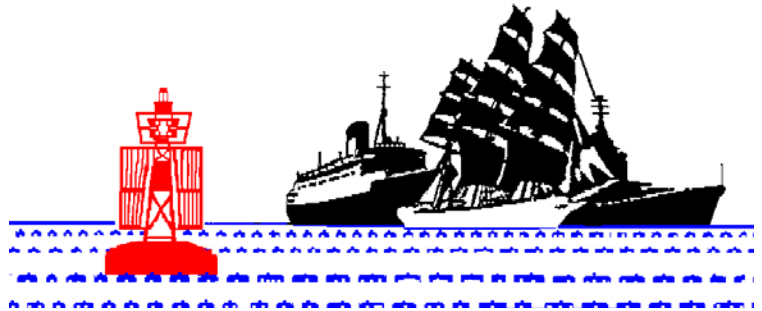


Black Jack

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY

Price £1.00



Issue No: 143

Summer 2007



'Looking to the West' a photograph by Rod Baker - The joint largest cruise ship in the world at 160,000gt and 10,600dwt Royal Caribbean's **Liberty of the Seas** seen alongside 101 berth Southampton. She made her first and only European port of call on 22nd April. She had just been completed and handed over by her builders, Aker Yards of Turku, Finland. **Liberty of the Seas** will cruise for the American and Caribbean market. The **Liberty of the Seas** made a short promotional cruise to Guernsey on 24th April and then left for New York and her home market on 26th April.

Black Jack - Summer 2007

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*Black Jack is the newsletter for the
Southampton Branch of the World Ship Society.
Four editions available for £5 inclusive of postage.*

Branch Meetings

Venue:

Main Lecture Theatre

Southampton Oceanography Centre

Waterfront Campus

European Way

Eastern Docks

Southampton

All meetings commence 19.15 and the meeting
room is to be vacated by 21.30.

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Full details for all committee members can be
found on the Southampton WSS website at
www.sotonwss.org.uk

2007 Branch Meeting Programme

June 12th

Magical Mystery Tour

Bernard McCall

July 10th

Ten Members – Ten Minutes

August 9th

Image Gallery. Slides, Prints' and Digital Images

Members Evening

September 11th

Auction (maritime, transport and local interest)

**all lists of lots to Hon Sec by the end July
please.**

October 9th

The Panama Canal

Mike Lindsay

November 13th

AGM + short programme

December 11th

It's all Greek to Me!

David Oldham

All contributions to BJ are gratefully received either
by post, email, floppy disk or CD. Any article
related to the Solent area would be much
appreciated. BJ editor can reproduce any
magazine or newspaper articles but preferred are
articles by the branch – for the branch.

Any member who would prefer to receive the
Branch Magazine Black Jack by email please
contact the Editor. Colour printing costs are
relatively high so all recent Black Jacks can be
viewed all in full colour via the Branch website in
pdf format.

www.sotonwss.org.uk

Subscriptions

**Please pay the local treasurer direct for both as
the local branch receives a percentage for
branch funds.**

Ordinary Membership £35

Branch Membership £8

**(A deduction of £2 is available for those
participating in the branch cruise.)**

**Please contact the treasurer with any
subscription enquiries.**

Ship Visits

Ship visits often become available at short notice
and those wishing to participate should ensure their
details are given to the Visits Organiser and kept
accurate. All members participating in visits
organised by the branch do so at their own risk and
be aware that ships and dock areas may have trip
and other safety hazards.

City Cruise Terminal Reopens

At the height of one of the most exciting periods in the Port of Southampton's commercial history, Associated British Ports (ABP) on 26th April saw the official opening of the port's upgraded City Cruise Terminal by Ms Susan Hooper, Senior VP (International) & Managing Director (EMEA), Royal Caribbean International & Celebrity Cruises ('Royal Caribbean'). The opening marks the culmination of 23 weeks' work and £9 million of investment, enabling the Terminal to host even the largest of the modern generation of cruise ships, such as Royal Caribbean's **Navigator of the Seas**, which arrived at the Terminal and is based at Southampton during 2007.

In order to accommodate vessels of this size (*Navigator of the Seas* is over 300 metres long, and carries up to 3,800 passengers), ABP has upgraded City Cruise Terminal in all respects. The Terminal now has a new, wider entrance lobby, an enlarged reception area with 50 check-in desks, and enhanced security capabilities.

