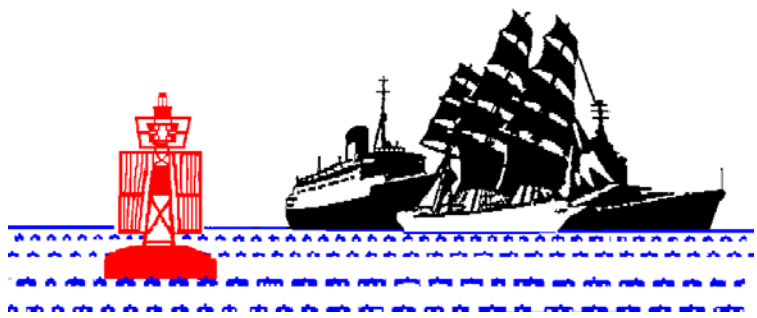


Black Jack

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



Issue No: 128

Spring 2004



Spectacular fireworks for the Queen Mary 2 captured on film by Rod Baker

Dates for the diary.....**Explorer II** due Apr 14 to be renamed **Saga Pearl**, **QE2** returns to the port Apr 19, **QM2** returns to the port Apr 12 and Apr 16th, **CMA CGM Bellini** maiden call May 2nd, **The World** due 21st May

SOUTHAMPTON will see a major expansion in cross-Channel trade when a new route between the city's docks and the French port of Radicatel on the River Seine is inaugurated. Operated by Channel Freight Ferries (CFF) from 30 berth in Southampton's Eastern Docks, the route will be served by two vessels, **CFF Solent** and **CFF Seine**, with a capacity of 90 and 100 trailers respectively.

Due to start on Monday, January 19, the service will begin with a nightly crossing in each direction with a daytime passage due to be added at the end of the summer. The company's core service will be the shipment of unaccompanied trailers, containers, wide and abnormal loads and trade cars.

Both vessels can also carry accompanied vehicles with a capacity for 12 drivers, with on board facilities including cabins, a lounge and restaurant.

Simon Taylor, CFF's managing director, said: "The route will provide the freight industry with both cost savings and shorter overland journey times on the central Channel corridor linking the UK and France.

"Our all weather terminal at Radicatel is situated 25 kilometres inland on the River Seine and is directly linked to the French motorway network." The two ports have been chosen for their strategic locations with purpose built facilities now being completed. Both are ideal for freight and offer substantial short road distances on 85 per cent of journeys between the 25 biggest centres of population in the UK and France, compared to the short sea ferry and tunnel services."



The CFF Seine

The world's oldest ocean-going passenger ship is due to arrive in Southampton docks in April, with 320 evangelists from 45 countries on board. Built in 1914, **MV Doulos** is visiting the city from April 8-20 as part of a worldwide mission led by the international Christian charity, Operation Mobilisation. The last visit of **MV Doulos** to Southampton was in March 1986, and this time about 15,000 people are expected to visit her when she berths at the docks.

Port of registry: Valletta, Malta
 Built: 1915, Newport News, USA
 Major refits: 1949, 1953, 1970, 1993
 Engine: Fiat-GMT V-18 cyl medium speed diesel BHP: 8100 speed: 10 knots
 Gross tonnage: 6804

Royal Caribbean International is to officially name its latest vessel, the 90,090-ton **Jewel of the Seas**, in Southampton. The ship is expected to arrive for the first time in Southampton on Wednesday, May 5.

Tonnage: 90,090 tons
 Length: 962 feet
 Beam: 105 feet
 Draft: 26 feet
 Cruising speed: 25 knots
 Total passenger capacity: 2,501
 Crew: 858
 Cabins: 1,050

The **CFF Solent** 84/9983 ex Tango 03, Octagon 3 99, Tutova 96, Ritzberg 84



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

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

From top: **APL Jakarta, BBC Anglia, Arktos**



Berths 204-7: Rheintal 3820/96, Lykes Hero 41023/86, Norasia Enterprise 57343/03, APL Jakarta 35645/03, California Luna 41110/87, NYK Phoenix 73000/03, NYK Apollo 75484/02, OOCL Rotterdam, Skantic 1081/74.

