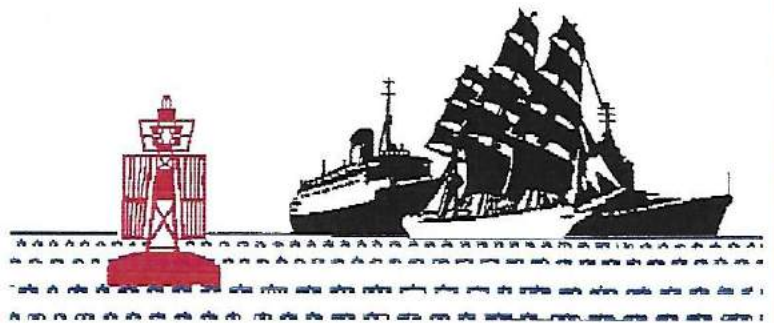


Black Jack

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



Issue No: 116

Spring 2001



Photograph – Monty Beckett

The **Solent Star** alongside on her maiden voyage on the Geest service replacing the **Regal Star**. Registered in Panama the vessel was built in Japan and completed in January. The vessel has a gross tonnage of 10,804 with a length overall of 150 metres. The ship has four holds and 15 different temperature compartments with a temperature range of +15 to -25 degrees Celsius. The ship has a maximum speed of 21.5 knots, fuel consumption at normal service of 19kts is approximately 31 tonnes per day. Fully self contained for containers the ship is equipped with 2x8 tonnes and 2x 40 tonnes hydraulic cranes with container capacity of 308 teu with 100 reefer sockets on deck.

Southampton Port Operations

On Wednesday 17th January 1958, The Port of Southampton became the first port in the world to operate a Port Radio and Radar Station. Associated British Ports are marking the anniversary, which coincides closely with the anniversary of the construction of the port's current VTS Centre that stands at Dock Head.

Looking back over time the Port of Southampton has often been at the forefront of major developments in shipping navigation and still continues to introduce many new developments, including the recent inauguration of the national Port Marine Safety Code and the adoption of new equipment and the use of Internet-based communications.

On the 17th January 1958 the then Minister for Transport and Civil Aviation the Rt. Hon. Harold Watkinson MP, opened the world's first port radio and radar station, at Calshot.

Today Associated British Ports, as the competent Harbour Authority, are responsible for the safe and efficient movement of traffic on one of the UK's busiest stretches of water.

More than 55,000 commercial shipping movements and 30,000 recreational craft must be safely and efficiently monitored and managed in Southampton Water every year. ABP now has the latest and newest VTS Centre in the UK, equipped with modern day radar equipment, CCTV and computer management systems.

1958

The co-ordination of shipping movements within the Port's area and approaches were carried out by the Duty Port Operations Officer, at Calshot Signal Station and was responsible to the Harbour Master. The Port Operations Officer was assisted by a Patrol Officer who maintained a continuous patrol of the Port Area in the launch "S.H.B. Triton" which was fitted with latest marine radar, echo sounding and R/T equipment.

In the information room on the top floor of the Signal Station three display viewing units were arranged on a crescent shaped console. Each was capable of showing any of the five operational areas which made up the planned coverage of the station.

Southampton – Worlds First Port Radio and Radar Station

Back in 1948 the Southampton Harbour Board started planning for the establishment of a Port Operation and Information Service, including a Very High Frequency (VHF) Radio Transmission (R/T) Communications system and Harbour Surveillance Radar. On 17th January 1958 the Rt. Hon. Harold Watkinson, M.P, Minister for Transport and Civil Aviation, opened the *World's First Port Radio and Radar Station*.

The Calshot Signal Station, situated at the entrance to Southampton Water with a commanding view of the eastern and western Port approaches from the Solent, was considered to be in an ideal geographical position for the centre of the Operation and Information Service.

In 1958 the Port of Southampton was already one of the busiest ports in the UK. The installation of the high discrimination Harbour Surveillance Radar at Calshot Signal Station meant the Duty Operations Officer had up-to-the-minute knowledge of the movements and the position of all vessels navigating within the Port Area and its approaches.

This was a major breakthrough and of immense benefit to Masters and Pilots when navigating a large vessel through the main channel because even in clear weather information could be obtained quicker and more accurately by radar than can be estimated by eye. Above all the new Port Operation and Information Service was able to carefully co-ordinated shipping movements on an increasingly busy stretch of water.

The navigational information system installed at Calshot was the first of its kind in the world and can be regarded as the first fruits of The Hague Agreement. The International Maritime VHF Radiotelephone Conference at The Hague, 1957, opened the way to setting up an international system whereby the world's shipping would be able to communicate directly with port authorities as soon as local waters were reached. The Southampton Port Radio and Radar Station had set a trend that would have worldwide application.

