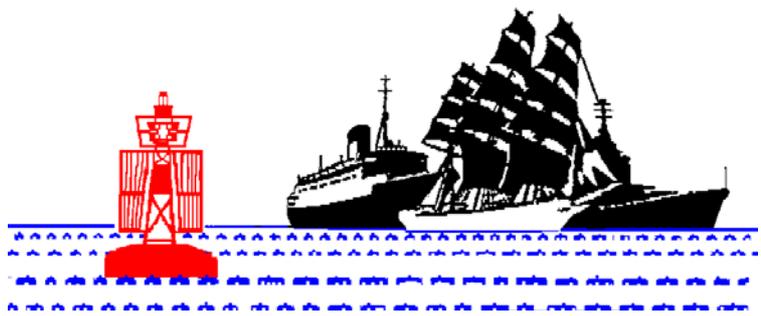


# Black Jack

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY



Issue No: 127

Winter 2003



The tank cleaning vessel **Tulipfield** alongside the Royal Mail Lines **Andes**.  
The Tulipfield, according to the Editors records, was owned by British Wheeler Process Ltd. This company specialised in tank cleaning, gas freeing and oily water separation in ports around the UK. The company during the sixties had its head office in Liverpool with one of its branch offices in Southampton.  
The **Tulipfield** was built 1922 and with a gross tonnage of 389 had a speed of 10 kts and was built in Hamburg by Reiherstieg Schiffs.

**PORT OF SOUTHAMPTON SIGNS UP NEW RO-RO CUSTOMER FOR THE NEW YEAR**

Associated British Ports (ABP) has signed a new contract today (22 September 2003) with Channel Freight Ferries who will provide a daily ro-ro service between ABPs Port of Southampton and Radicateel, part of the Port of Rouen.

Commencing in January next year, the new service will mean in excess of an additional 100,000 units of freight, including unaccompanied mafi trailers, containers and other cargoes, passing over Southamptons quaysides.

As part of the new contract, ABP will invest over £1 million in facilities, including the provision of a new pontoon, modification work to one of the ports existing linkspans, resurfacing of paved areas, as well as the provision of secure fencing and office accommodation.

Andrew Kent, ABP Port Director, Southampton, said: This is an important new development for ABP and the Port of Southampton, and will establish an additional cross channel link providing UK and continental shippers with an efficient and high quality freight service.

22 September 2003

**Other news items.....**

The world's largest single masted sailing yacht was launched from VT Woolston yard on Thursday November 27<sup>th</sup>. At 740 tonnes she was the last vessel to be built the VT yard at Woolston. Initially the sloop was reluctant to leave the slipway and entered the R. Itchen just after noon. **Mirabella V** will be moved to VT Portsmouth yard to have a retractable ten metre keel installed. The £30m vessel owned by Joe Vittoria will be available for luxury charter at \$250,000 a week. in the Mediterranean and Caribbean from about May next year.

A very tragic accident occurred in France on the 15<sup>th</sup> Nov. The gang plank that was between the "m/s Queen Mary 2" and the dock collapsed. There were over 40 people on the gang plank at the time. 12 of them children of shipyard workers who were given permission to board.

New Zealand Interisland Line, a Tranz rail operation which operates on the Cook Strait between South Island and North island, is expanding its freight services with the bareboat charter of the 800 lane metre passenger freight ferry **Purbeck**. The 1978 built **Purbeck** was delivered to bareboat charterers Tranz Rail NZ at Falmouth in the UK on April 17 for a two and half year period. The ship departed the UK during April bound for New Zealand via the Panama Canal bunkering both there and at Tahiti.

The **Big Red Boat III** was to sail from lay up in Freeport Bahamas destined for Asian shipbreakers. The ship was the last passenger mailship built for Union Castle Line, and reportedly the first former Carnival Cruise Line ship to go for demolition. Built 1961 as the *Transvaal Castle*, the 31,793 gt passenger vessel subsequently sailed as the *SA Vaal* for Safmarine, *Festivale* for Carnival and *Island Breeze* for Dolphin/Premier before becoming the **Big Red Boat III**. Premier of Port Canaveral Florida went bust in late 2000. Many ship enthusiasts will mourn the scrapping but the recent name will not be missed!

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

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

From top: Thebeland, Marco Polo, Chada Naree



**Berth 204-7:** Rickmers New Orleans 23100/03, California Luna 41110/87, OOCL Long Beach 89090/03, Cape Charles 41843/86, NYK Lodestar 75701/01, OOCL Netherlands 66080/97, APL Jakarta, NYK Phoenix.