RoRo Vessels: Resolve 49443/94, Liberty 51858/85, Palmela 55926/00, Patriot 47219/87, Hual America 57718/03, Freedom 49821/97, Blue Hawk 40711/78, Grande Nigeria 56800/02, Grande Portogallo 37237/02, Hual Africa, Columbia Leader 38311/87, Palma 28589/83, Melbourne Highway 43259/83.

No7 Drydock: Monte Rosa 22587/82, Pride of Cherbourg 22365/95.

Berths 107-9: Islay Trader 909/80, Pretty Flourish 27563/97, Brega Star 5505/83, Sibirsky-2133 3978/83, Pioneer 24115/81, Madredeus 25056/82, Trinity 997/86, Victoriaborg 6316/01, Yannis 3250/85.

Berth 105 Link: L'Audace

Berth 104: Humboldt Rex 7837/98, Lapponian Reefer 7944/92.

Berths 102-3: Link Trader 1082/81, Fri Sky 1511/81, Hansa Lyon 1451/01, Sanna 1410/84, CEC Cristobal 6714/99, BBC Anglia 3999/97, BBC Ecuador 5548/01.

Marchwood RLC: Stena Foreteller 24688/01, Lynx 1395/94, Leona 1593/87.

Berths 36 & 47: Oosterhaven 2545/01, Azur/1829/81, Arktos 4316/82, Union Ruby 1382/92, Boklum 1984/89.

Berths 43-4: Grand Mark 50310/00

Berth 25 link: CFF Seine, CFF Solent

Passenger Vessels: Marco Polo 22080/65, Queen Mary 2

Berth 33: Amy 1999/89, Feed Star 1472/87.

Other Vessels: Runner 1922/78, Aquitaine Explorer 1189/75.

Dibles Wharf: Salrix 2563/77, Amur-2510 3086/86, Sandal 1596/93, Pindushi 2478/77

Princes Wharf: Arklow Spray 2300/96, Bettina K 2449/94, Pinnau 2446/03, Eider 2451/03, Präsident 2061/95

Pre WWII Memories captured by my camera – John Havers

The Dutch vessel **Sibajak** arriving at Southampton
7/8/1939



The **Bremen** passing Bembridge IOW
outside boom defences. 30/7/1939



P.A.A. **American Clipper** moored at Hythe
13/8/1939



A view of the **Bremen** top deck 30/7/1939



Number one in the world.....

Carnival Corporation now has more than 70 ships in service and with 13 on order, is the undoubted global leader.

All this has been achieved since founder Ted Arison parted company with Norwegian owner Knut Kloster in 1972 and acquired Carnival's first vessel, the converted liner **Mardi Gras**.

An inauspicious start saw the **Mardi Gras** run aground on a sandbar outside the port of Miami and few including the Arison family itself would have guessed how far the company would grow in just 30 years.

Carnival Corporation & plc now comprises of 13 brands – Carnival Cruise Lines, Princess Cruises, Holland America Line, Costa Cruises, P & O Cruises, Cunard Line, Windstar Cruises, Seabourn Cruise Line, Ocean Village, Swan Hellenic, Aida, A'Rosa and P & O Cruises Australia which collectively operate 70 ships with more than 10,000 lower berths. Thirteen new ships are scheduled for delivery by the middle of 2006 at which time will comprise 83 vessels with more than 142,000 lower berths.

The catalyst to the astonishing growth came in 1987 when the company completed an initial public offering of 20% company stock and generated

approximately \$400m, providing the initial capital that allowed it to start expanding through acquisition.

