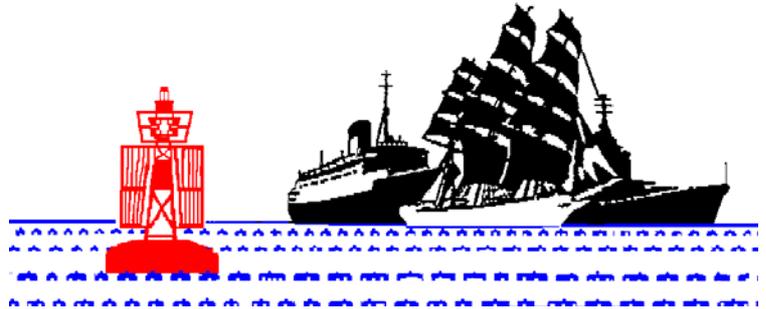


Black Jack

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY

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Issue No: 147

Summer 2008



Tuesday 22 April 2008 was one to remember for maritime enthusiasts, when Cunard's three Queens meet for the first and only time in Southampton.

Queen Mary 2, Cunard's flagship and the largest ocean liner in the world, and **Queen Victoria**, the newest Cunard Queen, will salute **QE2** on the day she celebrates the 39th anniversary of her official entry into service in 1969. The occasion was made possible due to the decision to have **QE2**'s scheduled 2008 refit in her homeport.

All three ships will sound their whistles in salute before **Queen Mary 2** departs on her first transatlantic crossing of 2008 followed by the departure of **Queen Victoria** embarking on her first voyage to Iberia and the Canaries. The **Queen Mary 2** is shown passing 105 berth and QE2 to swing in the upper swinging ground before proceeding outward bound.

Black Jack - Summer 2008

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Black Jack is the quarterly 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

2008 Branch Meeting Programme

January 8th

The RNLI – A presentation by Stuart Thompson, Chairman of the Bassett Branch

February 12th

A Brief History of P&O Passenger Services – Bill Mayes

March 11th

A Cruise to the Baltic – David Hornsby

April 8th

Risdon Beazley – Marine Salvor

Lyle Craigie-Halkett & Roy Martin

May 13th

A History of the Oceanic – David Trevor Jones

June 10th

Liners – Alan Moorhouse

July Ten Members – Ten Minutes

June 14th Annual Branch Cruise

August 12th

Members Image Gallery – Our annual competition with slides and digital entries

September 9th T.B.A.

October 14th

The Life and Times of QE2 – Mick Lindsay

November 18th (third Tuesday)

A.G.M. with slides from the Roy Torode collection

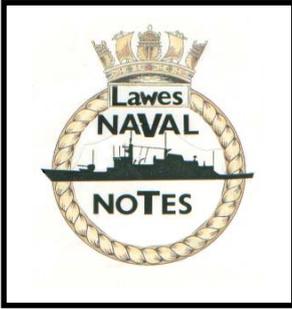
December 9th

The Life and Times of a Marine Artist/Around the World in 80 Slides – Harley Crossley

All contributions to BJ either by post, email, floppy disk or CD are most welcome. Any article with a connection to the Solent area would be much appreciated. The BJ Editor could reproduce magazine or newspaper articles but preference is given to 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

Ship Visits

Ship visits often become available at short notice and more recently during the week 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 and advised to use personal protective equipment when appropriate. All participants must accompany the 'guide' at all times unless instructed otherwise and follow any instructions from the party leader.



A Reminder – A chance to meet the Navy after a 12-Year Gap

The hugely popular Navy Days return to Portsmouth this July after an absence of 12 years. Rebranded 'Meet Your Navy', the three day event over July 25-27 at Portsmouth Naval Base will give the UK public the chance to not only tour Royal Navy fleet auxiliary and foreign ships but also talk to the men and women, of all ranks, who make up the Senior Service, as well as witness arena events and air displays.

Meet Your Navy is expected see at least 19 warships open to the public, including two large vessels from the RN and RFA, aircraft carrier **HMS Illustrious** and the new RFA amphibious landing ship **RFA Largs Bay**. There were hopes that the RN's latest warship, the first of the stealth-like Type 45 destroyers, **HMS Daring**, would put in an appearance while on builders trials, but this is now unlikely

Joining the RN and RFA vessels at the three-day extravaganza will be warships will be warships from the navies of Denmark and the Netherlands. The US Navy is also expected to make an appearance and the Russian Navy has been invited. When the last Navy Days took place in Portsmouth in 1996, only six vessels were open to the public.