**Ro-Ro:** Grande Nigeria 56600/02, Independence 47089/78, Maersk Taiki 44219/97, Grande Napoli 37273/03, Thebeland 20881/78, Grande Portogallo 37726/02

**No7 DD:** Monte Rosa 22587/82

**Berths 107-9:** Kapitonas Simkus 9965/76, Chada Naree 10964/81, Lingedijk 2548/00, Rega 1545/79, Est 920/87, Amur 2540 3086/91, Norheim 5658/00

**Berth 104:** Chikuma Reefer 7367/98, Lapponian Reefer 7944/92, Mogami Reefer 7367/99.

**Berth 102-3:** Feed Star 1472/87, Baltica Hav 1513/83

**Berth 101-2:** Almania 4366/83, RMS Homberg 1296/84, Eastern Navigator 3186/91, CEC Cristobal 6714/99

**Marchwood:** Anvil Point 23235/03, Scan Germania 8831/00, Longstone 23000/03, Passwalk 10243/83

**Marchwood Bulk:** Sea Thames 1616/85

**Berth 36/47:** Artnes 4860/92, Marie-Jeanne 2999/99, Patriot 2163/94, Sea Amethyst 8254/87, TK Geneva 4446/84, TK Rotterdam 6036/01, Jill C 3660/01, Moksheim 5659/00, Arktos 4316/82

**Berth 43-4:** Snoekgracht 16641/00

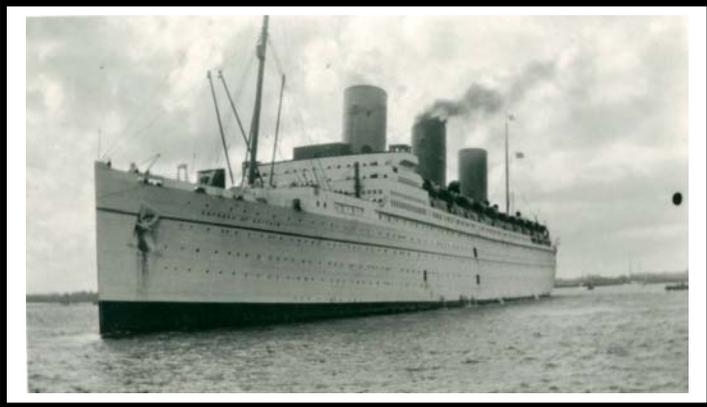
**Cruise Vessel:** Golden Princess 108865/01, Marco Polo 22080/65

**Dibles Wharf:** Koriangi 1596/93, Kidred 2206/76, Tinsdal 2981/98, Sibnec 1945/65, Baltic Courier 1667/77, Alexander Tvardovskiy 2314/96

**Princess Wharf:** Stadium 19084/89, Pinnau 2446/03, Aura 2416/82, Eva Maria Muller 2446/98

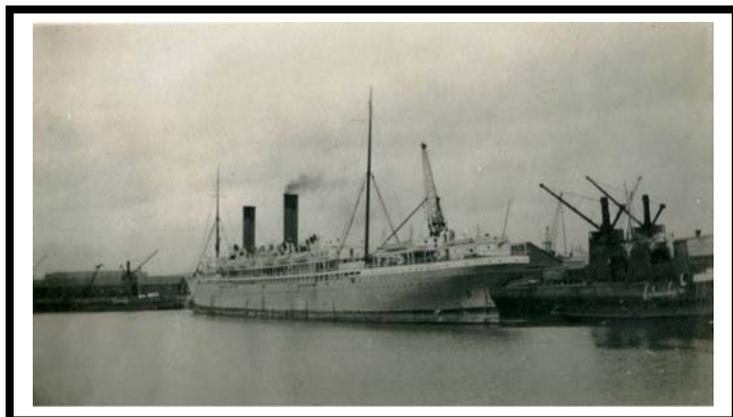
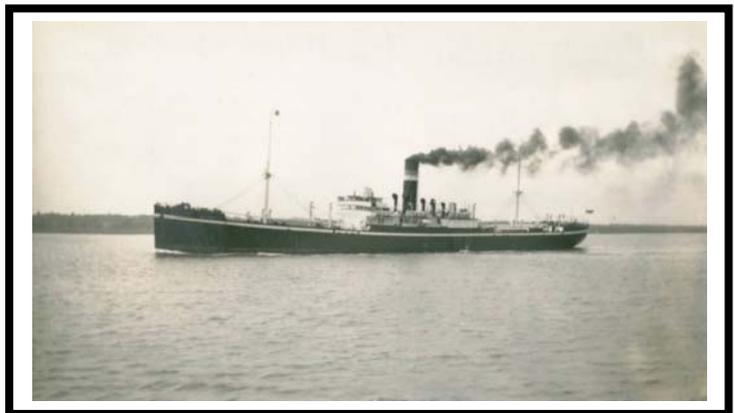