First up was the premium cruise operator Holland America Line in 1989 and Carnival embarked on a building programme to expand the four-ship fleet, adding nine new ships over the next 13 years. In 1992 the group bought a 25% stake in Seabourn Cruise Line, which at the time comprised two 208 passenger all suite vessels. Carnival upped its stake to 50% in 1996 – the same year during which it introduced a third vessel – and assumed full ownership of Seabourn in 1999.

Carnival acquired 50% of Costa Cruises, Europe's leading cruise company, Costa Crociere in the Spring of 1997 and became sole owner in September 2000 while May 1998 saw the acquisition of a 68% stake in one of the world's most famous shipping names, Cunard. The remaining 32% share of the company was acquired in November 1999. April 2003 saw the long awaited deal with P & O Princess Cruises, which included seven cruise brands: Princess Cruises, P & O Cruises, Ocean Village, Swan Hellenic, Aida, A'Rosa and P & O Cruises Australia plus three river boats on the Danube and a tour operator, Princess Tours. The company was renamed Carnival Corporation & plc and. Through a dual listed company structure is traded on both the New York and London Stock Exchanges.

DOWN TO BUSINESS FOR QM2 by Mick Lindsay

By the time you read this article, *Queen Mary 2* will have completed, hopefully, a series of cruises in the Caribbean, with crew and ship having bedded down to a polished routine. The ship has had some problems, particularly regarding the efficiency of certain elements of the crew, with many rumoured to have left the ship because of poor pay or conditions on board.

Since her arrival on a gloomy Boxing Day, she had been the centre of attention on a daily basis here in Southampton.

The lucky ones invited on board for the overnight shakedown cruises in the English Channel could be seen flooding off the ship in the morning, passing the hordes of day visitors streaming on to the ship for a tour and lunch.

The icing on the cake for the new ship was, of course, the naming ceremony on January 8th by Her Majesty Queen Elizabeth II.

Unprecedented levels of security saw to it that all went well for the many hundreds of celebrities invited to the spectacular event, which ended with a spectacular firework display. All the more amazing, given the weather conditions at the time.

The Queen and Prince Phillip were given a guided tour of the ship by *QM2*'s captain, Commodore Ron Warwick, before the ceremony.

I had been fortunate enough to view the ship the day before, but without the benefit of Captain Warwick's helping hand, so at least I saw the ship first. I think that makes it Mick Lindsay 1, Her Majesty The Queen 1.

I would have been interested in her views on the ship, because at the moment I cannot decide exactly what I feel about the ship.

Externally, I do not think she is the best looking ship around – the stumpy funnel and rows of balconies in particular, prevent her from being a real beauty like *QE2*, although she is certainly very impressive and dominates everything around her.

Internally, there are signatures from the old *Queen Mary* throughout the ship. Not exactly slavish copying of the old ship but certainly enough, and the more I saw, the more it seemed to me that everything was retro, with no forward thinking, just copies of various trends from years gone by.

Americana

There is also more than an element of Americana about some of the public rooms. Perhaps had Cunard still been a British company, then we would have seen an altogether different ship. As it is, there appears to be an American hand on the tiller, which has given us, unsurprisingly, an American feel to many parts of the ship.

The alternative eating venue of Todd English (America's answer to Gordon Ramsay, apparently) and the Canyon Ranch SpaClub are just two examples of this.

I am not going to give you a blow-by-blow account of every public room on the ship, as it would take too long and no doubt bore you to distraction as well as me.

What I will do, though, is give you just a little soupçon of what is available to the passenger on this huge ship.

There are five pools to choose from, although one is inside and of the others, one is a splash pool and another just for children. There also seemed to be more Jacuzzis than I could count on my hands – very nice!

The main pool is at the stern of the ship on deck 8 and below the five two-storey duplex apartments, which are the most expensive on the ship.

There is also a vast amount of teak-covered (thankfully) open deck space, with a variety of uses besides simply just relaxing or sunbathing. Outdoor seating is a mixture of plastic (bad) and wooden steamer chairs (good); there are also wooden coloured plastic tables which should not be on this ship.