The opening comes during an extremely exciting period in the Port of Southampton's cruise business. Partly as a consequence of this very busy April, 2007 looks set to be a record-breaking year, with the number of passengers passing through the port likely to exceed 800,000, far more than the annual average in the port's first heyday in the 1950s.

Over the course of 10 days, which commencing on April 21, the port will have had 26 cruise ships on berth, including a four-day celebration launch for the world's largest and newest cruise ship, **Liberty of the Seas** including the liner **Queen Mary 2**. This period has also seen the naming of **Ocean Village 2** and the arrival of **Navigator of the Seas**. Together, the ships will have a capacity of 77,600 passengers. Other ships due to visit the port include **Oriana, Oceana, Aurora, Arcadia, Artemis, Saga Ruby, Saga Rose, Boudicca, Constellation** and **Sea Princess**.

New Chief Executive for ABP

ABP has opted for an experienced industry hand to replace retiring chief executive Bo Lerenius. The largest UK ports group, recently taken private by a Goldman Sachs led consortium has recruited Peter Jones, formerly chief executive of Mersey Docks and Harbour Co. He will succeed Mr Lerenius who was chief executive for 8 years on April 1st.

During his time at Mersey Docks Mr Jones had expanded the group's ports, transport and logistics interests. He left last March six months after the company was taken over by Peel Ports.

More Record Breaking at SCT

The team at Southampton Container Terminals Ltd (SCT) has managed to achieve a record number of box moves across the quay during the month of March.

A total of 101,478 box moves across the quay were completed at the terminal, the largest number of box moves in a single month. This is an increase of 72% compared to March 2006 where 59,125 box moves across the quay were completed.

On 10 May 2007, the landside operations handled a total of 2224 lorries in a 24 hour period. This is an increase of 3.5% on the previous record of 2149 lorries that was set in October 2006.

A Europe wide satellite oil-spill detection system was launched in April as European Union (EU) members take their clampdown on marine pollution into space.

The European Maritime Safety Agency will use images from European Space Agency satellite Envisat to spot polluters. The new network has been called CleanSeaNet and will start pollution monitoring from the middle of this year.

Satellite data will be sent to receiving stations in Norway, Italy and the Azores and analysed by operators, the data will be passed on to the member states concerned within 30 minutes. If a spill is detected then they will respond with observation aircraft and marine authorities to locate the spill and any suspected ship.

Branch Notices

Honorary Branch Secretary

Rod Baker has announced his intention to retire from the post of Branch Secretary after many years sterling work at the next branch AGM in November 2007.

The committee invite nominations for willing individuals or volunteers for the post effective from the AGM as soon as possible so that a successor can take up the post in tandem with Rod prior to the AGM to ensure a handover and continuity of activities.

Please contact Rod in the first instance or any committee member for further details.

Forthcoming Meetings

July 10th – Ten Members Ten Minutes

The secretary requests those intending to present a short talk during the evening to contact him giving as much notice as possible so the evening can be planned.

August 14th – Members Image Gallery

The BJ Editor needs any digital pictures in advance of the meeting so that they can be compiled prior to the evening - please see the website or contact the Editor for more details. Prints and transparencies will also be included on brought along on the evening as usual.

September 11th

Auction (of maritime, transport or local interest items)

A list of lots is required by the Hon Secretary by the end of July at the latest. This is so that should there be insufficient lots to make the auction viable alternative arrangements for the September meeting can then be made at the August meeting.

Items for auction or lists will not be accepted on the night of the auction under any circumstances.

Items of Interest

Cruise ships keep coming.....

The 3,114 berth **Navigator of the Seas** has taken over from the 1,800 passenger **Legend of the Seas** for a series of spring-to-autumn cruises. Royal Caribbean's third Freedom class ship **Independence of the Seas** will be deployed from Southampton when she enters service in May 2008. The new ship will be capable of carrying a total of 4,370 passengers and is currently under construction at Aker yards in Turku. **Queen Victoria**, a 90,000 Cunard new building will also cruise from Southampton after its delivery in early December. P&O will introduce its sixth ship the 116,000gt **Ventura** in April 2008. In addition, Fred Olsen Line will introduce the 34,000gt **Balmoral** also in 2008.

Even larger.....

A new cruiseship giant could be in operation by 2012 if detailed negotiations on a massive financial package now underway is finalised by the end of this year. Japan Contents Network plans to introduce its 'International Urban Cruise Ship' the 370,000 grt **Princess Kaguya** in 2012.