Damen – Serco

Netherlands-based Damen Shipyards has undertaken its largest project, in terms of vessel numbers, since its inception in 1968. Serco Denholm Marine Services has entrusted Damen with a 29-vessel order to support the £1bn 15-year PFI contract with the UK Ministry of Defence to deliver a range of marine services to the Royal Navy. Serco Denholm Marine Services is a joint venture led by Serco Group. The 29-vessel package comprises a variety of vessels of 15 different designs, including pilot boats, tugs, barges, multi-purpose work vessels, a fast crew boat and a worldwide support ship. Included in the total number are 16 tugs and tug/workboats, some selected from Damen's standard range and others purpose designed.

SDMS signed the contract with the MOD in December but work to identify and procure suitable new vessels started in 2003. In the latter stages of the project the selected shipbuilder, Damen, was enabled to commence design and construction with a view to completing the newbuild package by 2010. A benefit of this approach was the delivery of the first vessel of the order, the small tug/workboat "**SD Catherine**", to Portsmouth in early January. A total of eight vessels will be delivered in 2008 but the remaining tugs will arrive in 2009 and 2010.

The tugs on order comprise a mix of twin-screw and azimuthing stern drive vessels ranging in size from 12m to 26m. In addition these will be a batch of four purpose designed azimuthing tractor drive tugs, designated the Damen ATD Tug 2909. These 29.19m vessels, with a 9.98 m beam, will have Caterpillar main engines producing a total of 4,023 bhp coupled to Rolls Royce azimuthing propulsion units with controllable pitch propellers located beneath the bow. With a bollard pull of 40 tonnes, these vessels will be used to handle aircraft carriers and other large vessels at their designated locations.

Another new vessel introduced for this contract, is the ASD Tug 2009, derived from the successful ASD 2411 shiphandling tug. Of similar hull form and configuration this 21.19 m tug will have 2000 bhp main engines and achieve a bollard pull of 23.4 tonnes. Winches fore and aft will make them suitable for handling surface vessels or submarines and operating as a coastal tug. Virtually all of the tugs on order will be equipped with 'grey' fendering to minimize damage to warship paintwork and most will have fendering beneath the waterline to enable them to be used in close contact with submarines. The traditional black hull and ochre livery carried both by Serco Denholm and Royal Maritime Auxiliary Service support craft will be retained.

Big White heads to breakers.....Winterberg is the first of the famous four

Safmarine's famous Big White quartet may soon be just a trio amid reports that the 3,100 teu Winterberg is heading for the scrapyards. Greek owner Danaos, which bought the four ships in 2003, is thought to have sold **Winterberg** after deciding the vintage vessel was too elderly and fuel-hungry to justify another drydocking. Danaos would not comment on the speculation, but Lloyd's MIU data shows that Bangladesh breakers bought the ship recently and renamed it **Wilmington**.

The former **SA Winterberg** and its sister-ships are some of the oldest container-ships in service, and acquired their nickname because of their white hulls. They were built in France in the late 1970's and for most of their commercial life were operated by Safmarine in the Europe-South Africa trades, carrying passengers as well as containerised cargoes, including refrigerated produce.

If the reports that **Winterberg** is to be demolished are confirmed, this would place a question mark over the commercial viability of other elderly tonnage that is expensive to run. There is no shortage of demand for container-ships of that size, but as bunker costs soar container lines are becoming far more selective about the tonnage they deploy. However last week **Winterberg's** sistership **Helderberg** was fixed for another year, while negotiations for the charter of the **Sederberg** were being held.

The fourth in the group **Maersk Constantia**, formerly **SA Waterberg**, is still on charter. **Winterberg** was thought to be scheduled for the dry dock when Danaos decided to sell the ship instead. Safmarine decided a few months ago that the Big Whites would be phased out from its fleet and returned to their owner as charter contracts expire.

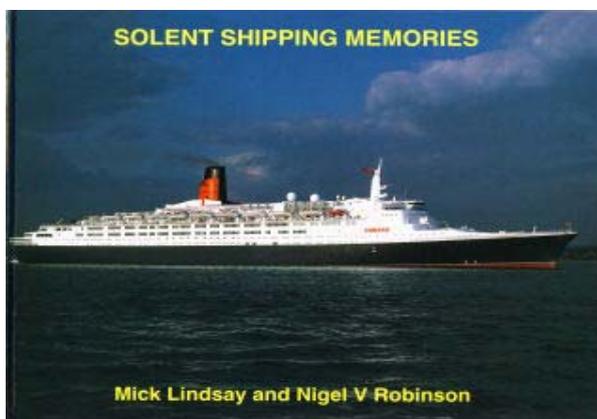


Image Evening – August 12 th

So that all material can be compiled on a disk prior to the August meeting can all members who wish to digitally project their images please forward them to the BJ editor. Please email files or supply by post a CD if already in digital format (not RAW) Negatives, prints or slides can be posted scanned and returned as required.

