt was under arrest for three years, with the spectre of the breakers yard hanging over her head.

This was too much for Dutch enthusiasts, who set up the “Save the *Rotterdam*” campaign, their hopes restored in 2003 when the RDM shipyard decided to buy the vessel and remove the asbestos.

It could not have been done without the help of the then Rotterdam Municipal Port Management, which paid off the trustees of Premier Cruises. RDM would then reimburse the purchase price and fund at least 35 million Euros in adaptations.

It seemed that the ship was on her way home, but RDM also went belly-up and the *Rotterdam* became an asset for guarantees on bank loans.

The ship was finally sold for a mere 1.75 million Euros to a Rotterdam-based housing company and to the Eurobalance investment company. They plan to refit the vessel for temporary housing, leisure facilities and training young people for employment.

The 38,000-ton flagship, which last operated as the cruise ship *Rembrandt* for failed Premier Cruise Lines in 2000, is looking better than ever.

After spending many months being refitted in Gibraltar, the ship has just completed a major external restoration in a dry dock in Cadiz. She looks immaculate in her original Holland America Line livery of grey hull and white superstructure.

The paint was supplied and applied by Dutch paint manufacturer Hempel Marine Paints.

Owned and operated by not-profit-making organization De Rotterdam BV, the vessel will be opened to the public in her former home port of Rotterdam towards the end of this year.

De Rotterdam's plans for the ship can be found at www.derotterdam.com and the organization is actively seeking both private and corporate donations to further its restoration plans.

One of the world's biggest boxships hit a linkspan after a loss in engine power that should have been predicted, according to a report from the MAIB. Also, that the tugs assigned to the **Savannah Express** lacked the bollard pull to stop the accident happening. The incident which took place July 19 last year put the 201 berth linkspan out of action for sometime, although the vessel got away with only minor paintwork damage. **Savannah Express** which was on charter to Hapag Lloyd had suffered engine failure earlier that morning, forcing it to anchor to carry out repairs. The vessel's engine is of a revolutionary design without the normal camshaft and mechanical timing gear, using a computer controlled electro-hydraulic fuel system instead. The system had suffered a number of technical problems since leaving a Korean builders yard in April 2005.

Spanish ferry operator Acciona Trasmediterranea has launched a new service linking Bilbao to Portsmouth. The new regular service was due to start on May 16th and will operate twice weekly in the off season, with an extra weekly sailing during the peak months of July through to September. This will be the third service launched this year by the Spanish Company. The service will be operated by the company's superferry **Fortuny**, built in Spain by former state shipbuilder Izar and launched at its Puerto Real Yard in 2001. The ship has a top speed of 23 knots and enough capacity for 1,000 passengers, 330 vehicles and 1,800 linear metres of cargo. The service did not start without a hitch due to a reported paperwork deficiency approx 400 passengers were not allowed to travel and were flown to the UK.

Recent 'cool caller' at Esso Marine Terminal

At the end of January, 2006, Stena Bulk named its newest ice-class vessel, the 117,000-dwt **Stena Arctica**. According to Stena, the new tanker is the largest ice-class ship in the world – and it is just the first in a series of ice-strengthened carriers that it is building in co-operation with Sovcomflot. The pool of ice-class tankers, including both the new-buildings and other ships, will operate mainly from the Gulf of Finland, carrying Russian crude to Europe and the UK. By the time the fleet is complete, the tanker pool will be carrying some 20-25 million tonnes of oil per annum – about one third of the total volume of oil shipped from Primorsk. . In 2008, Stena Bulk and its sister company, Concordia Maritime, will be operating a fleet of about a dozen large, ice-strengthened tankers.

Stena's ice-class project is ambitious and it by no means the only company in the field. Sovcomflot currently has a fleet of 17 ice-class vessels in operation, in addition to the 14 it has on order with Stena Bulk. The Primorsk Shipping Corporation (PRISCO), which carries oil from the Sakhalin fields, currently has 32 of its fleet of 37 tankers operating under ice-class. It took delivery of three new ice-class Aframaxes in October 2005, with a further ten and two Suezmaxes due for delivery by the end of 2008.

