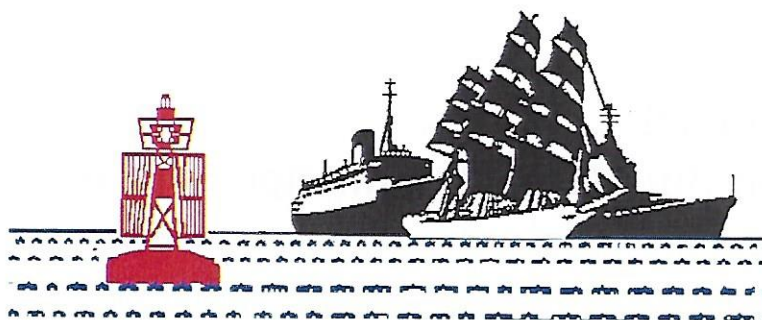


Black Jack

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



Issue No: 114

50th Anniversary Edition

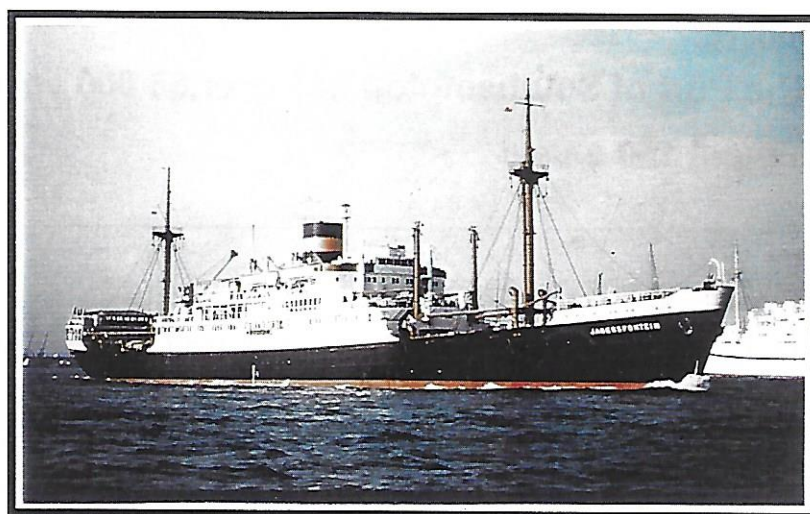
Autumn 2000



The **Chusan** 24215/50 arrived in Southampton from Vickers Armstrong Barrow on the 14th June 1950 and sailed on her first cruise on the 1st July to Madeira and Lisbon.

Photographs - Mick Lindsay Collection

The **Jagersfontein** 10574/38 a twin screw diesel vessel called at Southampton on March 31st 1950, on her maiden voyage (12 years after her keel had been laid!) en route from Amsterdam to Capetown on the Holland Africa Service.



Maiden voyages from Southampton in 1950 .

PAVIS

Port And Vessel Information System

PAVIS – Port And Vessel Information System is a brand new, state of the art Vessel Traffic Management system, unique to Associated British Ports, which started life in the second half of 1998.

The core of PAVIS is driven by a system that records vessel movements in, out and around the Port. Ultimately, it provides a wealth of information on Vessel Traffic Management and the services we can provide customers with – conservancy, pilotage, ships' dues, wharfage and cargo-handling. It is also designed to support a number of different elements of the group's business, from billing, accounts and payroll to sales and marketing, asset utilisation, maintenance and management reporting.

It is a database that holds exact information, which operators can extract at the touch of a button, making the scheduling of ships a lot easier. It even has a safe-guard which means that people can not book in a ship that is not suitable for the berth e.g. it is not deep enough to accommodate the said vessel.

The system has been praised for being extremely user-friendly providing the necessary information in an easy to read and understandable format. As such it is being used to help support a website where-by anyone interested in shipping movements can access the information at www.southamptonspin.net.

The Port of Southampton has over 55 000 vessel movements a year. That's almost 150 a day!

You may have heard ABP has donated a years subscription for shipping movements access from SPIN for the Southampton and IOW WSS branches only. If you are interested I am the point of contact please email me at neil.richardson@breathemail.net

AURORA by Mick Lindsay

When P&O's latest cruise ship, the \$320m **Aurora**, sailed from Southampton on her ill-fated maiden voyage on May 1st, it was the culmination of a process started more than a decade ago when the company first considered the potential of what was then a small United Kingdom market.