For shipping enthusiasts in Southampton and Solent area during 60's, 70's and 80's this publication will definitely bring back the memories not least the ability to photograph ships up close without a telephoto lenses in the docks.

Containing 80 pages of photographs of all types of vessels from pilot vessels to a ULCC the pictures were mostly taken in Southampton by the authors. Specifically a book of pictures, technical details of vessels have been included, the majority of course no longer trading. To cover so many years this publication of merchant vessels can only be considered a snapshot however a fair representation has been included.



ISBN 1902953339 Pub: Bernard McCall

The international salvage industry in summary

In 1996, an International Salvage Union (ISU) survey of the years from 1978-96, revealed that, over the course of 28 years, the Union's members had undertaken a total of 5,135 salvage operations and salvaged property of a total value of \$32.32 billion, netting the salvors themselves a total of over \$1.2 billion.

Suffice to say that the modern maritime salvage industry is a highly competitive sector requiring specialist tools, skills and highly trained operatives. A typical salvage master will have built their skills through years of experience. Today, salvage requires not only knowledge of naval architecture, underwater physics and complex salvage techniques, but also an increasingly good understanding of how to handle hazardous materials – the control of which plays an ever important part in modern salvage operations.

The legal framework of salvage.

Salvors must operate within a strict legal framework which exists to ensure the professionalism of salvage operations. Maritime salvage law is based on the recognition of a number of key factors – firstly, that salvage laws need to make it worthwhile for a salvor to take risks in order to recover imperiled vessels. Secondly, that the reward offered must be sufficiently high to discourage would-be salvors from merely plundering the cargo of the vessel. Thirdly, that the expense of maintaining the equipment necessary for salvage is very high, and the salvage rewards must therefore be commensurate to allow upkeep of this infrastructure. And fourthly, that the law must stipulate a sufficiently high level of salvage success, so as to discourage amateurs or inexperienced personnel from attempting potentially dangerous salvage operations.

In order for a salvage claim to be considered valid therefore, a number of conditions must be met:

- The ship and/or cargo must actually be in peril;
- The salvor's actions must be voluntary. He/she must not be under any contractual or other legal obligation to help. Therefore the UK Coast Guard, for example, would be ineligible for a salvage claim while the Navy would be eligible.
- The salvors must be successful in saving at least some of the property at risk. If the vessel sinks while the salvors are attempting to save it and they are unable to raise it, they are not entitled to any compensation, regardless of the extent of their efforts. One important exception to this rule is in those cases where the efforts of the salvors helped to substantially reduce environmental damage. If any of these requirements are not fulfilled, salvage claims are typically void.

Salvage awards are determined by independent arbitrators agreed upon by both the salvor and the ship-owner following the salvage operation. As established by 1989 International Convention on the convention which is the standard for modern Salvage, the legal principles underlying salvage award estimations are as follows:

- The "salvaged value" of the vessel. This is described as the value of the vessel prior to the incident minus the cost of repairing any damage that occurred prior to and during the salvage;
- The skill and efforts of the salvors in preventing or minimizing damage to the environment;
- The nature and degree of danger.
- The skill and efforts of the salvors in salvaging the vessel, other property and life;
- The time used, expenses and losses incurred by the salvors.
- The risk of liability and other risks run by the salvors or their equipment;
- The promptness of the services rendered.
- The availability and use of vessels or other equipment intended for salvage operations;
- The state of readiness and efficiency of the salvor's equipment and the value thereof.

Salvage operations.

Salvage operations are carried out by a skilled team and a host of specialised equipment. The operation is directed by a salvage master, who will be the coordinator of the salvaging team's activities. In this, salvors are aided by a number of pieces of specialised equipment. For example a modern salvage operation might make use of the following:

Floating cranes. These are used primarily to stabilize listing vessels, recover sunken wreckage and cargo;

Salvage tugs. Although not as widely used as once they were, salvage tugs exist to assist with refloating, towing wreckage and transporting salvage personnel;

Floating drydocks. A floating drydock is a u-shaped vessel with floodable buoyancy chambers which allow the dock to be submerged so that a ship can be moved into position inside it. When water is pumped out of the buoyancy chambers, the drydock rises and the deck is cleared of water, allowing repair work to proceed on the ship's hull.