The ship around twice the gross tonnage (cubic capacity) of RCI's new Project Genesis vessels, will offer 8,400 passengers the ultimate onboard facilities, also allowing up to 10,000 visitors a day from shore the chance to sample the onboard facilities while in port around the world. A crew of 4,000 will cater for all needs.

Aker yards in Finland have just completed the conceptual design. The facilities of the 500m vessels spread over 20 decks are exceptional. The **Princess Kaguya** will be powered by a diesel electric system comprising eight 17.2kW generators driving four podded propulsion units. For 3,000 bow thrusters will be fitted to aid manoeuvrability. Total installed power will be 137.6MW with 68 MW for propulsion. The ships first voyages have been planned as round Asia cruises, a transpacific round trip from Tokyo, a voyage from Japan to Southampton, a series of cruises from Southampton to Scandinavia and New York before returning to Tokyo.

Poole harbour approach channel has been deepened from 6m to 7.5m. The Brittany Ferries 24,534gt ferry **Bretagne** which has a draught of 6.7m will be the largest vessel to visit the port whilst she replaces the company's regular 20133gt channel ferry **Barfleur** which was due for a refit.

Eukor Car Carriers is splashing out close to \$320m to build the worlds largest pure car/truck carriers (PCTC's).

The Seoul based operator has ordered four 8,100 – car-equivalent-unit (ceu) PCTC's at Hyundai Heavy Industries for delivery in 2010. The vessels will be the largest in the world at 232 meters long and will be equipped with a 150 tonne stern ramp and 13 single-stanchion-row cargo decks, of which four decks will be hoistable.

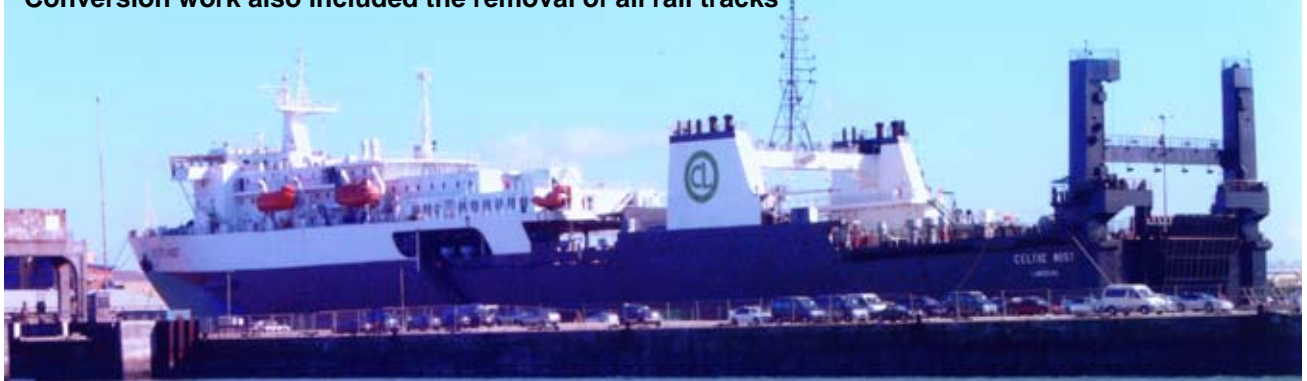
Eukor is currently the third-biggest car carrier operator after Nippon Yaisha Kaisha (NYK) and Mitsui OSK Lines (MOL) and controls a fleet of more than 85 vessels. Eukor has more than 30 vessels on order for delivery up to 2011.

P&O Ferries has renewed its charter of the **Pride of Bilbao** for a further three years. The renewed charter with owner Irish Continental Group for the 1986 built vessel runs from October 2007. The 37,583 gt ferry has been on charter to P&O Ferries since 1993. It was built as the *Olympia* for Viking Lines service in the Baltic between Sweden and Finland. Last year the vessel suffered main engine problems and competition from Acciona Transmediterranea, with the 2001 built 26,916gt **Fortuny**.

The latest Hapag-Lloyd post panamax containership the 8,750 teu **Osaka Express** has called at the port. The 335m long and 42.8m wide newbuilding is the fourth in the series of a dozen vessels contracted with Hyundai. The largest container vessel in the fleet of Hapag-Lloyd has a deadweight of 103,000 tonnes, and a speed of 25kts. The series was started in 2005 by the **Colombo Express**, **Kyoto Express** and **Chicago Express** with the remaining units due for delivery at the end of 2009.