Inside, there is a vast array of public rooms and facilities, including some that have never been seen on a ship before.

Apartments

The top five decks are mainly given over to staterooms (most of which have the all-important balcony), with 25 different grades from the grand duplex to the humble standard inside.

The duplexes are the most luxurious rooms yet fitted to a passenger ship and are situated at the aft end of the superstructure, with their own private terrace overlooking the pool area below. These two-storey apartments can be looked up to from this area as well as looked down upon from deck 11 above and I wonder if shelling out £25,000 would not entitle the occupant to a little more privacy.

They are very nice apartments, though!

Aft on deck 8 is the Todd English alternative eating restaurant, offering Mediterranean cuisine, with some seating outside when the weather is good. At the forward end is the largest library at sea and the upper floor of the Canyon Ranch SpaClub.

Below Todd English, on deck 7, are the Queen's Grill and Princess Grill – reserved for occupiers of P and Q grade accommodation.

Walking forwards, we come to the King's Court, where casual dining is the order of the day, then through to the Winter Garden, where afternoon tea and classical concerts can be enjoyed. Almost at the front of the superstructure is the lower floor of the vast Canyon Ranch SpaClub, offering all manner of exotic treatments to help soothe away the culinary excesses that will undoubtedly be indulged in.

Overlooking the foredeck is the gym, offering the painful way of losing those previously mentioned weight gains. Down through three more decks of staterooms (getting progressively smaller and less expensive) now to deck 3, where we have more public rooms. At the front is Illuminations, the only planetarium at sea and, by all accounts, a quite amazing room, with the night sky shown in the ceiling. This 473-seater room is also has many other uses, including cinema and TV studio.

Just behind Illuminations is the Royal Court Theatre, where up to 1,094 people can watch West End shows and the like in a state-of-the-art venue.

Still going aft, we pass through the hub of the ship, the Grand Lobby, which has the shops and several bars, and then through to the cavernous Britannia Restaurant.

The restaurant is on two levels, but clever design makes it appear to be three. A sweeping staircase takes you down to the lower level and faces a huge tapestry of a Cunard ship in New York. The restaurant seats 1,347 guests in two sittings, and the food is quite nice, too!

Next comes the Queen's Room and, for me, a disappointment. On *QE2*, the equivalent room has become a world-famous style icon and anyone who has been on the ship or perhaps only read a book, will instantly recognize it. It is a fabulous room and I want to say the same about the *QM2's*, but I can't.

The sheer size of it makes it impressive, but the design left me cold, I'm afraid. On a practical level, there are two walkways separating the centre from two wing areas and these are lined with eight or ten columns, which obscure the view to the stage and dancefloor. Quite surprising in this day and age.

