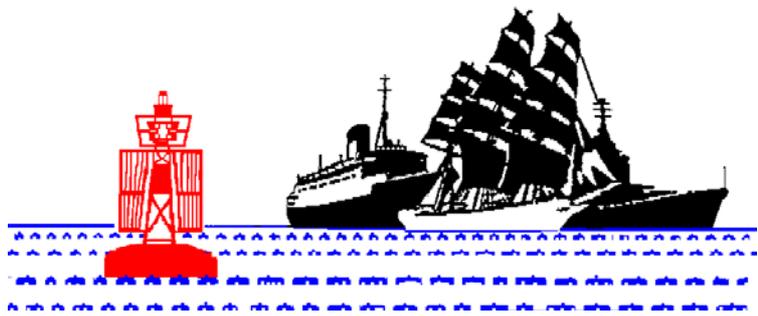


Black Jack

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



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Photograph Monty Beckett

The 7,500 teu **P&O Nedlloyd Mondriaan**, 04/94724 pictured arriving at Southampton Container terminal on 13th January on its maiden call, is the largest container vessel ever built by shipyards in Japan.

IHI Marine delivered the vessel in mid-December as the first in a series of eight and fought off stiff competition from South Korean yards that had so far dominated the super-post-panamax sector.

Construction took about eight months from laying the vessels keel to delivery. It is also the largest vessel ever to display the Blue Star funnel. Due to be completed later this year are **Manet**, **Michelangelo** and **Miro**.

Associated British Ports (ABP) announced its full year results for 2004 during February. Figures released by the Company confirm that the Port of Southampton still leads the way as the top vehicle-handling port in the UK and as the country's cruise capital. Throughput volumes at Southampton Container Terminals also reinforced Southampton's position as home to the second largest deep-sea container terminal in the UK, handling around half of the UK's containerised traffic with the Far East. Southampton continues to attract the biggest names in the worldwide cruise market being the UK home-port to P&O/Princess Cruises and Cunard Line. In 2005, the port will also be the regular turnaround port for Fred Olsen Cruise Line, Saga Cruises, Royal Caribbean International and Thomson Cruises. The port's ability to cater for the specific needs of each individual cruise line and cruise ship means it has long outperformed other competitor ports to retain its cruise crown. 2004 was no exception – passenger numbers grew significantly to top more than half-a-million. To meet the growing demands of the port's cruise business, ABP announced in September that, after just one full season in operation, it is to invest a further £0.5 million in Southampton's newest cruise facility – City Cruise Terminal – to extend the terminal, creating more check-in desks, baggage storage and car-parking. The main cruise highlight of 2004 was in January when HM The Queen named the world's largest cruise liner, *Queen Mary 2*, in Southampton. This was followed in May by the naming and European debut of Royal Caribbean International's latest addition to its fleet, *Jewel of the Seas*. In the summer, Southampton hosted a visit from the famous and luxurious *World* cruise ship.

The number of vehicles handled at Southampton reached nearly three-quarters of a million last year, reaffirming Southampton's position as the UK's number one vehicle-handling port. Such is the demand for more car-storage space at Southampton that ABP has recently announced that it will invest around £4 million in a second multi-deck car facility. The new multi-deck will accommodate growth in the port's deep-sea car trade which has seen volumes more than double since 2000.

In January, Southampton's roll-on/roll-off trade received a boost with the start of a cross-Channel freight ferry service between Southampton and Radicatel (Rouen). The service, operated by Channel Freight Ferries, consists of an overnight sailing in each direction and carries unaccompanied trailers, wide and abnormal loads.

Associated British Ports (ABP) announced today during February that car storage at the Port of Southampton has reached new heights, when plans were unveiled to invest around £4 million in a second multi-deck car park at the port.

The new multi-deck will accommodate the growth in the port's deep-sea car trade, which has seen volumes more than double since 2000, reaffirming ABP Southampton's status as the UK's number one vehicle-handling port.

Built on a footprint of 7,640 sq m, the facility will provide an additional seven-and-a-half acres of storage on four levels above ground.