The flurry of ice-class ordering in the past couple of years, is not confined to traditional ice-class operators – that is, those companies based in the north – either. Greek shipping company Capital Ship Management Corp, for example, ordered 16 ice-class chemical/product tankers in 2003, making this the largest fleet of this size and type on order in the world. The first two vessels were delivered in January and a further eight will be delivered by the end of the year, with the remaining six coming in 2007.

The company is committed to the ice-class market and is looking into a number of further projects.

Another relative newcomer to the market, Tsakos Energy Navigation (TEN), currently has a fleet of ten ice-class tankers under construction. The six Suezmaxes and four products tankers will be delivered over the next two years.

It seems perverse that the order book is this large when there may be no icecaps in 50 years time. This will take time and retreating ice could open new routes between Europe and America via the Arctic Circle (the North-West Passage) and to the Tatar Straits.

For the moment, it is gas fields like the Norwegian Snohvit and Russia's Sakhalin oil and gas field that are driving demand for shipping in the north. Snohvit' size will create considerable demand for ice-class LNG carriers, with five ships required to carry the export volume. Statoil will be part-owner of three of these Japanese-built vessels.

World demand for energy will rise by 50% before 2030 and more than 80% will have to come from fossil fuels.

The oil and gas resources in the Barents Sea will supply the USA and Europe for a long time to come, with much of the area unprospected. If the predictions come true, the owners of ice-class could reap the benefit.

Russian oil production is running at its highest ever, possibly reaching 15 million barrels a day by 2015. The volume of Russian oil transported through Swedish waters has rocketed since the Primorsk terminal was built in 2001. Much of the new Russian oil production will come from the Barents Sea and the Kara Sea where ice-class will be needed for much of the year.

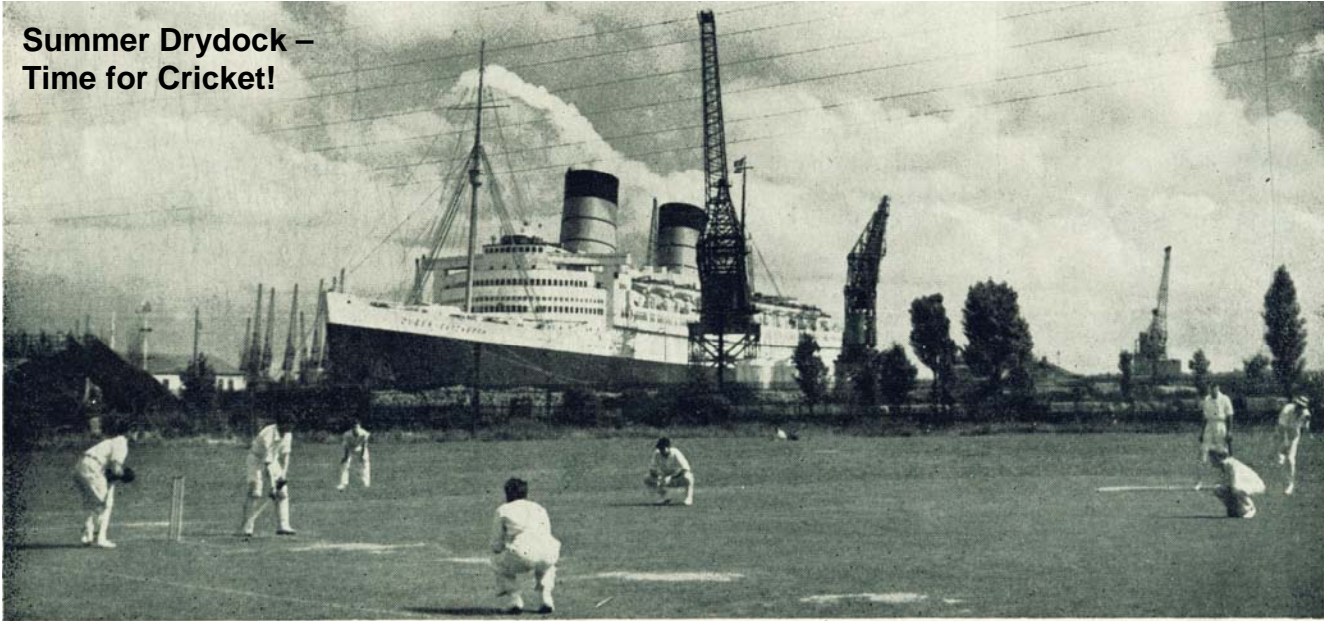
Even if the worst comes to the worst and there is not enough business to keep the ships busy all year round, the superior build of ice-class – strengthened hull, stronger engines and hi-spec cargo systems – makes them faster, safer and stronger in adverse conditions.