And when, some years later, the company announced it was building the **Oriana** and that she would be dedicated to the British market, more than a few eyebrows were raised. A figure of \$320m seemed a lot to spend on a market which, at that time, was less than 200,000 strong.

But P&O has been proved right and the doubters confounded. The British market has grown four-fold since the start of the 1990s and the decade was characterised by five consecutive years in which passenger numbers expanded by more than 20%.

P&O would be the first to admit that the likes of Airtours and Thompson have been very active here. They would also, no doubt, suggest that their own reading of the market has had its affect.

When **Oriana** arrived on the market five years ago, there was speculation that sooner or later she would have a sister. So when the plan to build **Aurora** was first announced three years ago, it came as no surprise.

She is the fourth vessel in the P&O Cruises fleet, which will be further enhanced by a 100,000-ton ship in 2004. P&O managing director, Gwyn Hughes, says: "Whereas **Oriana** is built along classical lines, **Aurora** has a more relaxed and contemporary feel. Today's 50-year-olds have a rather less staid approach than their counterparts of just five years ago."

And **Arcadia** (which was switched from Princess Cruises in the US) is friendly and **Victoria** has a small yacht-like feel to her.

It is a fairly open secret that this last ship, built in 1966, may well be sold with the arrival of new ships. All four ships are dedicated to the British market and between them will sail on 76 itineraries to 293 ports in 46 countries between April and December of this year.

The basic pattern of **Aurora's** operation will be nine months based in Southampton and three months on the world cruise.

Between May and December she will offer 18 itineraries to the Mediterranean, the Scandinavian fjords, the Atlantic Islands, the Baltic and, exceptionally, a 21-night trip across the Atlantic and back.

The company has high hopes for her first world cruise, looking to exceed the 350 to 400 people who traditionally book the whole three months. Prices for the whole trip start at £12,395 for an inside twin cabin and up to £48,445 for a penthouse suite.

The British market has slowed from the 20% growth of the early nineties to 10% recently, but this is still a significant increase. This drop is mainly due to the likes of Airtours and Thompson.

Cruising is the fastest growing sector of the British holiday trade and **Aurora** is the result of P&O's faith in the spending power of the 50/60-year-olds who are the prime target.

Most of the passengers will be British, with the majority of those coming from the north-west and the south coast, all because we Brits are 40% better off than 15 years ago in real terms.

Another factor is the fact that some people will not fly, preferring to sail from a British port. This is where Southampton scores, of course, being the main passenger port in the country.

Aurora has an impressive space ratio of 40.6 tons per passenger and the 939 cabins include the two penthouses and a new range of cheaper balconied rooms. Forty per cent of the outside cabins have balconies, eight are designed for disabled passengers and some interconnect for families.

A first for the British market is 24-hour dining in a bistro-type restaurant, one of five food outlets, including the two main restaurants. Another is The Orangery where buffets and breakfasts can be taken in more casual surroundings.

The Curzon Theatre provides the big production shows and Carmen's is for more intimate revues. Charlie's is a champagne bar while Raffles will serve you hand-made chocolates and speciality coffees.

There are several areas on board where P&O have tilted their cap to the late, great, **Canberra**. The Riviera Pool is one such place, being very reminiscent of the Bonito Pool. Of the other two pools, one is on the after terraces and the other, the Crystal Pool, is under a retractable magrodome. There are also the de rigueur jacuzzis scattered around.

As with most British ships the casino is thankfully much smaller than on a typical US ship.

Perhaps one day we will see cruise ships built in this country again (if Harland & Wolff can get their act together), but for now we have to make do with British registry and officers.

P&O's attack on the British market (developing individual markets with purpose-built and dedicated ships) began with research in the late 1980s and this tactic has now been taken up in Germany where the ship was built, of course.

The usual programme of events for the travel industry and the press was staged in the fortnight leading up to the ship's official naming by the Princess Royal on April 27th. Some 2,500 people were expected to attend the ceremony.

After the unfortunate blip with the propeller shaft, **Aurora** seems to have settled down nicely into a routine. She is in the early stages of her honeymoon period where, for the first 18 months, demand is self-generating. After this the real hard work starts for the company and the ship, attracting those 50/60-year-olds in the "grey market", a market that will increase by 25% in the next ten years. We wish **Aurora** good luck.