Andrew Kent, ABP Port Director, Port of Southampton, said that the growth of Southampton's car trade is good news for the port, but has meant that ABP has to find new and innovative ways to store the vehicles prior to export.

"We have well-established and successful customers who want to continue to grow their business in Southampton. Southampton is a very busy port and our only constraint for future growth in the vehicle trade is lack of space. This is why we have to aim higher, not just in terms of the provision of space, but also in the service we give to our customers."

Anders Kristoffersen, Senior Vice-President, Maritime Services of HUAL AS, who will be one of the shipping lines benefiting from the new facility, said:

"Southampton is an important port for HUAL in several of our trade lanes. We applaud ABP's decision to invest in a second multi-deck car terminal, which will ensure that car-loading operations in Southampton will continue to be conducted in an efficient manner even with the sharp increase in the volumes handled."

ABP Southampton currently handles around 750,000 vehicles a year. Construction of the new multi-deck car park is expected to commence in Spring 2005. The new facility is expected to be operational at the end of 2005.

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

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

Photographs : **BBC Bulgaria, Maike, Chikuma Reefer**

Berths 204-7: Columbus Australia 26047/99, P&O Nedlloyd Mondriaan 94724/04, Encounter 7680/04, Clonmore 5299/93, APL Ireland 66462/02.

Ro-Ro Vessels: Asian Spirit 53578/88, Asian Sun 44891/95, Capricornus Leader 61854/04, Grand Anversa 38700/04, Modern Chance 33863/99, Morning Calm 57718/04, Valmont Express 8553/82, Galicia 15224/03, Hual Seoul 57280/04, Hual Tokyo 57280/04, Hual Dubai, Suar Vigo, Thebeland 20881/78, La Surprise 15224/00, Roline 2361/80.

DryDock: Pride of Burgundy 28138/93

Marchwood RLC: Stena Foreteller 24688/01, Santa Ines 7366/92.

Marchwood Bulk: Swanland 1978/77, Trinity 997/86.

Berths 107-8: Glory C 30617/76, Silver Pearl 5370/75, Sea Ruby 1382/92, Christine Y 851/86, Nekton 1996/96, Sormovskiy 3003 2491/81, Kagu 1589/76, Dealer 1692/82, Lijnbaansgracht 5998/87, Sea Eagle 1785/82, Vlieborg 6130/99, Laurina 1546/95, Sea Rhine 1576/93.

Berth 104: Chikuma Reefer 7367/98, Nagato Reefer 7367/00, Humboldt Rex 7637/96, Wellington Star 7944/92, Royal Klipper 11352/00.

Berths 102-3: Baltica Hav 1513/83, Maike 1599/89, Oblix 1521/85, Richard C 1298/84, Helen 1425/81, Link Trader 1082/80.

Berths 101-2: Condock V 6763/84, BBC Bulgaria 3198/04

Berth 36: Germa 906/78, Anna C 3660/02, Sea Charente 1638/96, Beza 2175/00, Olma 3433/81, Suurhusen 2805/96, Nordstrand 1970/91, Oslo 2805/97.

Berth 33: Lembitu 98/7606

Berth 25: Scan Hansa 8821/99, Egelantiersgracht 8448/94, Annegret 8397/00, Marie-Jeanne 2999/99, Karl Leonhardt 4397/754, Happy Ranger 10990/98, Jetstream

Passenger Vessels: Saga Ruby

Dibles Wharf: Kielder 2097/82, Islay Trader 909/80

Princes Wharf: Antina 2292/89, Carina J 2463/90, Histria Onyx 2598/90, Muhlenau 2461/04, Pinnau 2446/03, Amica 2400/93.

Charlie Anchorage: American Cormorant 38571/75

After Barn Buoy: Pancaldo 6275/00, Frauke 5799/94.



Ships in Port - Past and PresentF.T. Everards Asperity

Although not the most common of callers at Esso Marine the coastal tanker *Asperity* has called a couple of times this year. One of the best-known names in British shipping is F.T. Everard, a short sea-shipping specialist with a fleet of tankers with deadweight's ranging from 1,767 dwt to 3,700 dwt. Its trading area is mainly in and around northwest Europe, although it also considers further a field. Everard's tankers are mainly used to carry high and low flashpoint clean petroleum products and heated and non-heated base lubricating oils.