Calshot: The main castle building dates from about A.D 1538, when it was built by King Henry VIII as part of the coastal defences of the South of England

SOUTHAMPTON DOCKS – ARRIVALS AND DEPARTURES – 17TH JANUARY 1958

Arrivals

<i>Vessel</i>	<i>Captain</i>	<i>Where from</i>	<i>To (Berth)</i>	<i>Gross Tonnage</i>	<i>Inward Pilot</i>	<i>Agents or Owners</i>
Drake	Longfield	London	101 (W)	531	-	General Steam Nav
Sand Skipper	Mitchell	Western Solent	110	313	-	South Coast Shipping
Winchester	Caws	Channel Isles	22	1,149	-	British Railways
Normannia	Le Huquet	Le Havre	9	3,543	-	British Railways
Dominion Monarch	Fisher	New Zealand	104	26,463	Gadd	Cunard Steamship Co
General G.M. Randall	Harris	New York	39	17,500 (Dis)	Billett	U.S. Navy
Venus	Kristiansen	Tenerife	30/1	6,269	Howe	Thos. Meadows
Balmoral (Tender from "Ryndam" at Cowes Roads)	Larkin	Cowes Roads	47	688	-	Isle of Wight Steam Packet Company
Devantia	Clay	Genoa	7 Dry Dock	7,367	Bevan	Escombe McGrath
Arundel Castle	MacKenzie	Cape Town	102	19,206	Watson	Union-Castle MSS Co
Balmoral (Tender to "Ryndam" at Cowes Roads)	Larkin	Cowes Roads	47	688	-	IOW Steam Packet Company
Mandagala	Blakey	Philadelphia	36	7,681	Gilbert	Cunard Steamship Co
Isle of Sark	Cantell	Channel Isles	7	2,233	-	British Railways
Inchstuart	Merson	Vancouver	34/5	7,043	Wheaton	Royal Mail Line

Departures

<i>Vessel</i>	<i>Captain</i>	<i>Where to</i>	<i>From (Berth)</i>	<i>Gross Tonnage</i>	<i>Outward Pilot</i>	<i>Agents or Owners</i>
Dominion Monarch	Fisher	London	104	As Above	Gadd	Cunard Steamship Co
Balmoral (Tender to "Ryndam" at Cowes Roads)	As Above	Cowes Roads	47	As Above	-	IOW Steam Packet Company
Mauretania	Caunce	New York	46	35,674	Holt	Cunard Steamship Co
Sand Skipper	Mitchell	Western Solent	110	As Above	-	South Coast Shipping
Devantia	Clay	London	7 Dry Dock	As Above	Knight	Escombe McGrath
Soudan	Pearce	Yokohama	34	9,080	Moses	Escombe McGrath
Balmoral (Tender to "Ryndam" at Cowes Roads)	Larkin	Cowes Roads	47	As Above	-	IOW Steam Packet Company
Drake	Longfield	Bordeaux	102	531	-	Gen Steam Navigation
Batory	Szudinski	West Indies	43/4	14,287	Billett	Wainwrights
Haselmere	Kroon	Jersey	23	832	-	British Railways
Divina	Wedoy	Hull	49	1,699	Lintott	
Normannia	Le Huquet	Le Havre	9	As Above	-	British Railways
Isle of Jersey	Bentley	Channel Island	8	2,180	-	British Railways

Today

Now, in 2001, the Port of Southampton has a brand new modern day Vessel Traffic Services (VTS) Centre. The port has the latest radar systems and technology including CCTV and computer management programmes making it the newest VTS Centre in the UK.

The Port has stepped up radar coverage of the area with four brand new radars. Previously two radars covered the port's area and approaches. The extra radars provide a better picture of what is going on and enable the port to push out its radar coverage in view of the increased traffic and responsibilities of managing a safe harbour.

For the first time the port has invested in CCTV cameras at various points along Southampton Water. This enables the Harbour Master's representatives to physically see everything, which is of immense benefit particularly during the busy 'yachting' season.

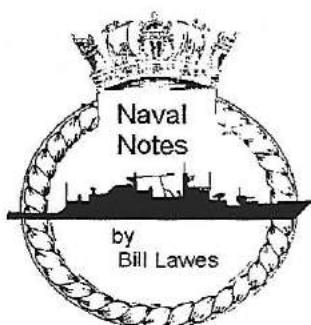
A major advancement includes the ability to digitally record the radar, radio and CCTV data and play it back as real time footage at a later date. This enables marine personnel to manipulate the footage and conduct a thorough analysis of any given situation. A new integrated computer management and radar system also means that operatives can access a wealth of information much more quickly assisting in the safe and efficient management of vessel movements.