A Personal Recollection –Harley Crossley

The Maiden Voyage

On Monday 1st Mar 2000 at 10.30 am my wife Barbara, and I arrived at the Mayflower Terminal for **Aurora's** Maiden voyage. I was there in Southampton as her assistant; she was running a sewing and tapestry class on board.

The ship looked quite majestic, dressed overall. Our first job was to get our luggage aboard, as supernumery crew members we have to sort this out ourselves. A slight problem at the security desk was a lack of passes for us to board the ship, but this was soon sorted out although the pass issued listed our ship as an "unknown vessel", the computer system was having maiden voyage hiccups. Gangway entrance was on Deck 5 by the reception desk and very nice it was too, mostly finished in light coloured wood panelling and very luxurious.

It felt strange to aboard a ship without the usual hassle, normally we fight our way against a tide of late leavers and various tradesman. As the first passengers were not due onboard until 14.15 and there were no leavers all was peace and quiet. We found our way to the crew office and signed the ships articles.

Our cabin was wonderful, on Deck 5 near the stern with a large square window! (We later found out that this was a mistake we should have been somewhere else, but we didn't complain). Embarked our luggage and then reported to the cruise directors office, by then it was time for lunch in the wardroom.

I could see that there would be a problem with the waistline again. After lunch we went off to do some last minute shipping before returning to the ship for watertight door and crew safety instruction at 16.15. The ship had now come to life with all the excitement and bustle of a maiden voyage, we used the ships working alleyway on Deck 4 (known as the M1) to move around and keep clear of passengers. After our drills and unpacking we had tea in the Orangery and then it was time to go out on deck and watch us sail.

A drawback on this ship from my point of view is that the top forward facing decks are glassed in and it isn't possible to take a photograph unless you take it through the glass. Mind you, it does have many advantages, one being that you can go up there when the ship is at sea without being blown off your feet. The decks were crowded with passengers having a wonderful time throwing streamers, calling their goodbyes, cheering and drinking champagne (at £3.50 per glass)

After a little searching we managed to find our way to one of the three open decks just below the bridge, there were only two other people there. It was all very exciting, band playing, people cheering, whistles and sirens sounding and helicopters buzzing. Two tugs escorted us from the berth with fire hoses spraying. There were dozens of other escorting craft jostling around **Aurora** as we moved away from the quayside with our siren sounding. Thousands of people could be seen as we passed Mayflower Park, Town Quay, Hythe Marina and pier and Calshot Castle. I peered through my binoculars as we passed dock head and I'm sure that a good few of the spectators were W.S.S. members. It was quite an emotional send off, certainly better than anything else we've experienced.

We went to dinner after passing Calshot. The wardroom is on the portside and has very large windows so we had a good view of other passing ships as we sailed passed Portsmouth, including one of the large P&O ferries which passed very close, but I didn't have my camera with me. After a meeting in the Uganda Room on Deck 13 with all the entertainments staff on board we decided that we would have an early night, it had been a very long and tiring day and we had the rest of the voyage to explore the ship.

Rose at 08.00 the following morning and up to the Orangery for our breakfast, nobody seemed to notice that the ship was travelling very slowly, less than 5 knots at a guess. A quick trip to the stern and the wake showed us running on one propeller. Then back to the cabin for the special maiden voyage tapestry kits that Barbara had designed for P&O.

Got to the Crows Nest at 10.45 to organise the class. As this was the first ever held on this new ship there were a few problems and we soon managed to sort ourselves and the passengers out. At 11.00 the cruise director introduced Barbara to the passengers. She welcomed them to this memorable and historic cruise and started to tell them about her classes onboard. In the middle of her talk a warning tone sounded and all went quiet when the

Captain said that he had grave news for us all. He went on to say that there was a problem with one of the propeller shafts and that we would be turning around and returning to Southampton, arriving the next morning.

There was a stunned silence and Barbara was the one with the microphone. A quick change of plan by Barbara had a class of wire edged flower makers beavering away soon after this great disappointment. The Captain seemed to be everywhere doing the PR bit, talking to passengers, explaining the compensation offer (which was very good) and telling them why it was necessary to return.