The company took delivery of new buildings in 1990, in the form of two 3,200 dwt tankers built in the UK. The *Agility* class, which the company introduced into service that year, has proved to be economic in operation and an excellent sea ship and was itself based on the design of the *Ability* class, the design of which started in 1979. With deepwell pumps and segregated ballast tanks, the three ships in the *Agility* class provided safe and speedy cargo operations with greatly reduced turnaround times, which F.T. Everard anticipates will be made even faster with the new design.

F.T. Everard decided to concentrate on replacement tonnage of around 3,000 dwt, and initiated a series of discussions with its customers. At the end of its discussions F.T. Everard ended up with a requirement for a double hulled design with a maximum cargo capacity of 4,250 cubic meters, compared with the 3,200 cubic metres of the 1990-built *Agility* and *Alacrity*. But, like those ships, which were among the fastest vessels of their type when introduced into service, the new buildings would need to be the fastest in their trades to take full advantage of sophisticated cargo handling systems and a quick turnaround time.

Having decided on the size of the vessels it needed to match customer requirements, the company set about determining whether such a vessels could be built economically. F.T. Everard also decided to take into account future legislative requirements and oil company standards and looked at crewing and manpower, where it found a considerable difference in workload between conventional tankers and those with double skins and deep well pumps.

Design Factors

Initially the company considered simply to build a larger version of *Audacity* and *Alacrity*, but then began to look how it could improve to total performance of the tankers.

It became clear that the company needed to evaluate what the latest technology and design approaches could offer, and discussions were held with Skipskonsulent of Bergen Norway, which had designed the previous ships. It was Everard's experience that one of the most consuming tasks in tanker discharge is draining and stripping the tanks – which often requires listing the ship to avoid losing suction, and a large stern trim to drain product trapped in the corrugations in the centreline bulkhead. It was decided to introduce a trunk to provide longitudinal strength, without any longitudinal members either on the exposed deck or in cargo tanks. The cargo tank capacity was arranged in five tanks, the smallest of which have a capacity of 441 cubic meters, the largest some 1041 cubic meters. The company regards having several different sizes of tank as an advantage for its trade, so that several parcels of different multi grade cargoes can be carried at any time.

FT Everards earlier tankers have very fine hull forms, and therefore had good fuel consumption. As a result the block coefficient of the new vessels is less than 0.67, the fine lines gives providing a design service speed of 13.8 kts on 2000kW installed power. This also makes the provision of a viable emergency propulsion system which will provide a speed of around 9 kts, using the shaft alternator as a propulsion motor if necessary.

Cargo Control

As far as cargo systems was concerned, it was clear that a large number of control valves would need to be remotely controlled. To maximise discharge rates it would be necessary to adopt variable speed cargo pumps, or re circulate some cargo back to cargo tanks to reduce the shore discharge pressure if the full rate was to be accepted. This, in turn dictated that manifold pressures and pump discharge pressure should be monitored from the control position. As the number of remote control positions increased it became clear that a computerised system would be required. The cargo control system supplied by Saab, comprises a Kockumation loading computer, Saab tank radars and temperature probes, Level Datic ballast, bunker, fresh water and draught gauging, and Omicron independent hi-hi tank alarm system.

The system complete with UPS and attached alarm printer controls and monitors five Svanehoj variable speed deep well cargo pumps, along with slop pumps, ballast pumps and numerous other ullages, pressures and

temperatures along with the ships draught and heel. The same system also monitors 88 valves in hazardous areas with electric position indication, and 72 other valves, pump and manifold pressures, shore manifold vapour pressures and sump empty alarms.

The ships own computer also has a simulated version of the cargo system, allowing crew members to become familiarised with the system and trained in its use.