Other vessels expected **OOCL Southampton** 8063 teu due in June from the builders Samsung Heavy Industries and possibly the **Southampton Express** 4112 teu 02/45803 ex P&O Nedlloyd Remeura, Maersk Denia.

A Portsmouth-Cherbourg ferry service to be operated by Irish Ferry Company Celtic Link planned for January never got off the ground. The Dublin operators of Celtic Mist 23160/87 was firstly delayed in Greece where she is being converted from the 21,890 gt former Baltic train ferry *Klaipeda*. She has been fitted with new cabins and 160 lounge and bar to allow it to carry up to 190 lorry drivers and other passengers compared with 12 previously. Conversion work also included the removal of all rail tracks



The Celtic Mist departed from Southampton for Piraeus on 7th April, where repairs will be made to the vessel. Celtic Link had been barred from using the vessel on the Portsmouth to Cherbourg route whose launch is several months overdue until some repairs take place. In the meantime Celtic Link are looking for other appropriate tonnage with which to operate the route.

Photograph- Bill Lawes

FMT – Fawley Marine Terminal

The tonnage handled figures issued each year by ABP for the Port of Southampton includes a significant contribution from other berths not necessarily limited to the Eastern and Western Docks. A significant contribution of about 27 million tonnes to these figures are provided by the oil refinery complex on the western side of Southampton Water known as 'FMT' - Fawley Marine Terminal. FMT handles approximately 4,500 tanker movements per year. Inshore of the coastal berths is the old AGWI Jetty (Atlantic Gulf West Indies Oil - Corporation) which prior to the construction of the current jetty would handle approximately 350 ships a year in the 1920's.

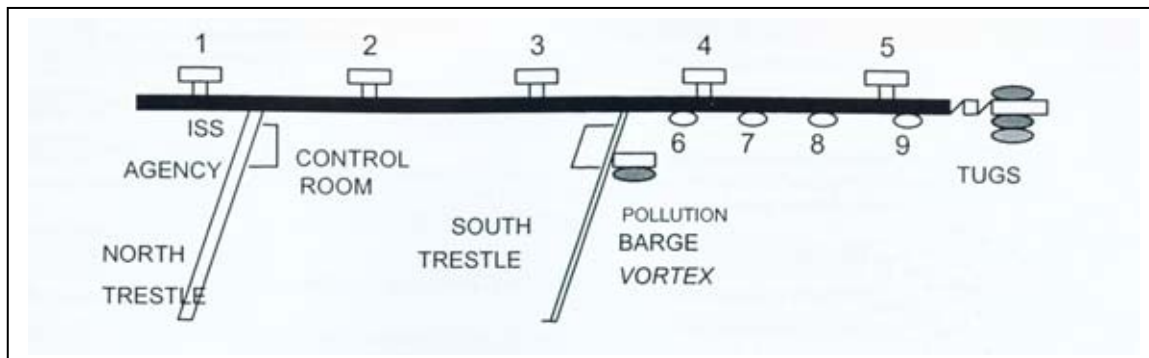
The FMT was originally opened in September 1951 and today consists of a 3200 acre site containing a tank farm of some 330 tanks of various sizes and capacities. Crude oil and oil products are imported and exported from the refinery from a jetty approximately one mile in length running NW to SE which is connected to the shore by two 400m trestles. The jetty has 5 outside berths on the eastern side known as 'ocean berths' numbered 1 – 5 numbered north to south and four 'coastal berths' or inside berths numbered 6 – 9 again north to south. Approximately 50 miles of pipe work connecting the tank farm and the jetty. Downstream interfaces from the complex include pipelines, rail, road and sea. In practice the majority of production leaves the complex by pipeline and only 20% by sea.