Southampton handles around 180,000 commercial vessel movements a year, from the Hythe Ferry to QE2.

The investment made by Associated British Ports (ABP) means that Southampton now has the latest radar systems and technology which optimises the port's coverage and further enhances the safe navigation of one of Britain's busiest waterways.

1838	FOUNDATION STONE LAID FOR THE PORT
1890	QUEEN VICTORIA OPENS EMPRESS DOCK
	Southampton became the only British port that could accommodate the deepest draught vessels at any state of the tide.
1930	OPENING OF THE SOUTHAMPTON HARBOUR BOARD SIGNAL STATION AT CALSHOT
1958	WORLD'S FIRST PORT RADIO & RADAR STATION
	Opened by the then Minister for Transport and Civil Aviation, Rt. Hon. Harold Watkinson, MP. at Calshot Signal Station.
1969	DOCKS BOARD AND HARBOUR BOARD MERGE
1972	VESSEL TRAFFIC SERVICES CENTRE BUILT
	Vessel movements were monitored from a blacked-out room specially designed for the radar equipment used.
1989	VTS CENTRE UPGRADE – and in came day-light
	A station refurbishment bought in daylight scanners and the computer tracking of vessels.
2001	BRAND NEW MODERN DAY VTS CENTRE
	Southampton now has the latest radar system and technology optimising the port's coverage and further enhancing the safe navigation of one of Britain's busiest waterways.

Information supplied by ABP Public Relations Southampton



Naval Notes by Bill Lawes

In the lead up to Christmas a few naval vessels called into Southampton.

At the end of November **HMS Ocean** paid another visit to Marchwood. The year 2000 proved to be a busy one for this ship. In addition to the usual training and exercise activities that she undertakes, she was twice, in six months hastily dispatched to Sierra Leone to lead the Amphibious Ready Group (ARG). The excessive use of the ship has resulted in her complement being increased from 265 to 298 to ease the pressures on her crew.

A second caller, **RFA Bayleaf** has also been fully engaged for most of the year. In May she left the UK as the tanker for Naval Task Force 2000 which was on a Round the World deployment. Soon after departing for this she was diverted to West Africa to replenish **RFA Fort George** that was on duty with ARG, before continuing with NTF 2000. Towards the end of the global voyage she was again dispatched, this time from Panama to West Africa to 'top up' **RFA Brambleleaf**.

Bayleaf's sister **Oakleaf** also called into the port briefly in December. She has had a quieter year having been based in the British waters for most of the time.

R.V. Triton which was launched by V.T. in May has begun her trails with DERA. Early reports seem to be very favorable. In February Triton moved from Portsmouth to Devonport to continue with her trails in the western area of the Channel.

An older V.T. vessel, **HMS Wilton**, which was the world's first GRP vessel, has returned to local waters. She had been laid up in Portsmouth Dockyard for a number of years, but a preservation bid failed. In early October she was towed from Portsmouth to the River Itchen where she is to be refurbished and sold for commercial use.

Southampton Archives Services

Central Index Register of Seaman 1913-1941

This year has seen the arrival at Southampton of a nationally significant series of records. Back in the November of 1999, the Public Record Office offered the Hampshire Archive Trust the Central Index Register of Seamen, 1913-1941 under s.3(6) of the Public Records Act. This register, started in 1913, provides the first central index of merchant seaman after the Series Three of the register of seaman was abandoned in 1857; between these dates, searchers are reliant on largely un-indexed crew lists to locate individuals.

The register comprises four main series of cards, two of which are arranged alphabetically by name of seaman. Information about the merchant seaman on some of the cards includes date and place of birth, a physical description, as well as dates of engagement on different vessels.

Particularly exciting for family historians is the collection of cards covering 1918-1921, since these almost always include a photograph of the seaman. Amongst this series are cards for many of the surviving crew members from the Titanic who went on to serve in other merchant vessels.

Transferring the records has proved a long process. Some 800 drawers of index cards had to be crated up and transported from the PRO site at Hayes to Southampton. Once in the archives, we began the work of repacking the index cards into custom made boxes. We envisage that the collection will be available to the public from the end of September 2000, although we have already begun to use it to help with some of our enquiries.

Anyone can view the index in the public search room free of charge, Tuesdays to Fridays between 9.30 and 4.30. A research service is also provided by post or email (city.archives@southampton.gov.uk) for a charge of £5 per surname search.

New Vehicle Terminal

ABP is to build a new £3m vehicle terminal in Southampton for Wallenius Wilhelmsen. Wallenius has signed a 10-year agreement with ABP to route its south-UK exports through the terminal. The new multi deck facility at 34 berth will cover almost five hectares and should be ready by the end of the year.