Auto mated Machinery

Engineers can spend considerable time performing such routine tasks as stopping and starting the main engines and auxiliaries, and putting the generators onto the switchboard. Because the new vessels can be turned around in less than three hours it was decided to automate these operations and by pressing a button in the bridge, main engine starting and stopping procedures automatically carries out and, by using a four position switch the generators are changed from shaft generator mode to auxiliary mode. Berthing mode and power management mode, with automatic paralleling and changeover.

On deck too automation made its mark. As cargo operations would now be carried out from the bridge, there need no longer be two crew members on deck to attend moorings, so it was decided to fit eight remotely controlled mooring winches so that adjustments could be made, together with remote control cameras on which moorings could be monitored from the bridge.

Manpower

A manning level of seven was agreed, which meant that alternatives to using manpower for many routine maintenance tasks had been found.

To reduce painting, the hull has an anti abrasive coating, self-polishing anti-fouling, and all the exposed paintwork is epoxy, with a final coat of polyurethane, to retain gloss.

The cargo tank sumps can be finally stripped to the slop tank and a sump empty alarm confirms this without being necessary to open the tanks. The drip trays and the deck sumps can also be remotely stripped in the event of a spill.

It was decided to do away with a ballast pumproom, the fine lines and requirements for high ballast capacity to improve seakeeping in bad weather meaning that void spaces should be avoided wherever possible. The slop tank had been placed on deck for this reason and because without an internal structure an efficient cleaning notation would be obtained, the size of the slop tanks could halved. The ballast pumps are installed in the engine room to fill the ballast tanks, and anti-siphon valves to stop back-siphoning have been included. Two 400 tonne/hour eductors have been fitted in the after ballast tanks for discharge, with the advantage that the ballast tanks can be stripped after drainage without losing suction, which would not be the case if the pumps were used. The ballast lines in the ballast tanks are all fibreglass and the suction valves are situated in adjacent tanks for ease of maintenance.

Yard

The specification was finalised in early 1995, widely varying prices were received by the owner, some as much as 70 percent higher than the lower bids and a number of clarification meetings were held.

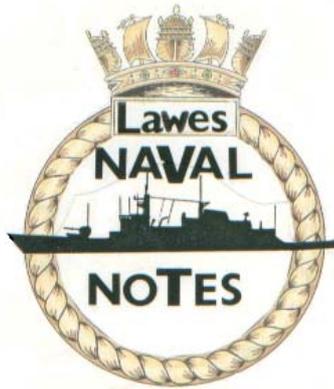
Following these the owner visited Keppel Singmarine Dockyard for more detailed discussions sand evaluation leading to a contract being signed in August 1995, worth US \$23.5m. The deal was to build two ships and to tank test the hull form at DMI Copenhagen, as result of which a small number of small adjustments were made to the design, including raising the foc'sle head to reduce shipping water in heavy seas.

The keel of the first ship **Asperity** was laid in November 1995 and was launched on October 18, 1996. The **Audacity** and **Asperity** replaced two of the company's 1970's tankers the 3419dwt *Apricity* and the 3402dwt *Assurity*.

From September 2004 the new Merchant Shipping (Vessel Traffic Monitoring and Reporting requirements) Regulations 2004 mean it will be a criminal offence for skippers and masters to fail to report accidents and incidents to the UK Coastguard.

Yachts and dinghies will be caught by the new requirements and those who break the rules could be fined up to £5,000 in the Magistrates Court.

It remains to be seen how these regulations will be enforced during the summer months in Southampton's 'Area of Concern' and the duties of Southampton Patrol.



A mini-task force comprising the 340-ton minehunter **Altair**, the 295-ton 'trawler' **Glycine** and four Leopard class patrol vessels – **Panthere, Tigre, Lion and Lynx** – of 463 tons apiece visited Portsmouth.

Based at the Ecole Navale, near Brest, they are used mainly for training young officers.

The three-day stopover is billed as a 'working' visit as opposed to an official visit. Rest and relaxation is an important part of the programme.

ROYAL Navy warship **HMS Southampton** is coming home to her namesake city for the first time in four years. The Type-42 destroyer, pictured above, will spend a weekend at end of February renewing acquaintances with many of her affiliated organisations and charities. The ship will be berthed at 46 berth near during her three-day stay.