Situated on the jetty at the end of the North Trestle by Berth No2 is the Marine Control Room, salt water cooling water pumping station, offices and metering facilities. The control room has radio communications between ships both prior to their arrival at the terminal and whilst alongside using the ships VHF equipment and a terminal supplied UHF handportable radio for cargo operations and emergencies. Also connected to the control room is a 'Ships Box' a vigilance system installed at a vessels manifold which will alarm if crew members are not in periodic attendance to supervise cargo operations and provide for an emergency shutdown system for the berth for loading vessels. Other equipment installed are CCTV systems, weather monitoring and internal radio communications within the refinery complex. The control room also has a direct telephone link with Southampton VTS at 37 Berth for the co-ordination of vessel movements and booking of pilots for vessels. With the increasing number of large cruise and container vessels which have to use Fawley Reach as a placing place this reinforces the requirement for liaison between the VTSO and FMT. A speed limit for passing vessels with a draft of more than 25ft of 7 knots is required to prevent ranging on the Esso berths. The salt water pumping station is essential to the normal working for heat exchangers in the complex by supplying 90,000 gallons per minute of salt water.

Situated at the southern end of the jetty are the tugs and mooring vessels provided by Solent Towing currently **Tenax, Thrax, Ibex and Asterix**. The Oil spill response barge and an anti pollution/oil recovery vessel **Vortex** are located on the South trestle. The complex has nearby environmentally sensitive salt marshes so the terminal has comprehensive emergency plans and oil pollution equipment including oil booms with trained staff available. Safety is paramount and considerations come into action even before a ship is fixed to call at Fawley. Crude vessels are vetted before their arrival and Marine Superintendents (MIO) inspects all vessels prior to any transfers take place. In accordance with Marpol 73/78 regulations for vessels the terminal accepts oily water slops with the provision shore reception facilities with two tanks No 250/251 available.

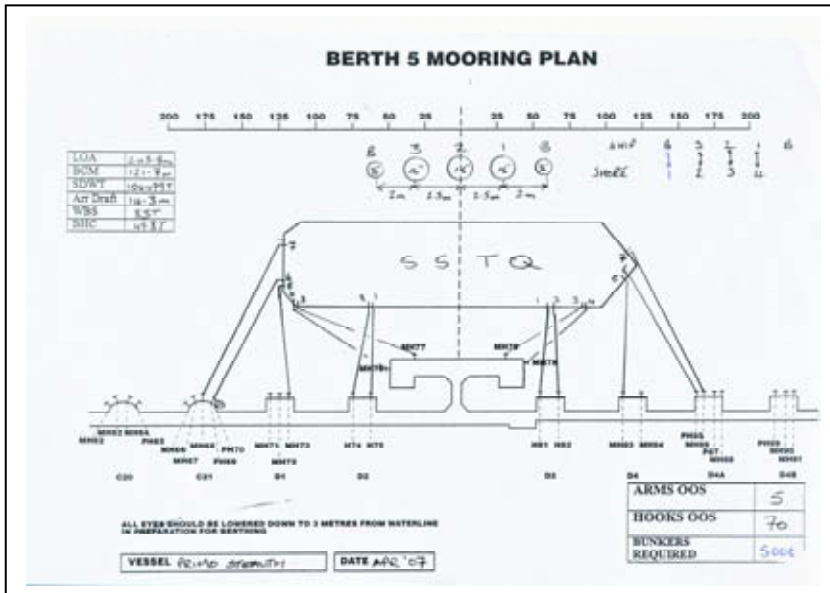
The terminal has processes to mitigate the risks of bad weather, the actions are progressively implemented depending on the ship, the berth and the wind speed. At wind speeds in excess of 40 kts cargo operations are suspended with the possibility of removal of hoses and arms.

The terminal has a mooring criteria table with vessels in excess of 60,000dwt will have individual moorings plans and example is shown below, The mooring hooks on Berth 5 are monitored by a strain gauge and vessels will be notified if excessively high or low readings are recorded.



The nine berths cater for numerous ships sizes and cargoes with their associated different pressures and temperatures. The jetties use a combination of hard arms and hoses.

Berth	Depth Alongside Below Datum (m)	Max Berthing Displacement	Max Vessel Length (m)	Notes
1	10.2	51,000	200	Propane/butane
2	12.6	83,000	276	Naptha
3	12.6	66,000	276	Lubricating oils
4	14.9	179,000	276	
5	14.9	244,000	368	Crude 16" lines and 36" pipeline at 9 Bar
6	5.6	4,900	96	Bitumen
7	5.6	3,600	96	
8	5.6	3,600	96	
9	6.6	8,200	124	Ethylene



There are numerous safety rules and regulations in place for vessels and one of the more visible is the presence towage at the terminal. FMT has a 'minimum towage criteria' both for standby duties and towage.