Pre WWII Memories captured by my camera – John Havers



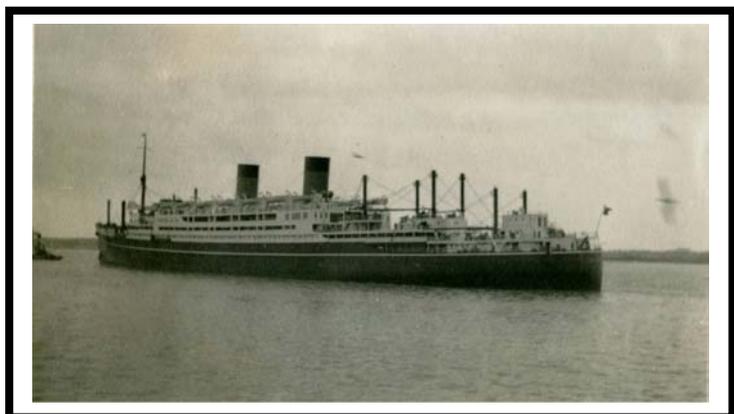
**Empress of Britain**  
manoeuvring off 101  
Berth

Brocklebank **Maihar**  
seen in the Solent 30th  
July 1939



**Balmoral Castle** laid up  
in the Empress Dock  
awaiting a purchaser  
February 19<sup>th</sup> 1939

Shaw Savill & Albion **Dominion  
Monarch** leaves Southampton  
docks on her maiden voyage  
February 17<sup>th</sup> 1939



## Red Jet 4

Tasmanian company North West Bay Ships has achieved an early reference in the European market with its first delivery of a fast passenger catamaran tailored to meet the needs of Southampton based operator Red Funnel. North west Bay is a new name in shipbuilding, but the fact that its personnel are drawn from throughout the industry in Australia provides a depth of experience underpinning its bid for business in an intensely competitive sector.

The keen price and bespoke design that lured Red Funnel to Tasmania was a measure of North West Bay's technical capabilities and state of the art production efficiency.

In receiving the 277 passenger capacity **Red Jet 4** ahead of schedule, and to the requisite quality, the cross Solent ferry operator must surely have felt vindicated in its decision to place the contract with a newcomer.

The fleet's previous Red Jet catamarans had all been built on the Isle of Wight, at the former Cowes shipyard of FBM Marine (now FBM Babcock Marine).

The 39m **Red Jet 4** follows the basic design principles of **Red Jet 3**, in accordance with the contractual owners wishes,, but is longer vessel offering a substantial increase in payload to 277 passengers.

Red Funnel sought an advance in payload, while maintaining compatibility with its existing fleet, terminal operations and timetabling requirements. In addition to the contractual speed of 35 knots, significantly exceeded on trials the operator stipulated stringent low wash and wake criteria.

Given the 46% advance in passenger capacity compared with the previous Red Jet addition to the fleet, against the new vessel to slot into the existing service infrastructure, turnaround efficiency was a critical aspect of the design. To this end, the passenger saloon has been drawn up to facilitate rapid passenger transfer. A large boarding ramp carried on the port side can be quickly and easily handled by a single attendant, with entry via a 2.2 m opening double door. Passenger accommodation is on one deck so as to avoid choke points at stairs.

Sound attenuation measures implemented by the builder, include the use of rubber mounts for the passenger saloon, ensured that noise levels came within the prescribed limits. Noise levels for passenger spaces were in the range 73-75 decibels, against a Det Norske Veritas recommendation of 75 decibels, while the figure for the wheelhouse was 62 decibels, relative to the classification society's recommendation of 65 decibels at 88% maximum continuous power output of the main engines.

**Red Jet 4** is installed with two 12 cylinder Series 4000 vee-type diesels from MTU, exerting a total propulsive power of steerable MJP waterjets of the 6500RDD type.

MTU machinery, albeit of different design, has been employed in the UK owner's three previous Red Jet ferries. An important factor in the decision to keep faith with the marque was the German manufacturer's ability to meet Red Funnel's powering requirements with engines of 12-cylinder type, rather than having to adopt 16 cylinders, as proposed by other producers.

At 100% output, the vessel exceeded contract speed by 3.1knots, achieving 38.1 knots at full deadweight and 41 knots when lightly loaded. Red Funnel had insisted on low wash creation, setting down a contractual criterion of less than 400mm, measured at

100m from trackline. The Australian Maritime College took independent wash measurements, utilising advanced wave probes and radio telemetry gear. At full load displacement with the vessel making 38 knots, the measured wash was 330mm reducing to less than 280 mm at 41 knots in lightly laden condition. Red Funnel's own measurements found the wash to be 340 mm at full load and 260 mm at light load, all at 100m from the trackline.