After midday drinks by the glass were free until the end of the trip and champagne was being drunk by the bucketful! This was, without doubt, very popular.

When the class finished we returned to our cabin and started to pack for disembarkation. There wasn't much for us to do that afternoon as most of the passengers were roaring around the ship taking photo's and keeping the bar staff busy. I went out on deck and did a quick painting, surely the only one completed on this trip.

Later in the day Captain Steve Burgoine hosted his usual welcome aboard drinks party under the closed sky dome. When he came on to the stage he was greeted with a rousing cheer, so it was obvious that the damage limitation exercise had worked. It must be the only time that a Captain had done a 'Welcome Aboard' and 'Farewell' cocktail party at the same time.

Then off for our dinner, a delicious Beef Wellington followed by a visit to the theatre at 22.30 for a special showing of Mardi Gras/Masquerade so that the full impact of the ship's new technology and costumes could be seen. The ship buzzed with revelry late into the night as we crept back into the English Channel.

Arrived, and berthed at Southampton at 07.00 on Wednesday 3rd May 2000. I managed to find an unusual gangway and persuaded the powers that be to let me use it. We quickly signed off ship's papers, disembarked our luggage and we were on our way home before the passengers had finished breakfast. And so ended all 36 hours of my first ever maiden voyage.

A few days later whilst on the W.S.S. trip to Dieppe after the AGM, Barbara received a call from P&O asking her if she would do the second voyage, after the ship had been repaired in Hamburg, but that is another story – after all, there is only one Maiden Voyage.



The Aurora 76152/00

Maiden voyages from Southampton 2000

Photograph – Monty Beckett

The Millennium 91,000, launched in St Nazaire Dec 1st last year and delivered at the end of June after a short delay also had a problem on its maiden voyage she suffered a five hour power breakdown in the Baltic. She is gas turbine powered with Azipod propulsion.

Photograph – John Kennedy



Southampton's Shipping in 1950

By Bert Moody

Why 1950? This was a special year for the Southampton Branch for it was the year that the Branch was formed. At that time there were two members of the Society in the area – Reg Garnett, a customs officer and myself. In 1948 a branch was formed on the IOW and we felt that a Branch should be established in the town. A preliminary meeting was held during September 1950 and thanks to the help of the then Chaplain to the Missions to Seamen, the Rev. Canon J.W. Cliff who offered the free use of the upstairs room at the Mission. The first official meeting was held on the 3rd October. Reg Garnett was elected Chairman and I became Secretary/Treasurer. A position I held for the next eighteen years.

However what was the shipping scene like in those days? – far different to the present day. The two Queens were in service on the North Atlantic together with the **Mauretania** and the **Caronia**, both these vessels spent the winter months cruising out of American ports and earning much needed dollars for this country. The **Aquitania** left the port for the last time on the 19th February on her way to Faslane on the Clyde to be broken up. During June and July P&O's **Stratheden** was on charter to Cunard White Star and made four round trips from Southampton to New

York via Le Havre.

The **America**, assisted by the **Washington**, was maintaining the United States service across the Atlantic.

At the beginning of 1950 Union Castle only had six mail service vessels available as both **Carnarvon Castle** and **Arundel Castle** were in Belfast undergoing major refits after war service, as a result two vessels from the Intermediate service – the **Warwick Castle** (ex **Pretoria Castle**) and the **Durban Castle** were operating on the mail service. The **Carnarvon Castle** returned from Belfast on the 5th June and displaced the **Durban Castle**, which returned to the Intermediate service, while the **Arundel Castle** returned on the 11th September taking the place of the **Warwick Castle**. The sailing of the mail vessels was at 16.00 on Thursdays and the inwards vessel arrived early Friday mornings. During the latter part of 1950 the vessel were sailing from 101 Berth.

Royal Mail Lines services to South America were being



maintained by the **Andes** and the **Alcantara**. The **Asturias**, which the Government then owned, was troop carrying and taking emigrants to Australia, while the **Atlantis** was going to New Zealand with more emigrants. Instead of returning empty to this country both ships went to Indonesia to embark Dutch troops and families that were being repatriated. On one of these trips in July 1950 the **Atlantis** left with 900 women and children, but by the time the ship reached Holland another 62 babies had been born on board – several of these were christened **Atlantis** or **Atlantinus**.