100 years of Lloyds Open Form.

After 100 years of constant use, Lloyd's Standard Form of Salvage Contract - known as Lloyd's Form or LOF - remains the world's most frequently used salvage agreement. In 2008, LOF's centenary year, this contract is more important than at any time in its long history. This is because LOF promotes rapid response, fast reaction is often the key to preventing a spill and, possibly, catastrophic environmental damage. LOF is a contract in sympathy with a world displaying zero tolerance of pollution.

Regulators in the United States now regard every vessel carrying bunkers as an "oil tanker" in terms of its potential to pollute. The reality, of course, is that any ship can become a casualty and threaten life, property and the environment. Marine salvors assist over 200 vessels a year. These ships become casualties as a result of fires, collisions and other types of emergency. Over half the thousands of salvage operations performed by ISU salvors have been undertaken under Lloyd's Form. LOF is the ideal contract when there is no time to lose – when, for example, fire has broken out or cargo is leaking into the sea. LOF 2000 is fresh and fit for purpose. The contract has been revised many times over the past century, to account of the dramatic changes in global shipping.

Why choose LOF?

LOF has a number of very strong features, it can be agreed by the master of the casualty, on behalf of the owner, and both master and owner have authority to agree LOF on behalf of the owners of all property on board. Once LOF is agreed there is only one goal: a successful outcome to the salvage, with the prevention of loss of property and the avoidance of pollution. With LOF agreed, the salvor can get on with the task of saving the ship and its cargo. LOF can be agreed with no pre-contract discussion about terms and conditions. LOF 2000 is a streamlined edition of the contract. It is a document with just seven boxes to complete. There is no need for commercial argument as the LOF system offers impartial arbitration, should those involved fail to reach an amicable settlement after services are completed.

Changes and Updates

Changes to LOF over the past three decades have been driven largely by the need to prevent pollution. These changes include Article 14 Special Compensation and the more recently introduced SCOPIC remuneration system. These innovations protect the salvor against losses, by moderating LOF's traditional no cure-no pay principles. The motivation here is to encourage an affective, timely salvage response, even in high- risk/low-value situations which might otherwise result in a loss under no cure-no pay terms.

The major spills arising from the "Exxon Valdez", "Erika" and "Prestige" accidents involved the loss of around 120,000 tonnes of oil. The direct costs alone were measured in billions of dollars, excluding the much larger associated costs of industry compliance with successive waves of regulation. The first annual Pollution Prevention Survey was produced in 1994 and since then members have recovered over 13 million tonnes of pollutants from casualties, including more than 10 million tonnes of oil.

These figures need a context to be fully appreciated. The International Tankers Owners' Pollution Federation says that around 520,000 tonnes of oil was lost from vessels in 1994-2006 period. Over that time the members recovered over 20 times that amount from ships in trouble. ISU salvors recovered 566,000 tonnes of pollutants of all types in 2006 alone - more than the total amount of oil spilt in 1994-2006!

Reducing Spill Risks

Given the relatively small number of major pollution threats which now materialize, further regulatory initiatives are unlikely to have a major impact. The best investment today, therefore, would be a reinforced salvage presence, for decisive intervention when things do go wrong. This is not just a matter of more tugs. We also need to encourage best practice in casualty management. Currently, the ISE is working with the EU to develop new international guidelines on marine casualty management. There is now a call for a new LOF edition, with provisions recognizing the true benefit of environmental salvage. A third, possibly longer-term prospect is the adoption of a new Salvage Convention, to succeed the 1989 Convention.

It is felt that Environmental Salvage Awards should be introduced, to reward spill prevention, as a distinct service and that there should be a new LOF, to introduce Environmental Salvage Awards. This would offer the following benefits:

- *More protection against catastrophic spills.
- *An acknowledgement of public and political concerns about pollution.
- *A reduction in financial economic and environmental losses arising from spills.
- *Fresh commitment to the salvage industry's long-term viability.
- *The continued availability of marine emergency services.

Bigger Ships – The Challenges.

The past 18 months have seen a rush by shipowners and liner operators to order super-generation containerships of 10,000 teu plus.