**Red Jet 4** on "B" berth prior to entering service

## Red Funnel replacement

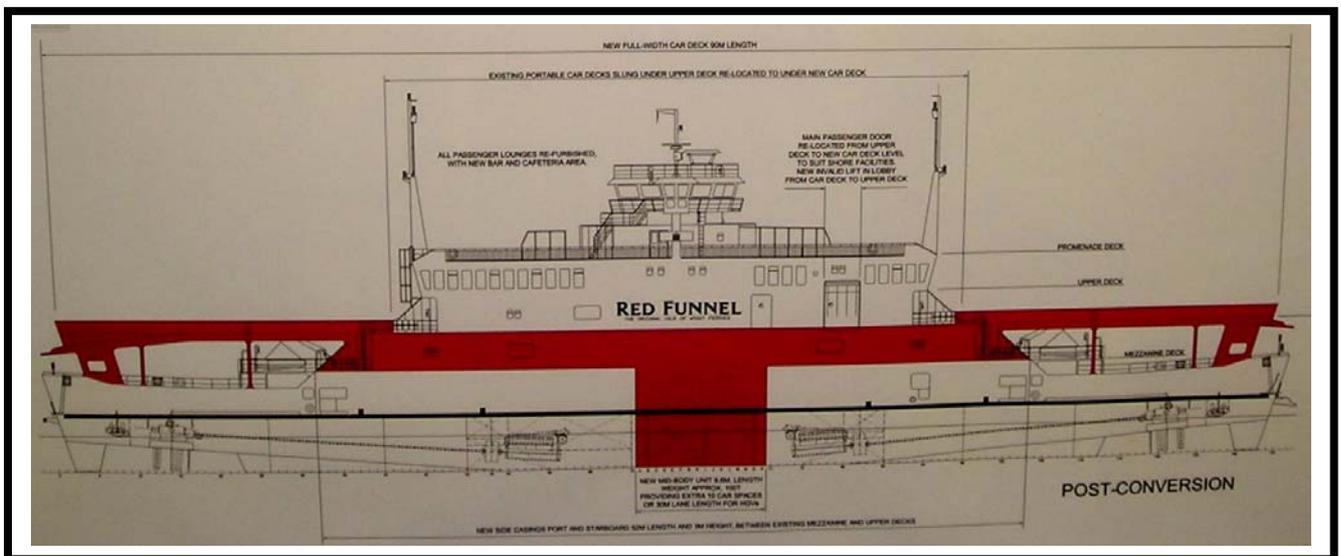
The first of the Red Funnel fleet of Raptor class ferries has gone to Poland to be enlarged as part of a £7m expansion package. It is expected that **Red Osprey** will be back in service before Christmas.

In the meantime the company has bought the Bergen Castle formerly a Norwegian ship *MF Nordholdland* 76/1220 which came into service during October. She can carry 350 passengers and between 60 and 80 cars and will attempt to solve the disruption by the withdrawal of the **Red Osprey**. Early teething troubles included difficulty in berthing at the East Cowes terminal at low states of tide. She was built by Loland Verft A.S. Leirvik. On its return to service **Red Osprey** will be able to carry around 200 vehicles – an increase of approximately 80. In January **Red Falcon** will go to Poland to have the same work as her sister ship.

The third ship in the fleet the **Red Eagle** will leave to be stretched later next year.

Work has commenced on creating link spans at East Cowes and Southampton to allow vehicles to board the new deck at the same time as ferry is loading on the lower deck.

The **Bergen Castle** will be sold once all ferries have been converted by the end of April next year.



### Above

The post conversion modifications for the Raptor class

### Left

The **Bergen Castle** departing Southampton for Cowes



The only major naval movements through the port during recent months have been the two American destroyers **Roosevelt** and **The Sullivans** who slipped unannounced, into Southampton during September.

Both of these ships belong to the Arleigh Burke class of Guided Missile Destroyers. Over 50 ships of this class have been built, or are on order. They are divided into three batches or "flights" as the USN calls them, flights I; II and IIA. Each batch varies slightly from the earlier group.

**Roosevelt** is a flight IIA ship, she was built by Ingalls and entered service in October 2000. Her full load displacement is 9238 tons (heavier than many WW2 cruisers !) Four gas turbines produce a total 105000 shp to give the ship a maximum speed of more than 30 kts. Her armament consists of two silos of vertical launched "Standard" & "Tomahawk" missiles, plus a 127mm and two 25mm guns and AS torpedoes. The ships of this batch are slightly longer than the earlier vessels to enable a hanger to be fitted for the two "Seahawk" helicopters they carry, the previous flights were only fitted with a landing pad for their aircraft.

**The Sullivans** is a flight I ship with a displacement of 8850tons. She entered service in 1997, having been built by Bath Iron Works. Her armament is similar to that of the later ships, but she also carries "Harpoon" SSM, deleted in the newer ships to make space for the hanger.