The current station tugs the **Tenax** and **Thrax** and have a static bollard pull of 67t and 62t respectively but during escort duties attached to the vessels stern individual tugs can using the indirect mode exert a steering force of 150t at 10kts. The original tugs provided for the contract where azimuthing stern drive tugs **Algeria Neri** and **Tito Neri** both of 55t BP. Any vessel of over 60,000dwt laden or partly laden will be escorted from/to the Nab Pilot station. A charge is payable by the ship will be made for the Escort Service, if the tug renders services which

amounts to salvage services then the tug owners and crew will be entitled to make a salvage claim against the ship. For vessels greater than 150,000 dwt on arrival a combined bollard pull of 160 tonnes is dictated for arrival hence the occasional use of dock tugs.

Vessels greater than 60,000dwt for berths 4 or 5 would normally be scheduled to pass the Hook Buoy 30mins before 1st high water and would berth starboardside to the quay. By arrangement vessels can arrive later but may then have to berth port side to the quay. Again for tankers in excess of 60,000dwt the tankers passage plan from the pilot boarding station south of the Nab tower to the terminal will ensure that under keel clearance is a minimum of 1.3m. When actually berthing the ships approach speeds should not exceed 16 ft/min and the impact angle is considered to be less than 10 degrees to the berth face with large vessels berthing of Berths 4 & 5 no more than 4 degrees. Berth 5 is fitted with a Doppler system so approach speeds and distances both bow and stern are indicated on the jetty for the pilot.

FMT when built could handle the world's largest tankers but due to the draft restrictions of the Nab Shoal and the Thorn Channel the size of fully laden ships that could be handled has not keep pace with dramatic change in tanker size championed by oil independents during the late sixties and early seventies. Following dredging of the Nab Shoal in 1963 the terminal could accommodate a 80,000dwt class of Esso tankers **Esso Spain**, **Esso London** etc drawing around 47ft fully laden. The area from the West Brambles to Calshot Spit had been previously extensively dredged in 1950/1; this enabled wider turns for larger vessels at both ends of the Thorn Channel. Other major terminals in the Thames and Medway also had draft restrictions. Consequently any ship capable of lifting more than 80,000 -100,000 dwt fully laden would need to part discharge prior to calling at Fawley. Fawley was often the second discharge port after Milford Haven, Europoort or a pumpover or oil transhipment in Lyme Bay to numerous ships which had been modified with fendering i.e. Esso York and Esso Cardiff.

Although the record held for the largest vessel to call goes to the Liberian registered ULCC **Hellespont Grand** 420,000dwt and 378m in length the vessel still had to comply with the draft restrictions and discharge a part cargo. Today the majority of tankers calling at the ocean berths with crude oil could be classified as Aframax vessels up to 120,000dwt and specialised North Sea shuttle tankers. On the coastal berths one of the smallest vessels calling is the **Humber Energy** typically used for bunkering and cargoes to Kingston at East Cowes on the IOW.

Acknowledgements to Chris Card Marine Superintendent FMT



The largest ever bunker tanker to be based in UK waters was named with a champagne ceremony at the Port of Southampton 23rd April. The newly constructed 6,200 tonne British-registered **Whitonia** is the latest addition to the fleet of John H Whitaker (Tankers) Ltd., and was officially named by Mrs Hee Jung Wescoat, wife of Andy Wescoat, Director of ExxonMobil Global Marine Fuels

The fifth **Whitonia** to bear the name in Whitaker's 127 year history, this vessel is equipped with state of the art technology, including 360 degree steerable thrusters for extra manoeuvrability and independent safety sensors in every cargo compartment.

With a capacity to carry 6,214 tonnes of fuel in five pairs of tanks, **Whitonia** has equipment that can pump oil up to the rate of 1,000 tonnes per hour. Construction of the tanker, which has a crew of ten, was completed earlier this year in Dubai.

ExxonMobil Marine Fuels supply fuel oil bunkers from the Fawley refinery to the many shipping lines calling along the South Coast, including the growing number of cruise ships calling at Southampton. The double-hulled **Whitonia** has been contracted to serve under a new 10-year agreement. It is set to continue ExxonMobil's long record of expert ship refuelling within port, a tradition of service that dates back to the 1920s.