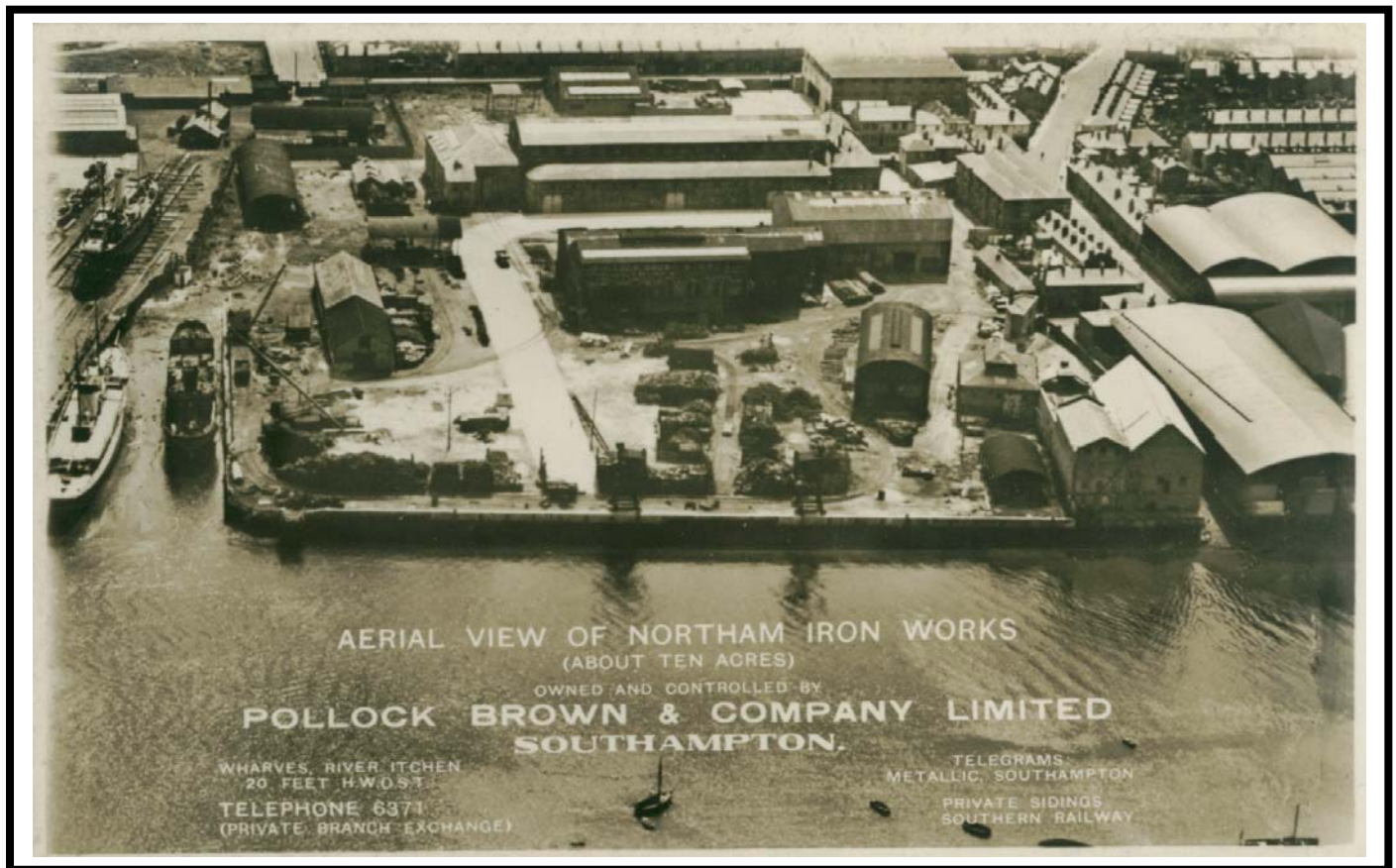
Literally bringing up the rear is the G32 nightclub, named after the hull number given to the ship by the shipyard in St Nazaire. This is a very modern and funky room that will have great appeal for the younger set.

So there we are, a very sketchy outline of what the ship has to offer – it would need a full takeover of Black Jack to do the job properly.

Perhaps the best way to find out is to book a cruise, or better still, a trip across The Pond to New York, when you will have all the time in the world to appreciate what the ship has to offer.



A photograph by Nigel Robinson of the **RFA Sir Tristram** L3505 passing the **Queen Mary 2** on the morning of 9th January. The picture shows clearly the size of the vessel as it dominates 38/9 berth.



An interesting advertising postcard of the 1930's used by the firm of Pollock & Brown & Co., Ltd who were then described in Kelly's Directory as 'Scrap Metal and Steel Merchants'. The site was previously part of the yard of the shipbuilders – Day, Summers & Company who moved to the site in 1839. This firm finally closed down in the autumn of 1928. The whole yard was put up for sale and the part shown in the photograph was acquired by Pollock & Brown Company in 1929. This firm was previously located at Union Wharf further down the River Itchen. The rest of Day Summers' yard including the slipways and lay up berths were purchased in 1929 by J.I. Thornycroft for repair work. One of the slipways can be seen on the left side of the photograph. The site today is known as Princes Wharf and is still in use as a scrap metal depot, and is now being operated by European Metal Recycling Ltd.