Arguably, the delivery in August 2006 of the “**Emma Maersk**” to the Copenhagen-based AP Moller-Maersk Group changed the liner shipping industry for ever. The massive size of this new ship and the huge perceived economies of scale that Maersk Line would realize from deploying these vessels in its liner network, resulted in several other carriers following suit. While rivals did not immediately place orders for similar-sized tonnage, within six months liner companies such as Mediterranean Shipping Co, CMA CGM and Zim Integrated Shipping Services had signed contracts for mega containerships. Since this time, a flood of orders have been confirmed, with about 140 ships having the capability to load more than 10,000 teu contracted for delivery over the next four years. Their combined slot capacity amounts to more than 1.7m teu. These ships now account for over a quarter of the total cellular orderbook, which stands at 6.52m teu.

Maersk now has eight of these large vessels in service with all of them deployed in its Far East-Europe service. Meanwhile, the operator has concluded a long-term charter contract with Rickmers Maritime for the charter of four 13,100 teu vessels being built at Hyundai Heavy Industries in South Korea, which are due for delivery between August and November 2010. A further 13 ships in the 8,600 and 9,200 range are also on order. It is Maersk’s E-class ships that are still the biggest, and as things currently stand are the only ones that will not be able to transit new locks being built on the Panama Canal. While the E-class ships have been officially rated by Maersk at 11,000 teu, many in the industry believe they are capable of loading a substantial 13,600 teu, which places them well above the 12,500-13,000 teu upper size range being ordered today.

The dimensions of the 170,794 dwt Maersk vessels perhaps give a clue as to their actual size: length of 397.6 m: beam at 56.4 m – sufficient for the loading of 22 containers across the weather deck; and a maximum draught of 16.5 m. The rush to operate big ships has meant a dearth of orders in other size ranges.

Containerships built over the past 10-15 years, tend to have poorer teu/dwt ratios than earlier generation tonnage, as they are designed for loading lighter cargoes. Consequently, they are not so well suited for carrying heavier commodities that are associated with north-south and/or emerging markets.

Persuasive economies of scale.

The big ships can certainly result in persuasive economies of scale – both on the capital front and operationally – with per slot costs estimated to be anywhere between 15% and 20% lower than for a 6,000 teu and as much as 40% for a panamax vessel of 4,500 teu. However, this is only the case when utilization levels are good (95%+)

Therefore, a half full 10,000 teu ship would be at a distinct disadvantage to a 95%-100% loaded 6,000 teu vessel. Nevertheless, the bigger the tonnage the more challenging the operation can become. These ships, for instance, are likely to spend longer times in port on account of the higher number of containers being loaded and discharged. In turn, this means that they cannot call at the same number of ports in any schedule as their predecessors, which leads to the ocean carriers having to use more transshipment hubs. Therefore, a requirement for additional feeder services, which, depending on individual carrier strategies, are maintained in-house or contracted from third-party specialists.

This can work out to be very expensive. Without doubt it leads to more complex liner networks and the need for more intensive management systems to be put in place. Clearly, the success of such operations hinge on efficient terminal management/stevedoring practices and the ability of the ports and terminals used to accommodate adequately the increased numbers of feederships needed to meet the main liners. It is one of the reasons why ocean carriers have been investing in their own terminals and/or securing exclusive deals with specialist terminal operating companies.

World teu fleet at mid-2007	Dry Freight Standard	Dry Freight Special	Integrated Reefer	Tank (Liquid Bulk)	Total
Maritime 8ft Width					
20ft	6,740,952	371,667	153,055	183,190	7,448,864
40ft	14,070,624	456,518	1,272,580	1,106	15,800,828
45ft	392,787	19,485	810	-	413,082
Other	6,990	21,006	1,227	5,937	35,160
Subtotal	21,211,353	868,676	1,427,672	190,233	23,697,934

Ever wondered how many boxes there could be out there!

Exxon Mediterranean 86/95169 alongside at Esso No 5 photographed by the Editor in 1991



The process of winding down should be complete by the time you read this for another season, the first reefer to be released was the 439,000cbf 2000 built **Season Trader**. The reported cost with Kyokuyo of Japan was for \$16,160 for the remaining three reefers until the end of the contract. These were 400,000 cbf **Chikuma Reefer** 1998 built, **Mogami Reefer** built 1999, **Nagato Reefer** built 2000. The production from the Canary Islands has been falling off in recent years. In previous years Fedex would have chartered in between six and ten reefers for the season starting in October. The past few years, however, have seen that number reduced to four.