The Arleigh Burke class were designed with a greater beam than preceding classes of destroyer, this gives a length to beam ratio of 8:1 against the traditional 10:1. The increased beam has improved the sea keeping qualities of the ships.

**Roosevelt** was named to honour not only former President Franklin D. Roosevelt, but also his wife Eleanor. **The Sullivans** commemorates the five Sullivan brothers who enlisted in the USN after the attack on Pearl Harbour, the brothers insisted that they should all serve together on the cruiser *Juneau*, but were all killed when the ship was sunk during one of the battles off Guadalcanal in November 1942. One other vessel in the class is named after a woman, *Hopper* was dedicated for Rear Admiral Grace Hopper, another ship of the class is of course *Winston S. Churchill*.

## Misc items.....

On Thursday 4<sup>th</sup> December during the afternoon the commercial tug Sun London towed out the Leander class frigate **Scylla** out of Portsmouth bound for Plymouth

The Northrop Grumman Avondale Ship Yard at New Orleans are currently building a "San Antonio" class Dock Landing Ship which is to be named "**New York**" (LPD 21). 24 tons of steel recovered from the World Trade Centre was melted down and cast to form the bow section of this vessel.

## Ghost Ships for from the US

The first 2 ships were CALOOSAHATCHEE (various spellings, but that the one that appears in most books) and CANISTEO. These were both Fleet Oilers built by Bethlehem Steel, that entered service in late 1945. During the 1960's they were lengthened by 27m when a new mid-body section was inserted, they then had a full load displacement of 36500 tons. Powered by 13500hp steam turbines their max. speed was 18 kts. They passed into the Reserve Fleet in the mid 1980's.

The 2nd pair of vessels are CANOPUS & COMPASS ISLAND. On their trip across the Atlantic they were intercepted by Portuguese warships off the Azores after straying into territorial waters. The tugs were refused permission to refuel, and they & their tows were escorted out of Portuguese waters. CANOPUS was a submarine tender completed by Ingalls, Pascaguola in 1965. She was equipped to support the nuclear powered, ballistic missile armed submarines, as such she carried 16 "spare" missiles that could be loaded onto the subs. COMPASS ISLAND was an interesting ship. She was built by New York Ship Building Corp. in 1953 as the "Mariner" class GARDEN MARINER. In 1956 she was acquired by the US Navy and renamed and used for the development of Ballistic Missile Guidance and Ship Navigation systems. For this role she was fitted with automatic steering and activated fins for stabilisation, these reduced her rolling from 15° to 1.5°