Bert Moody

ISPS Code

British ship and port operations must ensure compliance with the International Ship and Port Facility Security Code by the 2004 deadline, according to a statement from the Department for Transport.

Ports should by now have completed a detailed questionnaire from the departments Transport Security Directorate. Ports failing to respond to this exercise could find that they will not be able to meet they key requirements by July this year.

Guidance documents and security plan templates are being sent out to allow ports to draft security plans. Ship security plans for cargoships should be submitted to Maritime and Coastguard Agency as soon as possible.

The ship security plan is designed to provide guidance to the master and ship security officer, with respect to security awareness and preparedness, the prevention of incidents and threat response. The shipping company, for its part, must certify that the company security officer and the ship security officer and the relevant shipboard personnel are adequately trained and have the relevant knowledge appropriate to their role.

There is considerable detail provided in the plan about the interface with port facility security activities, noting that while it is the responsibility of the ship to protect the perimeter of the ship from unauthorised access, it is responsibility of the port facility to protect that area of the port which interfaces with the ship.

Procedures for the ship prior to entering port, on arrival in port and following departure must also be specified



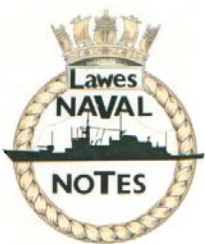
A photograph left from Ivan Bovey showing the extent of the damage caused by the **Donald Redford** on the 1st November 2003.

A photograph from Phil Hoskins below illustrating just how far inshore the damage was sustained.

The pier was re-opened on the 7th January 2004 by the Chairman of the Hythe Ferries user Group.



The 69,130 ton **Legend of the Seas** is due to arrive in May, 2005 for her cruise programme which lasts until October. Its itineraries will take the ship to the Canary Islands and the Mediterranean. Legend of the Seas will also undertake a four-night cruise from Southampton to St Peter Port, Guernsey and Brest in France on May 3, 2005.



At the time of the build up prior to the Iraq war we saw a number of chartered vessels arrive and depart from Marchwood. Full details of the number of ships chartered by the MoD have not been released on the grounds of "National Security" and "Commercial Confidentiality", but it appears that about 56 commercial charters were taken up by Government representatives or by brokers at the Baltic Exchange. Many of the vessels were below standard, but were being hired at very high rates. The majority of these were foreign flagged. This has evidently caused questions to be asked in the Houses of Parliament, this is the written answer that was produced :-

" Ships chartered in support of the Iraq campaign which did not fly the Red Ensign were registered under the following national flags: Antigua, Bahamas, Canada, Cyprus, Denmark, Egypt, Greece, Italy, Liberia, Malta, Marshall Islands, Netherlands, Panama, Portugal, Spain, St. Vincent, Sweden and Turkey. Of the vessels chartered, some 59 % were over 15-years-old, some 9 % were over 25 -years-old, and approximately 1.5% were over 30-years-old. The ships chartered by the Ministry of Defence fulfilled all their obligations."

One wonders if this is really the full answer. Some of the foreign flagged ships conveniently re-registered under the British Flag temporarily for the time of their charter, and some of the others were reported to have a number of defects. An example of the first of these changes was the Ro - Ro **Pasewalk**. She sailed into Plymouth on 24th January 2003 clearly registered in Liberia, by the time she sailed from Southampton on 1st February she was UK registered.

Niarchos heirs bid a prudent farewell to shipping.....

When Andreas Dracopolos, a trustee of the mighty Niarchos fortune, emerged last year as the largest non-institutional shareholder in Leeds United Football Club, it was apparent that the splash on sharers was as much a result of a life long passion rather than common sense.