P&O's **Chusan** arrived new from her builders – Vickers Armstrong at Barrow on the 14th June and made the first of several cruises that year when she sailed on the 1st July on an eight-day cruise to Madeira and Lisbon. She then had a flat top funnel – the Thornycroft design funnel top was not fitted until 1952. Also in July the **Himalaya** left on a Mediterranean cruise.

The rebuilding of the **New Australia** (formerly **Monarch of Bermuda** by J.I. Thornycroft was nearing completion. She went out on trials during July and left on her first voyage with emigrants on the 15th August.

Parts of the refinery at Fawley were under construction and various items of equipment for the refinery were still arriving – on 10th January the **Teespool** came in from Mobile, Alabama with 1,306 tons of steel work, pipes and machinery for the refinery.

On the 31st July the then Prime Minister, Clem Atlee, officially opened the Ocean Terminal at 43/44 berths and the next day the **Queen Elizabeth** with 1,400 passengers was the first ship to sail from the terminal. For Cowes Week the battleship **HMS Vanguard** was the Guard Ship.

On the 17th August the former German liner **Europa** returned to the North Atlantic trade as the **Liberte** for French Line, operating with the **Ile de France**.

Several Fyffes vessels, including the then new **Golfito**, arrived with plenty of bananas from the West Indies.



Trooping by sea was the way to travel in 1950 – in March the **Empire Fowey** arrived from the Clyde after a 3 year refit and sailed on her first trip on the 15th April, and the **Empire Orwell**, after an extensive refit, completed her first round trip to the Middle East in February. The **Empire Trooper** and **Empire Ken** were also operating, as was the **Empire Windrush**. The war in Korea broke out in July and the **Empire Windrush** sailed in October with 1200 troops for Korea. The **Dunera** and **Dilwara** were both on the Clyde undergoing major refits including the provision of bunks in place of hammocks. The **Dilwara** returned to service in October.

It wasn't all British troopships for there were plenty of American servicemen based in this country and regular visitors included the two funnelled transports **General A.M. Patch** and **General Maurice Rose** as well as **General Hersey** and **Henry Gibbons**.

In October the new passenger/cargo vessel **17 De October**, completed by Vickers at Barrow for Dodero Line of Argentina came in to load 230 cars and while the vessel was in port the Southampton Branch of the World Ship Society had the pleasure of their first ship visit by making a tour of the vessel.

The railway services across the Channel were maintained by the regulars **Isle of Jersey**, **Isle of Guernsey** and **Isle of Sark** to the Channel Islands, with **Falaise** to St.Malo and the old **Hantonia** on the Le Havre service. During the summer of 1950 the two-funnelled **Duke of York** was being used on the night service to Cherbourg and she also assisted on the Channel Isles service.

During June and July the breaking up of the remains of the Liberty vessel **Samneva** on Netley foreshore was completed. The vessel was beached there after being torpedoed in the Channel on 24th July 1944.

In June a new pontoon landing bridge was constructed near the Royal Pier gate to enable the former landing craft – **Norris Castle** to load vehicles over her ramp. The bridge was built mainly from equipment left over after the Normandy invasion. In the Red Funnel fleet there were still several paddlers operating **Bournemouth Queen**, **Princess Elizabeth** and two then recent acquisitions **Solent Queen** and **Lorna Doone** which were formerly the **Queen of Thanet** and **Queen of Kent** respectively. The elderly **Princess Helena** was then reserve cargo vessel but one other peddler was still plodding across to Cowes each day – **Lord Elgin** of 1876 on the cargo service. During 1950 a total of 561,318 passed through the port.

From the Dockside

Dockers Diary – Items contributed by Colin Drayson

Nicknames Cont'd

Bubble and Squeak	(Always in "Tommy Whites" – Dockers Café)
Beano	(Bit of a comic)
Basil Brush	(A sly old fox)
Batman	(Always looking for some Robbin' (Robin))
Budgie	(His mother liked a cockatoo (or two!))
Celery Legs	(So white – we thought he bleached them)
Chester	(Dillons mate)
Chicken Lips	(Never had his teeth in)
Cinderella	(Must get home by midnight)
Clockwork Orange	(Always in the fruit loading gang)
Chatty Chick	(Looked like a tailors dummy)
Copper	(Anyone got a spare copper!)