The construction of the two new super post-panamax cranes at Southampton Container Terminals (SCT) is progressing well within Lima stack since the arrival of the components at the end of March. The two new cranes now have all four legs, both tie beams, front and rear bogies, front and rear portal beams, rear diagonal braces and the main beam erected. Recently the machine house and main beam support sections have been fixed into position. Over the next few weeks the cranes will take even greater shape with the A-frame, personnel lift and boom being erected. The two new super post-panamax gantry cranes are scheduled to be commissioned into operation in June this year and when operational will be able to reach across vessels 22 containers wide and service vessels on berths 205 and 206. SCT has also recently placed another order with Liebherr Cranes for a further two super post-panamax gantry cranes, representing an investment in excess of £10 million. These cranes will be delivered into operation in August 2009.

Exxon Valdez battle nears end.....

ExxonMobil has shot its last bolt in the long-running “**Exxon Valdez**” case. The company’s fate now is in the hands of the Supreme Court, which has heard oral arguments in the oil major’s appeal seeking to cut or eliminate the \$2.5bn awarded against it in punitive damages. There will be no more hearings in the matter. The Supreme Court could be expected to hand down its ruling by June, according to legal experts.

The “**Exxon Valdez**” legal saga began with the 1994 jury award of \$5bn in punitive damages. A flurry of appeals resulted in the damages amount first lowered to \$4bn, then raised to \$4.5bn, and finally lowered to \$2.5bn in the appellate court’s final decision.

The world’s most famous tanker however is going to end its days as a bulk carrier. The Marshall Islands-flag conversion candidate, ExxonMobil’s 215,000-dwt single-hull “**S/R Mediterranean**” (built 1986), went for some \$32m. If that name rings no bells, the small VLCC is better known as the “**Exxon Valdez**”.

Under that name the ship grounded in Prince William Sound in March 1989 and changed the course of shipping history. The 11-million-gallon oil spill in the vulnerable coastal environment begat the Oil Pollution Act of 1990 (OPA 90) and OPA90 spawned the modern double-hull tanker fleet. The “**Exxon Valdez**” was repaired at San Diego’s National Steel & Shipbuilding Co (Nassco) for the sake of maintaining US trading rights under the Jones Act cabotage law. Nevertheless, it was banished from US domestic trading despite legal appeals by ExxonMobil and despite having been designed for the Alaska-US West Coast trade.

After the “**Exxon Valdez**” incident, ExxonMobil distanced itself from shipping to the extent of removing its name from all the tankers in its fleet and rechristening its shipping division SeaRiver Maritime, most vessels merely gained a new prefix but the “**Exxon Valdez**” became “**S/R Mediterranean**”. After a long layup, improving tanker rates made it commercially feasible to trade the ship internationally under the US flag and it was reactivated in 2003. SeaRiver had kept it under the US flag so long in the hope of someday getting it back into the trade for which it was purpose built but in January 2005, ExxonMobil gave up and she was put under the Marshall Islands flag.

Rob Baker
photograph



The former Calshot Spit lightship LV 78 which was on station between 1914 and 1978 was in 1988 set in concrete on display in Ocean Village. The ship was built locally at J.Thornycroft in 1914. Development at Ocean Village requires its relocation, one proposal includes using the old light vessel as an attraction at Southampton's new cruise terminal which ABP announced it was building in December. The distinctive red ship may be relocated to the abandoned dock alongside the new terminal when it opens next year. Moving the 200 tonne vessel from Ocean Village to the eastern Docks would be a major operation.

Anatoliy Kolesnichenko 85/18574

Whilst bunkering in Cowes Roads this Russian vessel lost 100 litres of fuel into the Solent.

The ship with Swire Shipping colours on the funnel is one of a group of similar vessels employed on Europe New Zealand service.

Although this Finnish built ship is not fast at 15kts they are very flexible with ro/ro capacity and stern ramp, 40t cranes, approx 500teu and built to ice class. The ship is shown anchored in Cowes Roads before her departure.

Tony Richardson
photograph



Rod Baker
photograph



The **Independence of the Seas** alongside 101 Berth photographed by Rod Baker from Mayflower Park. In the foreground can be seen some articles not usually to be found in Mayflower Park!

Following arrival in port on Friday 25th April activities were held in the park as part of the promotion for the launch of currently the world's largest cruise ship in Southampton.

The ship was christened in the city on Wednesday 30th April and Independence of the Seas will be a regular sight in the city throughout the summer.