Ice-class ships have been a lot more economic to build in recent years. Using Azimuth pods increases the ship's ice-breaking efficiency when going astern, allowing it to navigate icy waters more easily, while having a bow design optimized for speed and fuel efficiency. - Photograph from the Stena website on p12

A mammoth 220,000gt cruise to be built by Aker for RCCL could be afloat in late 2009. Financing is in progress for the \$1.1m contract. The 5,400 passenger ship is a prototype developed under the project name *Genesis* which builds upon the brand's landmark Voyager and Freedom classes of ships. The new ship will be 360m in length, and a beam of 48m and will be 65m above the waterline. This compares with the 339m length and 38.6m beam of the 3634 passenger 160,000gt **Freedom of the Seas** the biggest cruise ship ever built.. *Genesis* is a leap forward in what has been a steady increase in ship size since 151,400gt **Queen Mary 2** was delivered.

Transmanche Ferries have received a new 600-passenger ferry **Cote d'Albatre** from the Spanish yard Astillero Barreras. The ferry will run between Dieppe and Newhaven. The vessel will replace **Dieppe**; **Seven Sisters** due from the same yard shortly will replace **Sardinia Vera**. According to an MAIB report, these two older vessels were involved in 13 accidents from 2001-2005: 10 groundings and three collisions. These older vessels have called occasionally at Portsmouth for operational reasons from time to time instead of Newhaven.

Summer Drydock – Time for Cricket!



Millbrook Recreation Ground, Southampton, is the only cricket field in the world with the world's largest liner almost on the boundary. In drydock for her summer overhaul, the "QUEEN ELIZABETH" made a unique background to a cricket match P. A. Reuter Photo.

Rustbucket!

A raggedy old freighter parking up on a pristine beach on a resort island would today inevitably result in local residents and environmental groups launching vehement protests and demands that the eyesore be removed immediately.

Granted, many ships built nowadays are already something of an eyesore, but protesters may be better off adopting another approach. They should use the new asset, provided free by a no doubt unhappy shipowner, as an added attraction.

The Iranians on Kish Island have done just that. When the elderly Greek freighter *Koula F* (built 1943) made a permanent landfall on one of the island's beautiful beaches in the middle of a summer's night in 1966, nobody was in any great hurry to remove it after salvage was deemed impossible.

The staunch vessel, built in Glasgow as the **Empire Trumpet**, was one of a series of freighters churned out by UK yards during the dark days of WWII and has since become a leading tourist attraction.

The largely intact ship has become a prime spot to view the sun setting over the Middle East Gulf. A car park, picnic area and snack bar have even been set up nearby to cater to the needs of those coming to make the most of a perfect photo opportunity!!!

Its image has become something of a symbol of the island and is featured on just about everything from postcards to brochures and tissue boxes.

Local tourism authorities say they fear the heavily rusted vessel may soon start to disintegrate, although they do not seem too keen on the idea of asking other shipowners to run some of their unwanted tonnage in to replace it.

Ships of interest expected.....

Bunga Seroja Satu (new) **Jun 8**

MYS, Far East, (ldg for Far East), Berths 204/207, MISC

CMA CGM Fidelio (new) **Jun 29**

BHS, Far East, (ldg for Far East), Berths 204/207, CMA CGM

CMA CGM Medea (new) **Jun 11**

FRA, Far East, (ldg for Far East), Berths 204/207, CMA

Insignia **Jun 25**

MHL, cruise, Berth 101, -----

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**Forthcoming
Programme
and Events**

Venue:
Southampton Oceanography
Centre
Waterfront Campus
European Way
Eastern Docks
Southampton
All meetings commence
19.15 and room to be vacated
by 21.30.