As the club has plunged deeper in debt, and its troubles compounded by finding itself rooted to the foot of the premiership. Mr Dracopoulos has probably been reflecting long and hard on the competing claims of loyalty to traditional loves on the one hand and the principle of financial prudence on the other.

Writ much larger, this seems to be the debate that has been going on for some time among the heirs and administrators of the Niarchos fortune, leading to late last year when the group decided to withdraw from shipping after 70 years.

If the plans to quit the industry are irrevocable, and sources in the shipping company suggest they, it sounds a note of gloom about how the risks and rewards of shipping nowadays are perceived, even by those with a lengthy pedigree in the maritime world.

The sole explanation advanced from within the group so far has been that the family trust and Stavros S Niarchos foundation, which is a hefty supporter of a wide range of charitable causes, has decided that shipping represents an unacceptable risk to the overall health of the Niarchos estate for an occupation that now takes up only a fraction of its total activities.

That shipping was the foundation stone of the family's enormous wealth, estimated at anywhere from \$4bn to \$10bn after tycoon's death in 1996, will now doubt have been taken into account but ultimately any shreds of sentimentality still clinging around the industry will have been relegated to the second division in the successors' thinking.

While the news came as shock to shipping circles – and some might even be inclined to view the move as a 'betrayal', of sorts, of the Niarchos legacy – it has been a long time coming.

Stavros Niarchos was the son of a Peloponnesian farmer and a small businessman and he attended the Athens Law School. Although he gravitated towards shipping as a young man and had soon married into the powerful Greek-American Livanos shipping family, his ambitions soon ran beyond the shipping world.

In his marriage to Evgenia Livanos, Niarchos' rise closely shadowed that of brother-in-law and arch rival Aristotle Onassis, who had wed Tina Livanos the previous year. The two competed fiercely throughout their careers – and not just in shipping.

During the tumultuous two decades after the Second World War, Niarchos could boast the largest fleet of any Greek shipowner with 70-80 vessels at its peak. But he was also quickly diversified into other businesses, for example with establishment of Hellenic Shipyards as well as in a joint venture with Mobil to operate Greece's first oil refinery.

He also invested heavily in an Greek aluminium production business and even more grandiose schemes followed, including a plan to create a car manufacturing industry in Greece that may not have gained in credence from his fourth marriage to American automobile heiress Charlotte Ford.

In later years, the tycoon invested diversely, keeping part of his holdings in gold and diamonds and spending a fortune on other passions, the best known of which was horse racing and modern art, becoming a world renowned collector in the process. He also reputedly built up a 2% share holding in Citibank.

These pursuits may give some clues as to the diverse nature of the Niarchos fortune today, although the precise balance of interests and recent investment developments are not widely known outside the family and its immediate circle.

As far as Niarchos had a public image, it was not that of an overly sentimental man. He cut a patrician and super wealthy figure and was said never to have visited his family's home village, near Sparta after the age of 18. Instead he acquired a reputation as being amongst the most finance and insurance conscious of shipowners.

On Niarchos' death at 86, the fleet still included 18 tankers and two bulk carriers. But the general trend seemed to be that the importance of shipping within his activities was diminishing, in contrast to the overall state of his fortune.

At that time, shipping was estimated to account for no more than about 10% of the group's activities and this proportion has shrunk since then- to about 4% or 5%.

A confident once told Lloyds List that the shipowner himself had been heard to complain that 'we have squeezed the lemon dry', indicating that he felt that the financial attractions of shipping markets were not as they were in his heyday.

Right now, with markets in relatively rosy shape, it appears that his successors have come to view the lemon not as much squeezed dry but too potentially bitter to risk sucking any longer.

The Tasman Spirit Saga where shipowners and other respondents are already facing more than \$7 billion in claims from Pakistan, was alluded to by a shipping man with links to the group as an example of what the family had become adverse to. So were the new obligations on owners stemming from the fledgling ISPS Code.