MORE than 50 Royal Navy warships will serve as the core of the fleet reviewed by the Queen this summer as Trafalgar commemorations begin in earnest.

Two aircraft carriers – HMS *Invincible* and *Illustrious* – and assault ships *Ocean*, *Bulwark* and *Albion* will lead the flotilla of RN vessels assembled for the International Fleet Review on June 28.

The review is the curtain-raiser to six days of events in the Solent, including a sound-and-light show, drumhead ceremony for veterans and the International Festival of the Sea.

Effectively half the Senior Service Fleet is being assembled at Spithead, joined by another 80 vessels from the world's navies, and the cream of the merchant fleet, led by the QE2.

British warships due to partake at present include: aircraft carriers – *Illustrious*, *Invincible*; helicopter carriers – *Ocean*; amphibious assault ships – *Albion*, *Bulwark*; Type 42 destroyers – *Exeter*, *Gloucester*, *Manchester*, *Nottingham*, *Southampton*; Type 22 frigates – *Campbeltown*, *Chatham*; Type 23 frigates – *Grafton*, *Iron Duke*, *Lancaster*, *Marlborough*, *Montrose*, *St Albans*, *Westminster*; mine counter-measures vessels – *Bangor*, *Cattistock*, *Grimsby*, *Ledbury*, *Middleton*, *Pembroke*, *Ramsey*, *Shoreham*, *Walney*; fishery patrol vessels – *Tyne*; survey ships – *Endurance* (which will serve as the Queen's platform for the review), *Enterprise*, *Gleaner*, *Roebuck*, *Scott*; University Royal Navy Unit boats – *Archer*, *Blazer*, *Example*, *Explorer*, *Puncher*, *Raider*, *Ranger*, *Tracker*, *Trumpeter*; Royal Fleet Auxiliaries – *Argus*, *Fort Austin*, *Fort George*, *Fort Victoria*, *Orangeleaf*, *Sir Bedivere*, *Sir Galahad*, *Sir Tristram*, *Wave Ruler*; strategic sea-lift ships – *mv Hurst Point*; nuclear submarines – unspecified number.

Other confirmed attendants so far include France's flagship, carrier FS *Charles de Gaulle*, and Spain's flat-top SPS *Principe de Asturias*.

The list of ships is subject to change depending on operational commitments around the globe.

Meanwhile, a fortnight before the review, the museum of naval firepower in Gosport, *Explosion!*, will recreate the art of replenishing a first-rate ship of the line with ammunition during a gunpowder run.

A rowing crew from HMS *Victory* will re-enact the last stage of the gunpowder's journey. Traditionally, gunpowder was brought from *Waltham Abbey* in Hertfordshire by road to *Priddy's Hard* in Gosport, now home to the museum.

The powder was stored in barrels or charge bags and held in the *Grand Magazine* until required by ships. Then it was rolled down to the water's edge along a walkway and loaded on to a powder hoy to be ferried to the waiting warship.

HMS Bangor

For most of February the MCMV **HMS Bangor** was undertaking routine survey operations in the Solent. The operational area was between the Warner buoy just east of the forts and the western boundary of the Port of Portsmouth including the Harbour and as far north as Fountain Lake.

How container shipping company's work together to maximise service levels while minimising costs through the benefits on scale.

What is a consortium?

The term loosely described a group of two or more carriers that co-operate to provide a service on any given trade route. Co-operation may take the form of jointly providing vessels for a service or providing commitments to purchase or sell space.

This type of arrangement can be mutually beneficial if it maximises the benefits of vessels scale and frequency while balancing capacity and supply to demand.

The potential benefits for the customer are often more frequent services to a larger range of ports and faster transit times.

What is a vessel sharing agreement?

A vessel sharing agreement (VSA) is a type of consortium agreement. Decisions on geographic scope, daily sailing schedule, ports of call and other fundamental matters are decided by mutual agreement and the day-to-day operation of the service is normally determined by a majority vote between the carriers.