**2006 Branch Meeting
Programme**

13th June
To the Ross Sea by
Icebreaker
Bill Lawes
17th June
Branch Cruise
Ocean Village – Portsmouth
and return
11th July
'Voices' from Oral History
Archives
Sheila Jermima
8th Aug
Members Evening
12th September
Slide & Print Competitions
10th October
Itchen Wharves
Bert Moody
14th November
AGM + Support Programme
12th December
Aspects of Tankers
Neil Richardson

**Branch
Notice
Board**

Branch Website
I have added a "Sales and
Wants" page to the site. If
you are a WSS member let
me have the details of
what you need or want to
dispose of and I will post
on the web for free!
Also items of news are
always welcome however
small – someone in the
world will find it of
interest!

Any member who would
prefer to receive the
Branch Magazine Black
Jack by email only please
contact the Editor. Colour
printing cost are relatively
high so all recent Black
Jacks can be viewed all in
colour via the Branch
website in pdf format and
paper publication.
www.sotonwss.org.uk

Solent Maritime are again
organising a trip to the
Belgium/Netherlands
between September 8th
and 11th. Details available
from David Hornsby he is
contactable on 02380
813704

Phil Hoskins in
Winchester has available
for offer Marine News
unbound in fair condition
1991 - 2005.
Offers are invited on
01962 851656

Acknowledgements for extracts from – ABP, Lloyds List, Daily Echo, Fairplay, Tradewinds, SCT Magazine

From Monty's Notebook.....Compiled by Monty Beckett

A round-up of new or infrequent callers to Southampton Docks over the last few months.
Photographs top to bottom right: **Mare Lycium, Norderau, Scan Atlantic**

Berths 204-7: CMA CGM Nabucco 91410/05, CMA CGM Parsifal 91410/06, CMA CGM Otello 91410/05, CMA CGM Tosca 91410/06/ Mare Lycium 40306/99, Cornelius Maersk 91560/00, Maersk Dieppe 54809/05, Maersk Dunedin 54809/05, Maersk Durban 54214/04, Maersk Patras 31333/98, Gosport Maersk 50698/00, Maersk Greenock 50698/06, MOL Paramount 71982/05, Skagen Maersk 91560/99, OOCL New York 66289/99, Arnold Maersk 93496/03, Maersk Dolores 54809/05

RoRo: Maersk Willow 52691/05, Hual Africa 57718/03, Morning Miracle 46808/06, Progress Ace 57789/93, Hual Durban 59217/04, Hoegh Traveller 35022/83, Marabou 10731/78

Marchwood RLC: Tor Futura 18725/96, Tor Anglia 17492/77, Leleigracht 5998/87, Sloman Commander 4489/96, Hawk Bay 10381/92

Marchwood Bulk: Mari 1925/78, Rakel 1660/77

Berths 107-9: Stros 35038/81, Alexandroupolis 41432/83, Sea Ruby 1382/92, Korsica 2997/01, Nadja 2442/85, Stina 1546/95, Dintelborg 6285/99, Sea Humber 1602/77, Vancouverborg 6351/01, Trinity 997/86, Arklow Sand 2224/89, Dongelborg 6205/99, Helsinki 2310/97

Berth 104: Sierre Leyra 5100/97
Berths 102-3: Acer 1521/85, Link Trader 1082/81

Berth 102: Socol 2 6030/91, Atlantic Bay 4996/84, CEC Caledonia 6453/02, Scan Atlantic 8521/99, Socol 1 6030/91, Slotergracht 16691/00

Berth 36: Argo 1 2441/81, Gemma 3407/79, Pewsum 1960/90, Oleksiy Didkiysky 2842/03, Orka 1316/83

Berth 24/5: Marinus Green 11894/00

Passenger Vessels: Freedom of the Seas 158000/06, The Calypso 11162/67, Artemis 44588/82, Crystal Serenity 68870/03

Crown Wharf: Swan Diana 2113/83, Victress 1095/82, Stadum 1984/89

Dibles Wharf: Hoo Finch 794/88, Kosterberg 1999/88

Princes Wharf: Arlau 2461/04, Norderau 2446/05, Kruckau 2452/03, Runner 1988/78, Warhau 2367/85, Gambler 2319/79





The **Rotterdam** 59/38645 above from the Editors postcard collection and ice breaking tanker **Stena Arctica** 117,000dwt from the Stena website.