Neptune Stevedores

The Canary Islands tomato service ended on the 26th May, and all the callers this season between October and May, have been "old friends", with the exception of two. - the **Ionian 6117/84** and **Roman Bay 10381/92** ex **Chiquita Sulu 92 & 94**. Neptune Stevedores have retained the Canary Islands service for a further 3 seasons, and next season expects to revert back to a thrice-weekly service instead the twice-weekly service this season. Lets hope some more new "reefers" make an appearance. The reefer trades are once again a Southampton success story.

SOUTHAMPTON NEWS ROUND-UP from ABP

Covering the period from last edition

PORT OF SOUTHAMPTON SIGNALS STRONG START TO THE GRAIN SEASON This week, Associated British Ports' (ABP) Port of Southampton started the 2000/2001 grain season on a high note welcoming the **Lamyra** loading 50,000 tonnes of barley bound for Saudi Arabia.

MAIDEN CALL The new luxury liner **Europa** made her maiden call to Associated British Ports' (ABP) Port of Southampton this week. **Europa** is the sixth of eight cruise vessels to make their maiden calls to Southampton, in a record year of cruise calls for the port.

ROMAN GODDESS SAILS INTO PORT

Visitors to Associated British Ports' (ABP) Port of Southampton, would have been forgiven for seeing double this weekend, when the cruise liner **Minerva** and the container ship **Minerva** both called at the port.

NEW SPECIFICATION Port of Southampton recently welcomed the maiden call of Grimaldi's 58,500 dwt **Grande Brasile**, a brand new multi-purpose roll-on/roll-off (ro-ro) vessel with improved design specifications that aid swifter turnaround in port. **Grande Brasile** forms part of the regular Euromed service which calls at Southampton.

NEW NAME AT PORT OF SOUTHAMPTON Under a new name the previous **Hual Ingrita** made her way into Associated British Port's (ABP) Port of Southampton as the **Hual Troubadour** for the first time this weekend. She will continue to call as part of Hual's regular transatlantic service

SOUTHAMPTON FACILITIES FIT FOR QUALITY FEED

Associated British Ports' (ABP) Port of Southampton got the seal of approval for its bulk-handling facilities from one of the nation's top feed-importing firms, when the 28,000 dwt **Titanas** discharged 12,000 tonnes of IP ('Identity Preserved') Brazilian soya at the port.

BRAND NEW MARK MAKES FOR SOUTHAMPTON

The first of the brand new mark four Ro-Ro vessels to call in the UK made her maiden call to Associated British Ports' (ABP) Port of Southampton earlier this week. Bigger and better than previous marks the 67,140 gt **Tamesis** is a new addition to the Wallenius Wilhelmsen fleet, who operate out of Southampton as their main UK port of call for transatlantic services.

AZIPOD propulsion for marine vessels part one

The Azipod drive is an innovative electric propulsion system for marine vessels with excellent manoeuvring capability and dynamic performance. Its motor sits inside a submerged pod, which can be steered through 360 degrees and is coupled to an extremely short propeller shaft.

The original idea for the Azipod (Azimuthing Podded Drive) system was conceived more than a decade ago when the Finnish Maritime Administration began to look for ways to improve its icebreaker operations. Icebreakers must be capable of manoeuvring in such a way that they can break out of an ice channel in any direction in order to assist merchant ships using that channel. Investigations showed that a propulsion motor, which could direct the thrust in any direction, would be the ideal solution to this problem.

The Azipod drive system that was subsequently developed is built and marketed by ABB Azipod Oy of Finland that was established in 1997 to continue the activities of the former Kvaerner Masa-Azipod, part of the Kvaerner Masa-Yards Helsinki Shipyard. ABB Azipod Oy is jointly owned by ABB, Kvaerner Masa-Yards and the Italian Fincantieri.

Features of the Azipod System

The Azipod unit incorporates an electric (single or double wound) a.c. motor that drives a fixed pitch propeller directly via an extremely short shaft. The electric motor, located inside the pod, is controlled by a frequency converter. Full torque is available from zero to nominal speed in either direction. The Azipod electric propulsion unit features the advantages of conventional propulsion systems, while eliminating their main disadvantages. Its benefits include:

- Excellent dynamic performance and manoeuvring characteristics even in arctic conditions
- Long shaft lines, rudders, stern thrusters, controllable pitch propellers and reduction gears are all eliminated.