New arrivals...

By the time BJ goes to print the new Grimaldi multipurpose car carrier **Grande Argentina** will already arrived at 201/202 berth with Ford vehicles on her maiden call from Valencia.

Also expected for SCT the **P&O Nedlloyd Stuyvesant** and March 17th loading for Japan and the **MOL Advantage** also loading for Japan.

The first of the Sail Training association's topsail schooners, **Sir Winston Churchill** built 35 years ago, has been sold for further trading, which says something about the level of maintenance, some 60,000 willing hands have scrubbed and tended her since she first went to sea with her sister Malcolm Miller. Now owned by an undisclosed Isle of Man owner, **Sir Winston Churchill** will be taken to Greece and will operate as a private charter yacht in the eastern Mediterranean. **Malcolm Miller** was sold earlier this year and was replaced by the first of two new brigs **Stavros S Niarchos**.

Wightlink has gone to the Remontowa shipyard near Gdansk for a new ferry to be delivered in June. The 3,000 gt multipurpose ferry will join four Saint-class vessels on the Fishbourne-Portsmouth route, which takes approximately 50% of all cross Solent traffic.

Dry bulk shipping operator R. Laphorn and Company that began as a one-barge operation carrying 80 tons per voyage, celebrates its 50th anniversary this year.

The company was started in November 1951 by Rachel Laphorn and Tony Laphorn, who traded their 50 year old Nellie around the creeks and

waterways of the Thames estuary: cargoes included sand and ballast, fertilisers and other bulk commodities.

Laphorn today has a modern purpose built offices on the same site it has occupied at Buttercrook Wharf Hoo since 1954.

The family business, now entering its third generation has a fleet of 24 ships specialising in the dry bulk cargo sector, ranging from 1,100 to 2,100 tons

The Belgian tug **Boxer** arrived on the 7th March to tow away the **Arco Thames** from Burnley Wharf.

The QE2 before & after the 1999 refit – Bob Kilsby

In August 1999 and in August 2000 we cruised to Norway on the QE2. We occupied the same cabin, dined in the same (Caronia) restaurant on both trips. One was before, the other after the substantial refit of December 1999. This is a personal view of the QE2 after the refit, after the reported change to the ships accommodation from Carnival Cruises Florida office, which according to the crew was of considerable significance.

We found our cabin a little improved but it was most satisfactory in every way before. The room service by the stewards was on both occasions faultless.

The lifts had been improved, but at busy times the capacity of the lifts was not sufficient. In 1999 there tended to be lifts out of service, making for waits. This was an area in which the refit had been beneficial.

The Caronia Restaurant had been splendidly refurbished. Ceiling, decor, furniture all added to the pleasure of eating in circumstances of the highest class. The range of the menus, the variety and quality of the food were incapable of improvements.

One of the pleasures of the QE2 is the distinguished lecturer's who speak when the ship is en route at sea. The range is wide... 'Buzz' Aldren, the astronaut; Michael Burke the TV newsreader and the former head of MI5. This part of the 2000 trip was personally less pleasing. The lectures were more limited; the dance band in the Queens Room had become a quartet; many-missed Jim Bowen who had previously been a riotous success each evening with the Jazz in the Golden Lion Pub was not present and – one wondered why?

The massive improvement was not inside the QE2. On the ships TV in 1999 the Chairman of Carnival Cruises had said that QE2 had 52 coats of paint on her hull and they were going back to bare metal.

In 1999 QE2 had berthed next to the Sovereign of the Seas in Copenhagen. In the words of an Australian passenger, the Sovereign made the QE2 look old. Many of us would agree with a QE2 officer who said, "Were an Atlantic liner, these new things are a hotel built on a hull". But it was undoubtedly true that the Cunarder's hull was pitted, marked and unpleasant. I thought she lost out against the immaculate 'Sovereign'. So different in 2000, a wonderful shapely hull, beautifully smooth in no way old and tired.

A wonderful improvement, much needed. We have only cruised on the QE2. For us it is simply the best. One phrase sums it up. Whatever you request the response is always the same "No Problem"

Ships in Port Past and Present by Bert Moody

FALAISE

The **Falaise** was ordered by the Southern Railway from William Denny & Bros. Ltd of Dumbarton, and was launched on 25th October 1946. She first arrived in Southampton on the 2nd July 1947 and entered the St.Malo service on the 14th July

She originally provided accommodation for 1,527 passengers in two classes – sleeping accommodation consisted of two cabin-de-lux, one/two/three berth cabins and open berths in the ladies room for first class passengers, while for second class passengers there were one and two berth cabins and open berths in the ladies and gents lounges. Her gross tonnage was 3,710 and she was fitted with four turbines, single reduction geared, and oil fired boilers, giving a speed of 20 knots.