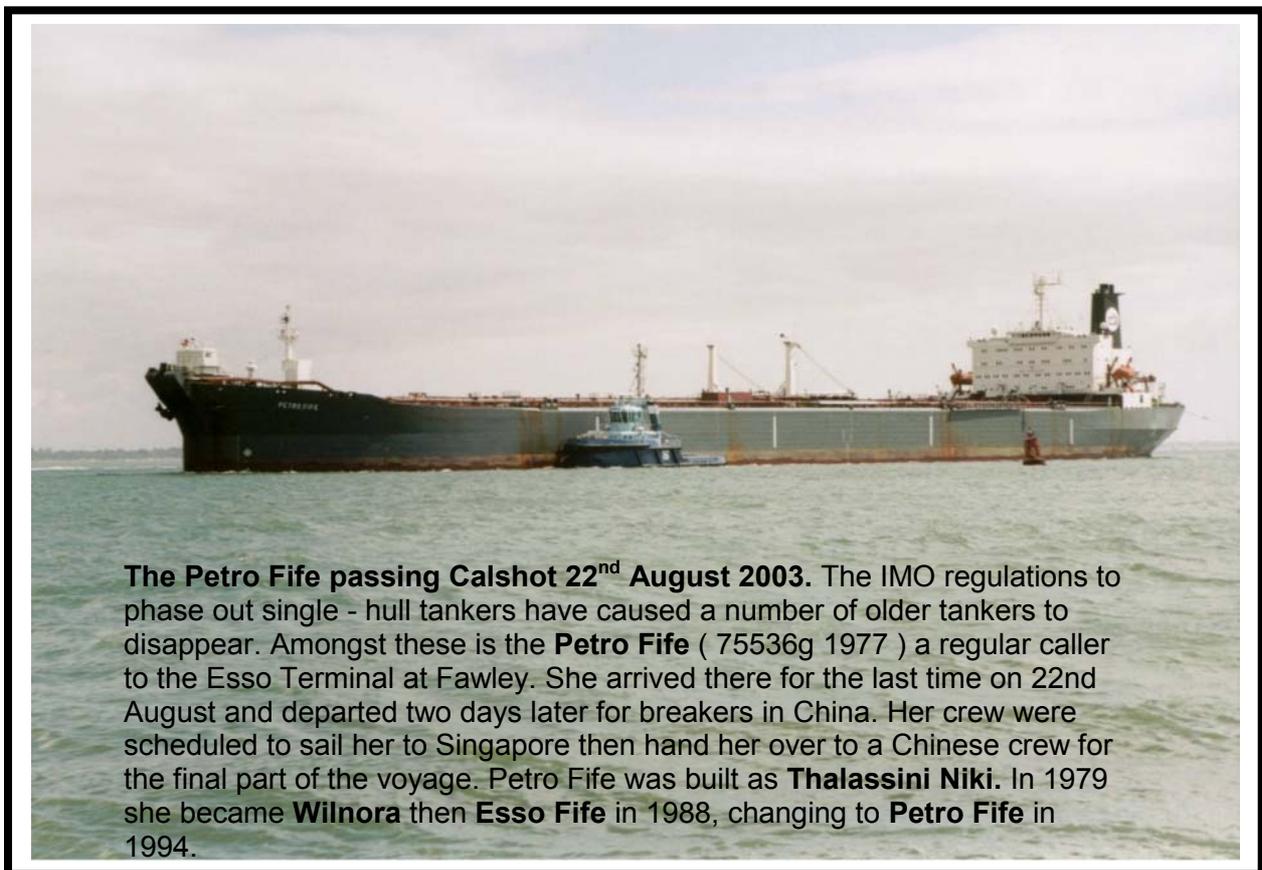
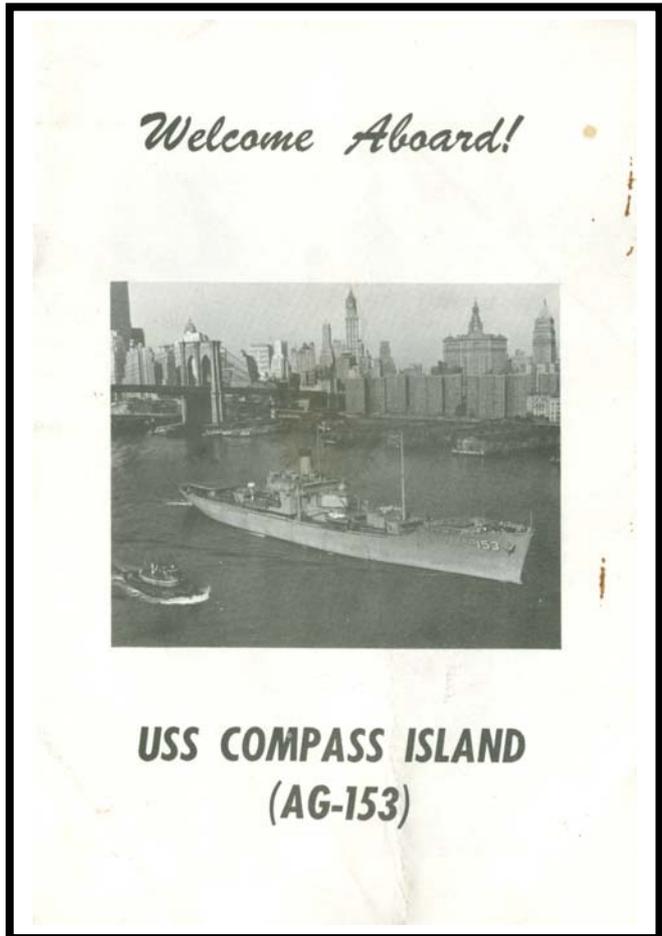


**Above:**

**USS Caloosahatchee** prior to being lengthened – according to the Editors records this vessel visited the area earlier in her career visiting in the naval anchorage in Spithead.

**Right:**

Also from the editors archives a leaflet from a visit to the **USS Compass Island** from a visit to the ship in Portsmouth or Southampton



**The Petro Fife passing Calshot 22<sup>nd</sup> August 2003.** The IMO regulations to phase out single - hull tankers have caused a number of older tankers to disappear. Amongst these is the **Petro Fife** ( 75536g 1977 ) a regular caller to the Esso Terminal at Fawley. She arrived there for the last time on 22nd August and departed two days later for breakers in China. Her crew were scheduled to sail her to Singapore then hand her over to a Chinese crew for the final part of the voyage. Petro Fife was built as **Thalassini Niki**. In 1979 she became **Wilnora** then **Esso Fife** in 1988, changing to **Petro Fife** in 1994.

## Surging Orders for vessels over 8000 teu have underscored the vigour of the boxship sector and brought the day of the mega container carrier closer.