Each carrier contributes vessels to the agreement and receives the right allocation of space (slots) Over the longer term, the number slots each carrier receives will normally be equal those it provides. If. However there is a structural imbalance, payment is made to the over-provider for the slots it has effectively sold to other carriers. Each carrier is responsible for its own vessel costs. In order to fix a price for any imbalance of slots or the purchased of slots, a slot fee is normally agreed on the basis of the standards costs of provision and operation.

What is an alliance?

When lines co-operate in a VSA covering a number of different trade routes, the co-operation is often termed an alliance. For example PONL is currently a member of the Grand Alliance, which includes NYK, MISC, Hapag Lloyd and OOCL.

What is a slot swap or slot exchange agreement?

In a slot swap or slot exchange agreements, carriers operate their own vessels while having agreements on rationalised scheduling and the exchange of space. By exchanging slots, each carrier can improve its service frequency and port range coverage.

Each carrier is responsible for the costs of operating its own vessels and a slot is fixed for any ad hoc purchase or sale of slots.

What is a slot charter agreement?

PONL is also involved in agreements where it charters space to or from other carriers. Such arrangements are helpful in order to establish a presence on a particular trade when volumes are unlikely to be sufficient to warrant the provision of ships.

In certain cases, slot charter arrangements are followed by a more comprehensive co-operation arrangement such as a VSA

Hampshire Record Office

As part of the programme at Winchester the following may be of interest to members:

Lecture

28 April – The lost film of the Titanic : A Wessex Film and Sound Archive presentation by David Lee

Exhibition

11 Apr – 21 May The Royal Naval Hospital 1753 – 2003

Please contact the Hampshire Record Office Winchester for further details

Miscellaneous items of interest.....

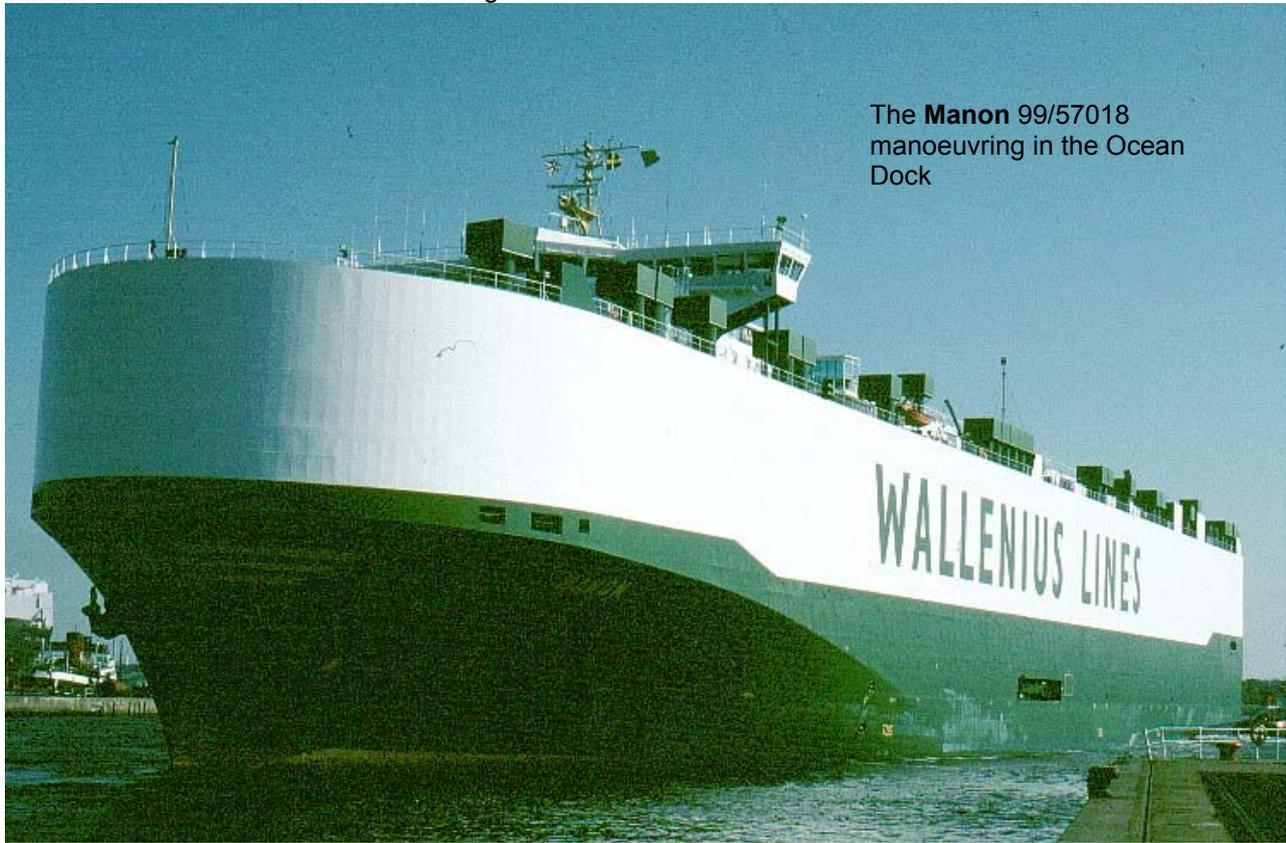
Hapag Lloyds cruise ship **Europa** is once again the only ship to be awarded Berlitz five star plus category in the latest cruise guide. **QM2** was rated sixth behind **Seadream 1**, **Seadream II** and three **Seabourne** ships