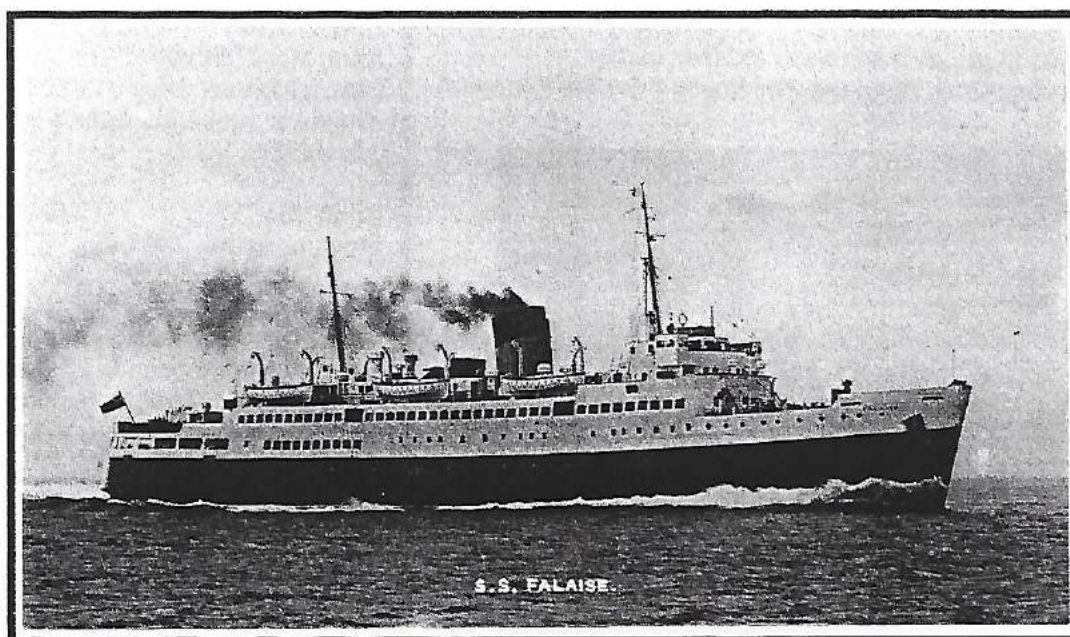
The **Falaise** was named after the ancient Normandy town, which figured prominently in the invasion of Europe in 1944, and a special plaque was fitted on board and unveiled by Field Marshall Viscount Montgomery.

Until 1963 she operated mainly from Southampton – during the summer months being employed on the St.Malo service, during the winter was used as the relief ship on the Havre service. During May and early June each year she regularly made short cruises to various continental ports, including Havre and Rouen.

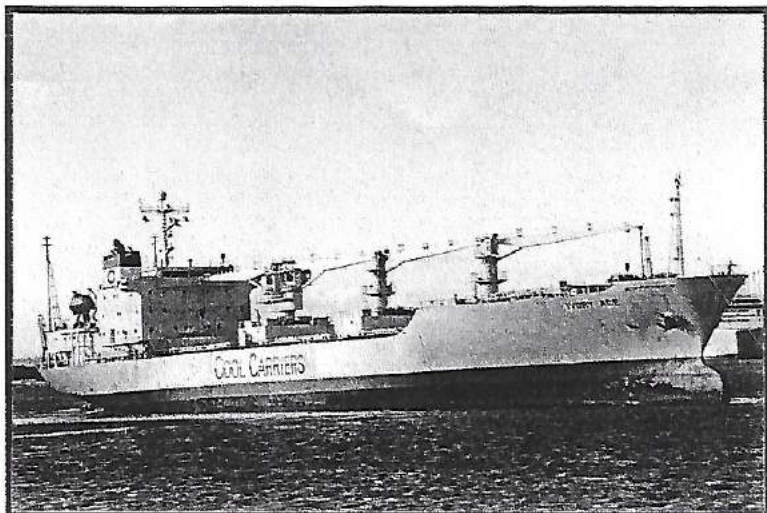
At the end of the 1963 season she was withdrawn from the St.Malo service. She made her final crossing from St.Malo on the weekend of 6th October 1963, and at the end of the year she went to Palmers Yard at Hebburn-on-Tyne for conversion to a stern loading drive on/off car ferry. The main car deck provided space for 75 cars and the upper deck allowed for a further 25. The passenger accommodation was reduced to approximately 700, and her gross tonnage was amended to 2,416.

She made her inaugural trip between Newhaven and Dieppe on 31st May 1964. She made occasional trips from Dover but was based at Newhaven. During the early 1970's she was normally in service only during the peak periods.