- A flexible design, allowing the Azipod unit to be built for pushing or pulling operations, low or high speed, open water or ice conditions.
- Ideal for Dynamic Positioning Systems (DPS)
- Reduced noise vibration due to a) no reduction gear, long shaft lines, transversal stern thrusters and b) excellent wake field, resulting in a low level of propeller induced pressure pulses to the hull
- A flexible Machinery arrangement, resulting in easy installation and a free choice of location for machine components.

From icebreakers to cruise vessels

In the marine business, several years are usually needed to get an innovation accepted by the market. When the Azipod concept was first studied with a view to using it on cruise liners, it became clear that a step-by-step approach was necessary with new design aspects reviewed at each step.

The Azipod unit installed on the waterway service vessel **Selli** proved that the idea itself was sound and showed that the system could be built and installed, is strong enough, and fulfils all the basic requirements of a ships main propulsion.

The first high power propulsion unit installed on a commercial vessel. The 11.4mW arctic tanker **Uikku**, proved the superior manoeuvring capabilities and the efficiency of the concept.

On board experience

Selli

The first joint R&D project was the conversion in 1990 of **Selli**, a waterway service vessel owned by the Finnish Maritime Administration, into the world's first Azipod-propelled ship. The **Selli** is still in service and its 1.5MW unit has operated faultlessly since its conversion.

Uikku and Lunni

The next ship to be equipped with the system was the 16,000-dwt product tanker, the mt **Uikku**, built in 1978 in Germany. The conversion, involving an Azipod rated at 11.4mW, was carried out in 1993. The ship was built to Ice Class 1A super and the Azipod to DNV (Det Norske Veritas) ice 10 class. In 1995 **Uikku's** sister ship the **Lunni** was similarly converted. Their combined operating hours total well over 40,000, of which about 10,000 have been in ice infested waters. In 1997 **Uikku** became the first western cargo ship to navigate the Northeast Passage. **Uikku** started its journey in Murmansk arriving 12 days later in Providenya in eastern Siberia.

Botnica

In February 1997 Finnyards Oy ordered two 5MW Azipod units for the multipurpose icebreaker **Botnica** for the Finnish Maritime Administration. The ship operates in the Gulf of Finland in the winter and the North Sea for the rest of the year. The ship entered service in the North Sea in the summer of 1998. Excellent sea trials results showed that the ship was well suited to offshore work.

Cruising with the Azipod system

The full-scale applications described above and the extensive R&D programme that accompanied them provided the basis for the Azipod cruise liner concept that was finally realised at the end of 1995. Based on the good results from the **Uikku** and **Lunni**, Miami-based Carnival Cruise Lines chose the autumn of 1995 to install the Azipod system on its two Fantasy class vessels **Elation** and **Paradise**. Each of these ships has two 14MW Azipod units. The largest cruise ships ever ordered are Royal Caribbean International's **Voyager of the Seas** and her sister vessel, each with two 14MW Azipod units and one fixed 14Mw Azipod Drive. With the Azipod propulsion units and four 3MW bow thrusters, the giant ships will be able to stay in designated position in winds of up to 18 m/s from any direction.

Carnival turns to the Azipod system

Carnival Cruise lines ordered its first Fantasy class ships from the Kvaerner Masa-Yards shipyard (formerly Wartsila Marine) in Helsinki in 1986. Over the years the Fantasy class has grown to be the biggest series of purpose built cruise ships ever constructed. A total of eight ships of the same design have been built. For the two most recent units the **Elation** and the **Paradise**, CCL decided to Fit the Azipod propulsion concept on the basis of its proven operation.

To be concluded.....

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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.

2000 Programme

12th September
My Favourite
Photographs
Members Competition
10th October
A Naval Architects Life
Nigel Allen (VT)
14th November
AGM + Support
Programme
12th December
Ships in My Life
Bert Moody

The committee would like
to thank all those
members who have
supported the events
arranged for this year.

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 on ship visits
please ensure that the
Visits Organiser –
Adrian Tennet has your
contact details.

Any articles that
you can contribute for
Black Jack are most
welcome in any format.
All that is required is
that the material has
some sort of link with
Southampton.

For details of how to
obtain your engraved
glass celebrating the
50th anniversary of the
branch please see
previous editions of BJ.