It would be odd if an overall tendency to seek criminal prosecutions for anyone involved with a ship that has polluted has not also cropped up somewhere in the family's calculations. According to Niarchos will, the bulk of the fortune went towards setting up the Niarchos Foundation for funding various charities. This was done in Valuz, Liechtenstein, in another odd echo of the rivalry with the Onassis group, which has also based its public foundation there. The foundation was to be administered by Mr Dracopoulos, a close relative hailing from the maternal side of Niarchos' family, as well as the late tycoon's two eldest sons and two non-family members. It has become a huge sponsor of activities in health, education, the arts and sciences, although trumpeting of these activities has mainly been left to grateful beneficiaries. A third son, Constantine, who was 34 at the time of his father's death was tipped as the family member who would be most involved with the shipping side, but management inevitably rested heavily on the shoulders of long term Niarchos lieutenants. There was never enough public evidence to say whether Constantine had time to make much of a personal mark before a sad, drug related death three years later. However, it is possible speculate respectively that one hope of a continuing family commitment to the shipping industry in the future may have been extinguished together with Constantine. The Niarchos group, with seven modern tankers and bulkers, including three on order, will reportedly be selling all remaining ships by Spring 2004, Chandris reportedly paid over \$68 m for two newbuild panamax bulk carriers from Niarchos, nearly \$10m more than the market rate. The two 73,000 dwt bulk carriers under construction at Daewoo Shipbuilding & marine Engineering Co and will be delivered next year. The two bulkers were the last of Niarchos' fleet the rest of its tankers were sold to Theodore Angelopoulos Metrostar Management and peter Livanos' Ceres Hellenic. It paid \$75m, for the 1998-built World Creation, \$85m for 2002-built World Crest and the 1993-built Ocean Gaurdian fetched \$50m. Ceres paid \$90m for the two aframax **World Kronos** and **World Kindred**.



Mick Lindsay Collection

Niarchos is an organisation which operated most of its many ships under its own name management company, in this case the World Beauty Corporation Monrovia Liberia. The **World Beauty** 27800/57 alongside the Fawley Marine Terminal. A common site in the '50s and early 60's the classic lines of the traditional three island tanker in the Solent.

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**Forthcoming
Programme
and Events**

Venue: 1st floor
Portswold Conservative Club
127 Highfield Lane
Southampton
Meetings are held on the 2nd
Tuesday of each month at
19.30.

**2004 Branch Meeting
Programme**

Jan 13th
Around South America
Bill Lawes
Feb 10th
Port City-Southampton
Mar 9th
**Southampton in B&W and
Colour**
Bert Moody & John Havers
April 13th
TBC
Jimmy Poole
May 11th
Frigates & Sloops
Dr Osborne
June 8th
QE – A Beautiful Lady
Jeanette McCutcheon
July 3rd
Branch Cruise
July 13th
The Port of Bristol
Mr J Williams
Aug 10th
Members Evening
Sept 14th
Photographic/Model Comp
Oct 12th
Tankers in SW England
Ron Baker
Nov 9th
AGM + Support Programme

**Branch
Notice
Board**

All contributions to BJ are gratefully received either by post, email, floppy disk or CD. Any article related to the Solent area would be appreciated. I can fill BJ with magazine articles but would much prefer articles to be by the branch – for the branch.

All members that have provided an email address to the editor are respectfully requested to keep to address up to date.

Solent Cruise 2004

The date has been booked for Saturday 3rd July this year, the times are as per previous events. Departure 11.00 returning 18.00 to Ocean Village. All tickets are £11.00 per person and payment needs to be received by the Hon Treasurer prior to the event. Tickets will not be available on the day. Cheques are to be made payable to the WSS Southampton Branch. Remember - nearer to the event the cruise is advertised in Marine News for other members if space is available.



S.V. "HIBERNIA" OFF THE NEEDLES.

The F.T. Everard and Sons coastal sailing barge **Hibernia** pictured off the Needles – Rod Baker collection