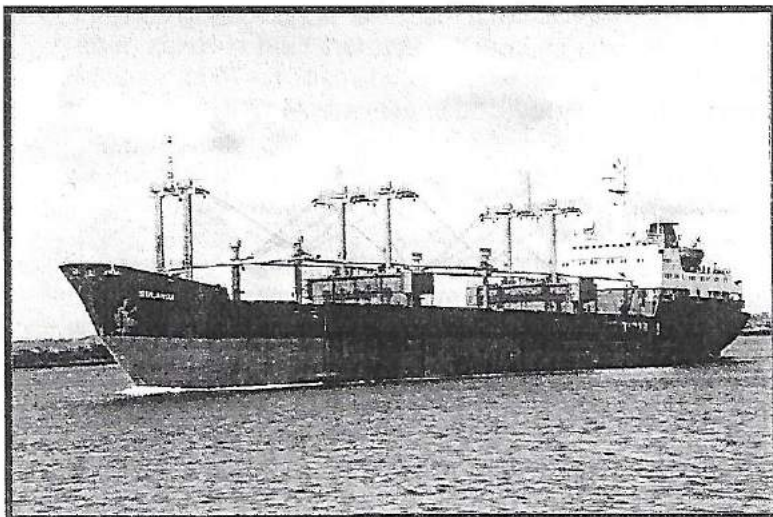
Early in 1973 the **Falaise** was transferred to Weymouth for the Channel Islands service. Unfortunately during August 1974 engine trouble developed and she was withdrawn from service and moved to Holyhead for repairs, which were found to be too expensive and the vessel was sold to ship breakers in Bilbao where she arrived in tow of the German tug **Fairplay XII** on the 31st December 1974.



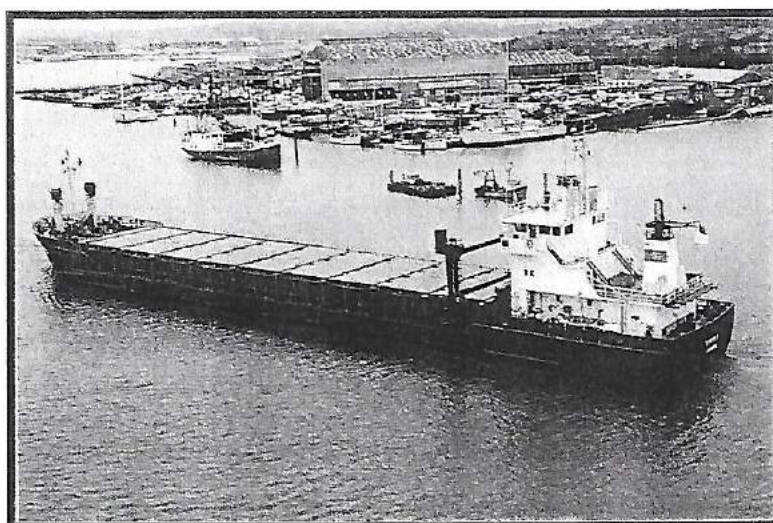
Falaise at speed – B.Moody Collection



The reefer **Ivory Ace** one of a class of six vessels built between 1989 and 1993 with a gross tonnage of 10,934.



The 1976 built 10133 grt Maltese registered bulk carrier **Sulanda** approaching Dock Head outward bound from Southampton 107 berth.



Passing the new bridge the **Borneo** 97/2919 (Gutshot-99, Borneo-98) inward bound for Dibles Wharf from Marina di Carrara.

Monty's Notebook ...

information and photographs from Monty Beckett.

A summary of new or infrequent callers to Southampton over the last few months.

Berths 204-7

Kuala Lumpur Express 54447/00, Renate Schulte 14619/94, OOCL Fidelity 40980/87, P&O Nedlloyd Torres 66300/00, OOCL Chicago, OOCL San Francisco. The renamed MOL Rhine, MOL Loire, MOL Mosel.

Ro/Ro Vessels

Autostar 21010/00, Hual Triton 52422/88, Sea Pride 27087/80, Vega Leader 51496/00, Hual Europe, Hual Trekker 33374/81, Talisman 67140/00, Southern Carrier 16947/79.

Marchwood Bulk

Simone 1710/82, Hoo Dolphin 794/86.

Marchwood RLC

Mont Ventoux 22768/80, Fairload 4962/95, Charlotte Sif 4317/81, Astra Sea 9475/80, Fiori 10478/82, Beluga Performa 3965/82, Ulla 2704/81.

No7 DryDock

European Seaway 22966/91, Caedmon 761/73, Pride of Bilbao 37583/86, Pride of Portsmouth 33336, Pride of Le Havre 33336.