Vessel data: MT Whitonia - new double-hull tanker

Port of registry: Douglas

Length: 102 m

Beam: 18 m

Draught laden: 6.3 m

Cargo capacity: 6,214 tonnes in five pairs of tanks

Cargo pumps: Bornemann screw type – giving maximum fuel oil pumping rate of up to 1,000 tonnes per hour

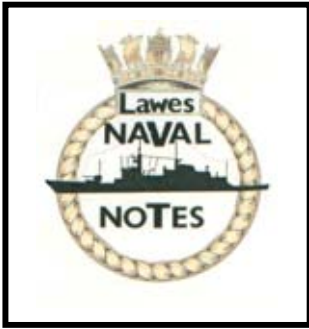
Service speed: 10 knots

Propulsion: twin Yanmar main engines driving HRP 360° azimuth thrusters – 450 KW tunnel bow thruster

Crew: 10

Built: Dubai Dry Dock 2007

Entry into service: Southampton, April 2007



May 2007 marks the 65th anniversary of a remarkable event during WW2 when a Polish destroyer helped to defend Cowes from a German bombing raid.

In March 1935 the Cowes shipyard of J. Samuel White signed a contract to build two destroyers for the Polish Navy. These ships were to named **Blyskawica** (Lightning) and **Grom** (Thunderbolt). At this time most vessels built for foreign navies were based on contemporary British designs, but White's two ships were of new conceptions. The Polish ships were to have a standard displacement of 2144 tons, an armament of 7 - 4.7in. guns ;4- 47mm guns; 6 - 21 in. torpedo tubes and also be fitted for minelaying. They were powered by Parsons geared turbines to develop 54000 hp to give a speed of 39 kts. The ships were completed in 1937 and both exceeded this designed speed. It is

interesting to compare these vessels with the current largest destroyers in the Royal Navy, the Tribal class which displaced 1870 tons and mounted 8 - 4.7 in guns and 4 - 21in torpedo tubes with a shaft horsepower of 44000 for 36.5 kts.

Just prior to the German invasion of Poland in 1939 **Blyskawica**, **Grom** and **Burza** (French built) were sailed from Poland to Leith as it was considered that they would be more effectively used in Britain than trapped in the Baltic. These then came under RN control, but continued fly the Polish Flag and be manned by Polish crews.

In 1942 the **Blyskawica** was rearmed with 8 - 4in; 4 - 40mm and 4 - 20mm guns and 4 - 21in Torpedo tubes. This change was to improve her antiaircraft fire. This proved to very essential, as on 4th May 1942 she was back at J. Samuel White's yard for a refit when Cowes received a heavy raid from German bombers. During this attack the **Blyskawica's** guns were manned and their volume of fire reduced the effectiveness of the enemy planes. The ship's guns fired so many shells that the barrels became over heated and needed to be cooled by pouring buckets of water over them. To commemorate this action, in May 1992, as a sign of their appreciation, the people of Cowes presented a plaque to the ship. Throughout the war **Blyskawica** served with distinction in many actions alongside ships of the RN. As an odd coincidence, for **Blyskawica's** sister ship, **Grom**, 4th May was also a fateful date. On that day in 1940 she was sunk off Narvik during the chaotic Norwegian campaign.

Blyskawica returned to Poland in 1947 to become a unit of the Polish Navy again. Her armament was again modified to match Soviet standards. She was taken out of service in 1969, but was listed as a floating anti-aircraft battery. In 1975 it was decided to convert her to a floating museum, as such she was moored in Gdynia in 1976. As such she is a must to visit if you ever go to that area.

The plaque presented to the ship by the People of Cowes reads:-



THIS PLAQUE IS TO RECORD THE SINCERE APPRECIATION OF THE RESIDENTS OF EAST & WEST COWES TO THE OFFICERS & CREW OF THE POLISH SHIP BLYSKAWICA WHO ON THE 5TH MAY 1942 BRAVELY & SELFLESSLY DEFENDED THE TOWN AGAINST ENEMY AIR ATTACK & THEREBY REDUCED CASUALTIES & DAMAGE CAUSED BY THE AIR RAID.

The ORP **Blyskawica** preserved in Gdynia.

F.K.BAILEY MAYOR

Monty's Notebook

A round-up of new or infrequent recent callers to Southampton Docks. Details compiled and photographs from Monty Beckett.