A further acceleration in containership size and investment has been witnessed this year, with commissioning of ships officially credited with the capacity of over 8,000 teu, and a surge of contracts for vessels in the 8,000 – 8,500 range.

The pace of ordering of such tonnage suggests that size will become a staple of long haul trades, and pave the way to eventual uptake of ships in the 10,000 – 12,500 teu range, identified a few years ago as the ultimate goal of certain key operators.

Driven by the markets requirement for volume and ever increasing scale economies, the advance of ship size and power has been well anticipated by the design, shipbuilding marine engineering and classification sectors. The containership field has been characterised from the outset as an area which the bounds have always been pushed to the limits of technical possibility.

The sectors outstanding structural safety record is testament to the industry's unflagging efforts to ensure integrity with advancing scale. However, the extrapolation of proven design and powering systems expressed in the 8,000-9,000 teu vessel category that is the focus of a major new investment drive will not necessarily be valid for significant further growth in unit scale.

The consensus view is that the next move to 10,000 teu and beyond will require the shipping industry to embrace any of the various new engine, powering, propulsion and design solutions put forward by resourceful vendors. Claims as to new heights being set in vessel size have to be treated with caution, or qualified, in the container ship sector. Size is invariably inferred by teu capacity rather than by hull dimension and deadweight.

With much of recent years shift in cargo to the containerised mode have entailed products that are appreciably heavier than much of the established, containerised freight, deadweight capacity has assumed greater significance in a boxship context.

Moreover the unstated precise capacities of the AP Mollers groups largest liner vessels and new buildings makes for a non-comprehensible league table. The "S" Class ships deployed by Maersk-Sealand are advertised at 6,600teu-plus, but are thought to have a capacity of around 8,000 teu. 20<sup>th</sup> and 21<sup>st</sup> examples of the "S" Class, the **Axel Maersk** and the **Anna Maersk**, were delivered by the Odense yard this year, and have a slightly greater length overall, at 352 m, than the 347m of the previous ships. The "S" Class offers a maximum 104,750 deadweight at 14.5m draught. Further new buildings of undisclosed capacity are on order at Odense for service with Maersk-Sealand.

Nonetheless, the pattern of ordering this year clearly demonstrates that there is now a general march beyond the 8,000 teu mark. As a milestone in the industry's drive towards a breed of 10,000 teu and ultimately 12,500 teu identified a few years ago by Lloyds Register in its ultra-large containership study, a contract placed with Samsung at the beginning of the year breached the 8,000 teu barrier, in terms of officially stated capacities.

The 8,100 teu capacity entailed in a deal signed with Vancouver-based Seaspan Container Lines ranked as the highest for any container vessel placed up to that juncture with shipbuilder in Asia. The five 25-knot ships encompassed in the contract were earmarked for long term chartered to China Shipping Container Lines on scheduled delivery date during 2004 and the first half of 2005. A number of new buildings have subsequently been reported as sold to Greek interests..

The design has a length overall of 334 m, length bp of 319 m, design and scantling draughts of 13m and 14.5 m, and corresponding deadweight's of just more than 82,000 dwt and 99,500 dwt respectively.

The recently implemented phase of fleet investment by Hapag Lloyd calls for three ships of 8,145 teu capacity. Due for completion by Hyundai Heavy Industries in 2005 and 2006, the new buildings will be some 330-335 m in length, at least 10 m greater than the 7,500 teu **Hamburg Express** Class, the fourth and last of which was commissioned during the Spring of this year. A width of approximately 43 m is common to the two series, and it is understood that the speed written into the specification for the 8,145 teu trio is similar to that of the 25-knot

**Hamburg Express** type. The company's liner service network is set to be further strengthened at the end of 2003 and in early 2004 through the introduction of four 6,750 teu containerships.

As a backcloth to the level of commitment to fleet renewal and development Hapag-Lloyd Container Lines carryings for 2003 are expected to exceed 2m teu, denoting a trebling in transport volume in the space of 10 years. Since 1998, it has put an average of two new vessels into service every year.

In the recent extension of its build programme at Samsung Heavy Industries to ninth and tenth vessels in a series, Orient Overseas Container Line increased the unit slot capacity to 8,063 teu from the 7,700 teu of the eight preceding ships. The first two vessels of the new generation **OOCL Shenzen** and **OOCL Long Beach**, have been phased into service this year, giving new dimension to the existing global boxship fleet by virtue of a length of 232 m and a deadweight of some 100,000t.

German owner NVA has booked four 8,400 teu newbuildings from Daewoo. In recent weeks, Costamare Shipping of Greece and French carrier CMA CGM have both signed with Hyundai Heavy Industries for vessels of 8,200 teu capacity. In CMA CGM case, the latest agreement for up to eight such containerships follows a contract earlier in the year for three 8,200 teu new buildings.