Berth 107/8

Song Hai 27585/98, Zhao Shan 22263/77, Vechtborg 6130/99, Bulk Amethyst 12863/85, Aghios Minas 35046/75.

Berth 104

Mogami Reefer 7367/99.

Berth 101/2

Trojan Star 9417/84, Polar Brasil 10629/92, Caribbean Star 11435/97, Ivory Ace 10394/90, Spring Delight 12783/84, Crystal Prince 7743/91, Crystal Privilege 7743/92, Crystal Primadonna 7743/92, Solent Star 10804/01, Ivory Cape 10405/90 (renamed Ivory Nina)

Passenger Vessel R8

Major Passenger Ship Movements from ABP

Arrival Date Arrival Time Ship Name Confirmed Agent/Owner Sailing Date Sailing Time Berth

14/03/01	07:00	Black Watch	Cory Brothers	14/03/01	105/6 to Dry Dock
27/03/01		Black Watch	Cory Brothers	27/03/01	18:00 Dry Dock to 105/6
06/04/01	07:00	Oriana	P & O Cruises	06/04/01	17:00 105/6
06/04/01	07:00	Victoria	P & O Cruises	06/04/01	17:00 38/9
07/04/01	07:00	Aurora	P & O Cruises	08/04/01	17:00 105/6
09/04/01	07:00	Black Watch	Cory Brothers	09/04/01	18:00 105/6
14/04/01	06:00	Saga Rose	Denholms	14/04/01	17:00 105/6
14/04/01	06:30	Queen Elizabeth 2	Denholms	14/04/01	17:00 38/9
18/04/01	06:00	Saga Rose	Denholms	18/04/01	17:00 38/9
19/04/01	07:00	Oriana	P & O Cruises	19/04/01	17:00 105/6
19/04/01	07:00	Victoria	P & O Cruises	19/04/01	12:00 38/9 to refit
27/04/01	07:00	Crystal Symphony	Denholms	27/04/01	18:00 38/9
28/04/01	07:00	Aurora	P & O Cruises	28/04/01	17:00 105/6
03/05/01	06:30	Queen Elizabeth 2	Denholms	03/05/01	17:00 38/9
03/05/01	07:00	Oriana	P & O Cruises	03/05/01	20:00 105/6
03/05/01	12:00	Victoria	P & O Cruises	03/05/01	17:30 41
06/05/01	07:00	Oriana	P & O Cruises	06/05/01	17:00 105/6
08/05/01	06:30	Caronia	Denholms	08/05/01	17:00 38/9
09/05/01		Golden Princess	P & O Cruises	11/05/01	17:00 43 to 38/9
09/05/01	06:00	Saga Rose	Denholms	09/05/01	17:00 38/9
09/05/01	07:00	Arcadia	P & O Cruises	09/05/01	17:00 105/6
10/05/01	07:00	Aurora	P & O Cruises	10/05/01	17:00 105/6
12/05/01	06:30	Caronia	Denholms	12/05/01	17:00 38/9
13/05/01	07:00	Golden Princess	P & O Cruises	13/05/01	17:00 38/9
16/05/01		Golden Princess	P & O Cruises	16/05/01	38/9
16/05/01	07:00	Oriana	P & O Cruises	16/05/01	17:00 105/6
17/05/01	07:00	Victoria	P & O Cruises	17/05/01	17:30 105/6
21/05/01	07:00	Arcadia	P & O Cruises	21/05/01	17:00 105/6
24/05/01	07:00	Seabourn Sun	Denholms	24/05/01	17:00 38/9
25/05/01	06:30	Queen Elizabeth 2	Denholms	25/05/01	17:00 38/9
25/05/01	06:30	Caronia	Denholms	25/05/01	17:00 105/6
26/05/01	07:00	Aurora	P & O Cruises	26/05/01	17:00 105/6
27/05/01	08:00	Victoria	P & O Cruises	27/05/01	17:30 105/6
02/06/01	07:00	Arcadia	P & O Cruises	02/06/01	17:00 105/6
03/06/01	07:00	Oriana	P & O Cruises	03/06/01	20:00 105/6
06/06/01	06:30	Queen Elizabeth 2	Denholms	06/06/01	17:00 38/9
06/06/01	06:30	Caronia	Denholms	06/06/01	18:00 41
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08/06/01	07:00	Aurora	P & O Cruises	08/06/01	17:00 105/6
09/06/01	07:00	Oriana	P & O Cruises	09/06/01	17:00 105/6
10/06/01	08:00	Victoria	P & O Cruises	10/06/01	17:30 105/6
14/06/01	07:00	Oriana	P & O Cruises	14/06/01	20:00 105/6
15/06/01	07:00	Arcadia	P & O Cruises	15/06/01	17:00 105/6
16/06/01	05:00	Royal Princess	Princess Cruises	16/06/01	17:00 105/6
17/06/01	07:00	Oriana	P & O Cruises	17/06/01	17:00 105/6
18/06/01	06:30	Queen Elizabeth 2	Denholms	18/06/01	17:00 38/9
18/06/01	07:00	Caronia	Denholms	18/06/01	17:00 105/6
20/06/01	07:00	Aurora	P & O Cruises	20/06/01	20:00 105/6
23/06/01	07:00	Aurora	P & O Cruises	23/06/01	17:00 105/6
24/06/01	07:00	Oriana	P & O Cruises	24/06/01	17:00 105/6
25/06/01	07:00	Victoria	P & O Cruises	25/06/01	17:30 105/6
27/06/01	07:00	Arcadia	P & O Cruises	27/06/01	20:00 105/6
28/06/01	05:00	Royal Princess	Princess Cruises	28/06/01	17:00 105/6
30/06/01	06:30	Queen Elizabeth 2	Denholms	30/06/01	17:00 38/9
30/06/01	06:30	Caronia	Denholms	30/06/01	17:00 41
30/06/01	07:00	Arcadia	P & O Cruises	30/06/01	17:00 105/6
07/07/01	07:00	Oriana	P & O Cruises	07/07/01	17:00 105/6