Berths 203-7: Bunga Seroja Dua 89776/, Bunga Seroja Satu 89776/06, Altamira Express 40436/87, Humboldt Express 3244/84, Milan Express 33662/96, Osaka Express 93760/07, Kobe Express 53523/99, Philadelphia Express 40146/03, OOCL Seattle, Maersk Palermo 31333/98, Helsinki Express 39132/87, Maersk Marita, NYK Vesta 88600/07, California Mercury 41442/87, Maersk Kuantan 74642/07, Yorktown Express 41492/02, Arthur Express 93496/03, Anna Maersk 93496/03, Busan Express 75590/04, Paris Express 53815/94, Veritas H 2999/95, Euphoria 9962/06 Dett G 3999/95, Melody 3992/93, Valdivia 17189/06, Marina 3727/85, Vega Stockholm 7494/06, WMS Harlingen 7545.07

Ro-Ro Vessels: Alliance New York 57200/05, Hoegh Shanghai 57280/07, Talia 57712/06, Toledo 61321/05, Chijin 29889/82, Golden Fan 27650/85, Olympian Highway 47077/95, Morning Noble 44699/84, Atlantic Highway 55493/02, Heroic Ace 56439/03, Grande Sicilia 36700/06 Tigris Leader 30572/83

Berths 201/2: Archangelgracht 7949/90, Atlantic Bay 49096/84, Patria , BBC Romania, Schippersgracht, 16641/00, OXL Blue Sea, Kochinev 6030/89, Lemmergracht 6030/88, Corn Pride 4921/84, Tramper 6714/99, Sloman Provider 7260/00, Fehn Sun 2825/93, Jean Nicoli 30285/02

Berths 107/9: Svilen Russev 23779/82, Sea Prince 38852/88, Attika 5381/01, Memel 2997/99, Isidor 2735/93, Pasedena 2993/01, Sea Hawk 1959/89, Vega 1872/75, Gorky 2914/97, Arklow Venus 2829/00, Fulmar, Miramar 2840/96, Swallow 794/86, Konstantin Paustovsky 2319/96, Halis Kalkavan 7949/90, Keizersborg 6142/96, Kalena 2478/77, Swift 794/89, Sea Eagle 1785/82, Balmung 2326/91

Berth 104: Green Iceland 4683/93, Ice Field 5978/88

Berths 102/3: Greta 1289/84, Fair One 664/82

Berth 102: Celtic Mist 21890/87, Love Song 86, Ankergracht 7949/91

Berth 36: AB Valencia 2844/97, Nina 1 998/84, Sheksna 2052/94, Adelaide 5202/72, Kalena 2478/77, Fri Tide, Baltic Merchant 2280/97, Dolfijn 1987/89, Uno 1473/86, Monika 1768/77, Eileen C

Berth 25: Beluga Foundation, BBC Ontario 9611/04, BBC Chile 6204/01

Dibles Wharf: Baltic Tara 2650/93, Redwing 794/89, Samaki 494/66, Teal 794/89

Princes Wharf: HC Gesa 2545/01, Imi 2715/94, Peray 2514/94, HC Ida 2545/01, Kruckau 2452/03, Arklow Rock 2999/04, Pex 2995/01, Linnau 2452/96

Marchwood Bulk: Mungo 664/80

Marchwood RLC: Paimpol , Fast Arrow 15347/79, CEC Vision 3810/94

Cruise Vessels: Boudicca 28388/73, Millennium 90228/00, Ocean Village Two 70210/90, Liberty of the Sea 154,000/07, Asuka II 48621/90

Tugs: Bentley

Equasis the publicly available European Union database containing information on the world merchant fleet has produced its first edition of published statistics.

The Paris based organisation which was created nearly six years ago to help the exchange of information on maritime transport and assist users and others to make better decisions on quality ship selection now includes factual information on the quality and safety of 60,000 ships. – Follow the link on sotonwss.org.uk



In February Britain's competition authorities backed the Svitzer Wijsmuller bid for Adsteam. The deal will make the Maersk subsidiary the largest towage company in the world with a global market share of 12%. The combined entity will also control around two thirds of the UK market. Adsteam operates about 160 tugs in Australia and Britain. Svitzer's UK subsidiary Svitzer Marine operate 41 tugs and provides services in seven ports and six terminals. The colours of the local tugs are now adopting new colours for accommodation funnel colours.



Left: **Paimpol** alongside SMC Marchwood

Centre: **Archangelgracht** 7949/90 arriving for 201/2 berth

Bottom: **Halis Kalkavan** 7949/90 discharging at 109 berth

Photographs by Monty Beckett





Green Iceland 93/4683 of Green Reefers photographed by Monty Beckett arriving Southampton

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