201/2 Berth showing the 'old and the new' container cranes prior to the construction of the second new crane. On the left the crane involved in the recent boom collapse and on the right one of the new cranes under construction.

MONTYS NOTEBOOK

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

Berth 203-7: APL Austria 72,000/07, Oakland Express 54437/00, Kitano 50618/90, Liverpool Express 46009/02, Maersk Kensington 76,000/07, Zrin 29912/94, Maersk Taikung 94193/07, Oluf Maersk 34202/03, Monte Tamaro 69132/07, Dublin Express 46009/02, Glasgow Express 46009/02, Maersk Seoul 94483/06, Maersk Hong Kong/21199/97, Wan Hai 605 66199/08, OOCL Belgium 39174/98, APL General 64054/96, Maersk Tanjung 07/94193, APL Germany 66462/03, Rita Sibum 6701/05, Tsingtao Express 93750/07, APL London, Seoul Express 00/54465, Herd 41023/86, John Mitchell 3999/97, Encounter 7642/04, X-Press Fuji 9701/04, X-Press Monte Rosa 7170/07

Berth 201-2: Normed Gemlik 3991/04, BBC Zarate 9620/07, Douwent 1311/87, Margarethe Green 11894/99, Amstelgracht 7949/90, Kochnev 6030/89, Spuigracht 16639/01

RoRo: Olympian Highway 47077/95, Columbia Leader 38659/97, Vulpine 16947/79, Morning Calm 57692/04, Independence II, Lapis Arrow 41000/06, Fedora 71538/08, Garnet Leader 57700/08, Hoegh Kunsen 44219/96, Kewi Auckland 37841/85, Shanghai Highway 48927/05, Grande Colonia 38700/07, Grand Champion 59717/08, Green Rider 57449/98

Berth 107-8: Kapitonas Serafinas 9965/80, Vancouverborg 6351/01, Irtysk-1 2086/96, Attika 5381/01, Haukar 2030/90, Effessos 20553/82, Kielder 2138/82, Accurate 7918/99, Rana 2451/99, Sardinia 2997/98, CFL Patron, Cella 3818/07, Argos 2452/07, Sea Hunter, Jonsen, Merle 2456/94, Falcon 1382/91.

Berth 102-3: Est 920/87, Raba 1843/84, Geminus 1719/03

Berth 101-2: Romny 6030/92, Normed Rotterdam 8407/07, Fletum 4115/98, Alexandergracht 7949/91

RLC Marchwood: Lyme Bay, Zeran 15685/87, CEC Hunter 3810/95

Berth 46-7: Industrial Champ 7252/00, Industrial Century 7252/01, S.Fighter 8861/01, Panagia 7002/04, Apollgracht 7949/91

Berth 36: Paola C 2999/08, Arklow Flame 2998/06, Eileen C 2999/07, Paola 19885/04, Arklow Rule 2999/06

Berth 24-5: BBC Ontario 9611/04, Seaboard Explorer II 6285/96, BBC Plata 9618/05, BBC Elbe 12936/06

Dibles Wharf: Suoyarvi 1596/94, Islay Trader 1512/92, Gold River 1240/91

Princes Wharf: Bramau 2452/06, Arklow Rose 2999/00, Arklow River, Luhnnav 2452/06, Rodau 2461/04, Eider 2452/03

Passenger Vessels: Independence of the Seas 154407/08, Ventura 113000/08, Pacific Princess 30277/99, Brilliance of the Seas 90090/02, Summit 90280/01, Crystal Serenity 68870/03

Misc Vessels: Pole Star 1174/00, Siti C 314/06, Astral 7638/06, Anglian Earl 2311/87, Alexandra 164/63



Eider 2452/03 inward bound R Itchen for Princes Wharf

There has been no shortage of cruiseship arrivals illustrated by a selection shown right top to bottom:
Brilliance of the Seas, Pacific Princess, Summit, Saga Rose, Ventura



BBC Ontario 9611/04 manoeuvring off Dock Head



Margarethe Green 11894/99 passing Pierhead buoy inwards

THE A – Z OF SAIL by Michael Page

For the letter 'B' I have chosen the "**Belle Poule**" or "**Pretty Chick**" in English.

The "**Belle Poule**" and her sister "**L Etoile**" are sail trainers for the French Navy and were built in 1932.