Branch Officers and Committee

Chairman -John Lillywhite
1 Thornleigh Road
Woolston
SO19 9DH 02380 432181

Vice Chairman -Bill Lawes
25 Rolleston Road
Holbury
SO45 4QD 02380 894234

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Southampton
SO18 5EN 02380 449972

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57 Charlton Road
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Visits Organiser
Adrian Tennet
34 New Road
Fair Oak
SO50 8EN 02380 600197

Reprographics
Mike Lindsay
7 Elland Close
Fair Oak
SO15 7JY 02380 694558

Forthcoming Programme and Events

Venue: 1st floor
Portwood Conservative
Club 127 Highfield Lane
Southampton

Meetings are held on the
2nd Tuesday of each
month at 19.30.

2001 Programme

13th March
Island Piers – WSS Tape
Slide Show
April 10th
China Navigation Co
Trevor Cox
8th May
An Evening of Tugs
David Preston
June 12th
The London Thames
Peter Symes
Saturday 7th July
Annual Solent Cruise
July 10th
The return of Bernard McCall
Aug 14th
German Built – Jimmy Poole
Sept 11th
Photo Competition
October 9th
Ten Favourite Ships a Photo
bourse – Members Evening
November 13th
AGM + Auction
December 11th
IOW Ferries in World War 2
Hugh Compton

Branch Notice Board

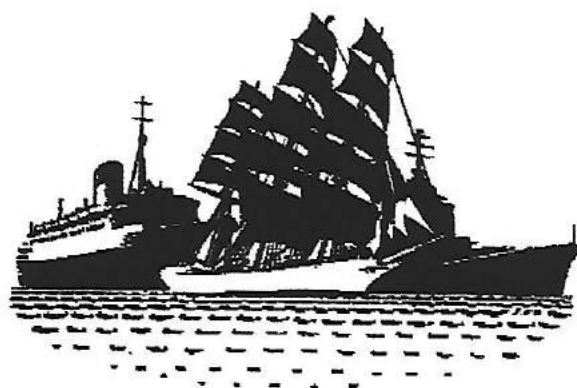
Notes:

Please
remember that visits to
ships are arranged at
quite short notice due to
the nature of shipping
these days. If you wish
to be included in ship
visits please ensure that
the Visits Organiser –
Adrian Tennet has your
contact details.

Bill Lawes would
welcome any
photographs that can
be contributed for a
forthcoming branch
slide show illustrating
the ports involvement in
the Falkland's in 1982.

Please note the
Annual Branch Solent
Cruise booking form
included with your Black
Jack. To make sure that
all places are filled prior
to the date a notice will
be printed in Marine
News earlier than in
other years. If you are
interested in coming on
the cruise please make
your booking as soon
as possible.

Southampton Branch World Ship Society



Annual Solent Cruise Saturday 7th July 2001

Departs Ocean Village 11.00 returning 18.00

£11 in advance

£12 on the day (if available)

To maximise photographic opportunities numbers onboard will be limited. If you wish to come this year the committee strongly advise booking your place(s) as soon as possible.

Please reserve.....places on the WSS Solent Cruise

I enclose full payment £

Name.....

Please return this form to Hon. Treasurer :
Andrew Hogg "Debankar" Lynburn Road Hamptworth
Salisbury SP5 2DR