Hanjin Heavy Industries & Construction has 8,000 teu-class vessels on its books for Italy's Mediterranean Shipping Company and Hamburg-based Claus Peter Offen.

## Why this *Titanic* fascination.....?

*Titanic* the Artefact Exhibition opened at the London's Science Museum during the summer. It is the latest museum to receive the exhibition organised by the Clearwater Entertainment and RMS *Titanic* Inc (RTI), the company that has been exploring the wreck since 1987 and has retrieved some 5,000 objects.

In addition to a 2.5 tonne section of the hull, replica cabins and *Titanic's* original bell – rung when Frederick Fleet shouted "Iceberg right ahead" – the exhibition is displaying never before seen artefacts that will be entwined with real stories of those aboard the *Titanic*.

These artefacts include perfume bottles that still contain scent, jewellery and other personal effects. On whether the exhibition was disrespectful to the dead, as all the artefacts came around the wreck as debris and no disrespect to those who died maybe not.

Perhaps it is the human story that drives the public's inexhaustible fascination with this most famous of shipping disasters? Objects from letters to simple tram tickets do reveal compelling personal tales. The liner carrying people from all walks of life, certainly gives a fascinating glimpse into the Edwardian social structure, where people died as they lived, according to their class – a theme not lost on James Cameron, director of the 1997 film *Titanic*. But why has it endured the public's imagination?

After all there have been tragedies since – take the *Lusitania* torpedoed by a German U-boat only a couple of years later, in 1915, with the loss of 1,198 lives.

The short answer is the media. The ship that symbolised the shock of the new happened to coincide with an emerging global media, and White Star Line used it to catapult the ship into the public's consciousness. The *Titanic* was one of the biggest marketing hypes of its day, and so was its demise.

Public and media love a tragedy at sea. When for example, the *Herald of Free Enterprise* went over on its side at Zeebrugge in 1987, British tabloids went to town describing acts of individual heroism, just as they did 85 years before. But memories fade, as they have with the more recent *Donna Paz*, *Estonia* and even *La Joola*. If the adoption of the SOLAS Convention in 1974 was a measure of public outrage at the scale and the circumstances surrounding the *Titanic* disaster, then perhaps the rate at which people forget modern catastrophes is a measure of our jaded 'seen it – done it generation'.

So with interest in the original and best sea catastrophe still hitting record heights does RTI plan another expedition? A debate was raging between those who say the ship should be allowed to rest in peace and those who believe that as many artefacts as possible should be collected before the sea destroys them.

**Another for the breakers**



Turkish shipbreakers have received the *Millenium Express II*, declared a constructive total loss after a fire off the Strofades Islands in March 2002. The ship was in 1967 as *Dragon* for P&O's Normandy Ferries and retained its name for a further year after the company was sold to Townsend Thoresen in 1985.



Left:

A small group of members assembled above the pump room on the bunkering/coastal tanker Whitchallenger. A small party visited the vessel in the Empress Dock during the summer. The group visited all areas of the vessel during a comprehensive visit.

**In the news!**



Investigators are trying to establish whether an accident which destroyed part of Hythe pier could have been avoided. They are examining whether the outward bound dredger which went off course and demolished an 80ft section of the pier, was seen before she smashed into the historic structure. . With court action a possibility, VTS operators at Associated British Ports were remaining tight-lipped about the circumstances.

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**Forthcoming  
Programme  
and Events**

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

**2003/4 Branch Meeting  
Programme**

Dec 12<sup>th</sup>  
**Italian Liners**  
Bill Mayes  
Jan 13<sup>th</sup>  
Around South America  
Bill Lawes  
Feb 10<sup>th</sup>  
Port City-Southampton  
Mar 9<sup>th</sup>  
TBC  
Jimmy Poole  
Apr 13<sup>th</sup>  
Southampton in B&W and  
Colour  
Bert Moody & John Havers  
May 11<sup>th</sup>  
Frigates & Sloops  
Dr Osborne  
June 8<sup>th</sup>  
QE – A Beautiful Lady  
Jeanette McCutcheon  
July 13<sup>th</sup>  
The Port of Bristol  
Mr J Williams  
Aug 10<sup>th</sup>  
Members Evening  
Sept 14<sup>th</sup>  
Photographic/Model Comp  
Oct 12<sup>th</sup>  
Tankers in SW England  
Ron Baker  
Nov 9<sup>th</sup>  
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.

A branch website site has been posted as suggested at the Branch AGM last year. Due to the Editors work, family commitments and forthcoming house move I have not been able to spend the necessary time maintaining it. Please be patient.

A reminder for all those of you who enjoy ship visits whether rubbish barges or cruise vessels. The visits organiser needs your contact details for short notice arrangements. If you wish to be on his list please ensure your email and telephone details are up to date.