After the ravages of the First World War there were no traditional boats left in service in the French Navy. Very few believed in the power of sail as sailors trained and worked exclusively on mechanically propelled ships. Some Officers in the highest ranks denounced this evolution and argued that an instinctive understanding of wind and tides remained crucial, and that only the more testing sailboats could really give a good understanding of the ocean. In the end luckily this view prevailed and sailing was re-introduced as part of the cadet-training programme. So in 1930 the decision was made to build two schooners, similar but slightly more elegant replicas of the "**Paimpolaise**", the two masted topsail schooner sailed by Breton fisherman in the Northern Atlantic during their 6 month quest for cod.

Belle Poule took 6 months to build at Chantier Naval De Normandie, in Fecamp on the Atlantic coastline of the Channel some 40 kilometres North East of Le Havre.

Sail training started immediately and carried on until June 1940 when the Germans invaded France and Field Marshall Petain begged and got a truce from the Germans. The following day instructions were issued by the Navy for the two trainers to load all the cadets and sail for England. This they did, and after some early hostile treatment from the English they started Special Operations for the Free French, one ship in port and one on a trip (the Free French could not afford to run two ships, and with few cadets to train there was no need). This carried on until May 1944 when they were taken out of service, and in September 1945 at the request of the Marine Nationale in Paris they were towed back to Brest. Conditions were horrendous but repairs started immediately. In 1947 they resumed their sail training duties which they are still doing today.

These two ships have a history of their own, as because of their wartime activities they fly from their masts the tri-colour flag with the red cross of Lorraine-symbol of the Free French Naval Forces, and to this day they remain the only boats to bear this flag.

Previous ships of this name:

First: built in Bordeaux in 1765- a 26 gun frigate.

Captured by the British in 1779 and commissioned into the Royal Navy.

Second: a 40 gun frigate launched 18th April 1802 and finally surrendered to the British in 1806 after two fierce duals against two English ships of the Line.

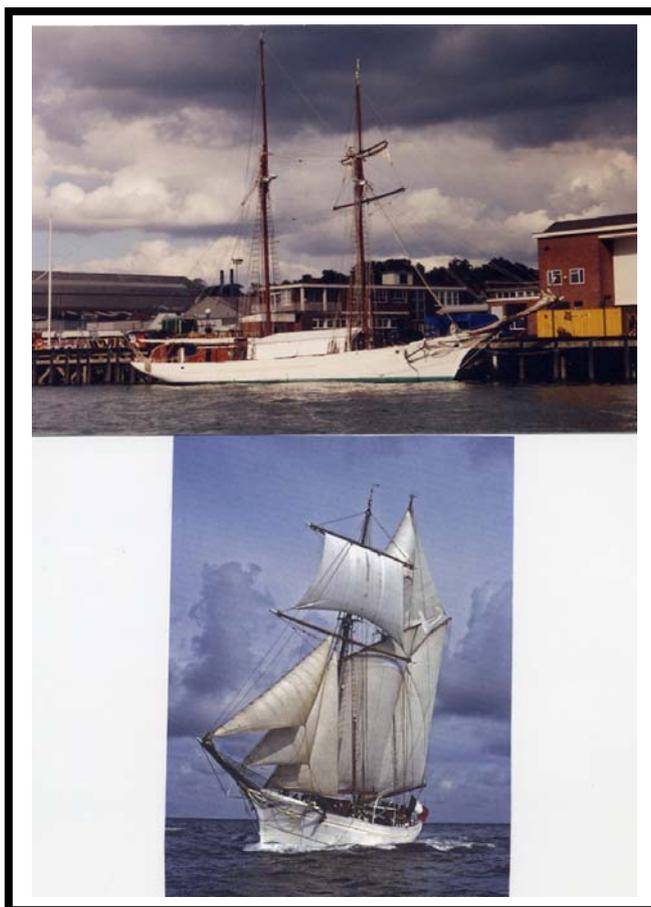
(this meant that for a period of two years the English operated two captured "**Belle Poule**", the first scrapped in 1808 and the second sold in Deptford in 1818).

Third: a 65 gun frigate-inspired by the "USS Constitution", commissioned 1835. This one did not strike her colours, but fought alongside the British Fleet in the Crimean War. She was retired and used to store gunpowder until 1888.

Details of the Belle Poule.

Displacement of 225 tonnes.
Length of 37.5 metres.
Beam of 7.4 metres.
Draught of 3.85 metres.

Complement of: 1 Officer.
5 Non-Commissioned
Officers.
10 Quarter Masters.
20 Trainees.



Photographs from the Michael Page Collection

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