Wallenius Lines have placed an order for three new pure car and truck carriers (PCTC's) that will be the biggest in the world. The 228m vessels, capable of carrying nearly 8,000 cars will be built by Daewoo Shipbuilding and Marine Engineering.

The deal follows on from an order this year by Wallenius Lines for three vessels of around 6,500 car capacity, one from Hyundai Heavy Industries and two from DSME.

Wallenius has already announced plans to extend the five Boheme-class vessels by 28m to 228m increasing their capacity by 20% to 7,100 cars.

The **Mignon**, **Elektra**, **Boheme**, **Manon** and **Undine** will be extended in 2005. The shipowner said the combined investment in the new and lengthened vessels amounted to \$450m.



The **Manon** 99/57018
manoeuvring in the Ocean
Dock

Portsmouth has secured one of Britain's newest shipping firms from a rival south coast town.

Africa Express Line used to run its refrigerated banana boats into Dover.

Last week the Kent-based company, which operates 11 'reefers', switched its West African banana and pineapple imports to Portsmouth.

The first AEL ship, **Caribbean Star**, arrived about 12 hours late due to a combination of rescheduled timings and rough seas.

The second, **Cote D'Ivorian Star**, is due the following week with bananas and containers from Dakar.

She is due to leave Portsmouth the following day, destination Douala in Cameroon.

AEL was created three years ago to take advantage of Britain's new tonnage tax laws.

Also the Sea Trade reefer **Buzzard Bay** is made its first visit to the city this season, in mid February with bananas from Santa Marta in Colombia.

NATIONAL

COASTWATCH



Looking out for you

This information leaflet has been passed the editor as it may be of interest to members and was issued in 2004.

Further details can be found at www.nci.org.uk

The National Coastwatch Institution (NCI) is a voluntary organisation set up in 1994 to restore a visual watch along UK shores after many small Coastguard stations had to close down because of government cuts. When two fishermen lost their lives off the Cornish coast below the recently closed lookout, local people decided to restore the visual watch and the first station opened at Bass Point, on the Lizard. NCI was born. Other quickly followed suit and by 2004, twenty-five operational stations are keeping watch around the British Isles.

High technology and sophisticated systems have vastly improved safety at sea but there is no substitute for a watchful pair of eyes. Accidents do happen and a computer cannot spot a distress flare, an overturned boat or a yachtsman with engine failure.

Each NCI station is manned by a team of fully trained volunteers who keep a daylight watch up to 365 days a year. Stations are equipped with telescopes, radar, telephone and weather instruments as well as up to date charts. Close contact with the Maritime Coastguard Agency (MCA) aims to promote stations to Declared Facility Status in order to become an integral part of the search and rescue team.

Watch keepers are the eyes and ears along the coast, keeping a visual watch, monitoring radio channels, using radar and providing a listening watch in poor visibility.

The NCI is controlled by a Board of Trustees with a constitution agreed by the charities commission. Individual stations are run by a manager who is responsible for the provision of trained personnel and the maintenance of the lookout. Fund raising relies heavily on the goodwill of local people and the efforts of watch keepers and their friends with occasional assistance from outside sources who identify with the aims of NCI and wish to keep the charity open. Funding covers maintenance of the building, all equipment and the necessary paperwork to keep the station running efficiently. Watch keepers provide their own uniform and do not expect to be reimbursed for any expenses getting to or from the station. Watch keepers come from all walks of life and offer a wide variety of skills and experience. Full training ensures that all volunteers reach the high standard expected by both the NCI and MCA. A regular commitment is essential and qualified watch keepers are expected to do up to four watches per month. Regular assessments take place and retraining programmes are held to maintain standards.

There are 25 stations operational in 2004 plus 7 under active investigation.

Currently 1030 volunteers are keeping watch. More are in training.

Most stations keep watch over 2500 hours annually. Over 10-0 incidents reported included fishing vessels, yachts, divers, surfers, small craft and coastal walkers. 15 were potentially life threatening had not the NCI informed MCA.

Fully operational NCI stations have been set up along the coast from Lands End on the South West to Hartlepool in the North East. Each station has a qualified team to watch over its particular area whether it is a seaside town or a busy port. Accidents will always happen at sea and wherever there is an NCI station someone will be looking out for danger.

Based upon the wide acceptance and support for NCI along the coast, we plan to open 3-4 new watch stations each year for the next 3 years.



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Forthcoming Programme and Events

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

2005 Branch Meeting Programme

March 8th
Union Castle Purserette
Ann Haynes

April 12th
Digital Ships!
John Davidson

May 10th
3 Times Around the World
Harley Crossley

June 14th
Leander Class Cruiser HMS
Ajax 1933-50
Dr Richards Osborne

July 12th
A Scandinavian Theme
Bernard McCall

August 9th
Members Evening

September 13th
Competition Evening
See Note

October 11th
Members Video/Film Evening

November 8th
A.G.M. and Auction

December 13th
Travels with my Camera
David Oldham

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 much appreciated. BJ can contain magazine and newspaper articles but preferred are articles by the branch – for the branch.

Any member who would prefer to receive the Branch Magazine Black Jack by email please contact the Editor. All recent Black Jacks can be viewed all in colour via the Branch website in pdf format.
www.sotonwss.org.uk

Any member wishing to enter the model competition in September should contact a committee member in advance. It may not be viable to hold a models category unless sufficient entries are made.

The date for the 2005 **Annual Branch Cruise** is Saturday 18th June. Members are advised to book their place before the event is widely advertised after which the places will be open to non branch members. The cost £12.00 and is required in full prior to the event by cheque only to Rebecca Fredericks our acting Branch Treasurer.

Photographed by Ivan Bovey passing Hythe Pier the **Saga Ruby** 73/24492 arrives for her inaugural cruise.

On Tuesday 1st March 2005 at approximately 1900 hours, a Firework display was due take place from a barge positioned close to the Swinging Ground N/2 buoy off Marchwood Military Port.

The display will be held to mark the departure of the **mv Saga Ruby** on its maiden cruise. The vessel will be leaving for a 32-day inaugural cruise with visits including USA, Belize, Costa Rica and Mexico. The **Saga Ruby** will depart from 106 Berth at approximately 1800 hours and will be in position off Mayflower Park to coincide with the display.

Saga Ruby is due to return to Southampton on Saturday April 2nd 2005 at 0800.

More details of the **Saga Ruby** can be found at http://www.saga.co.uk/travel/cruises3/rubyrefit/rubyrefit_intro.asp?from=CruisingHome

