

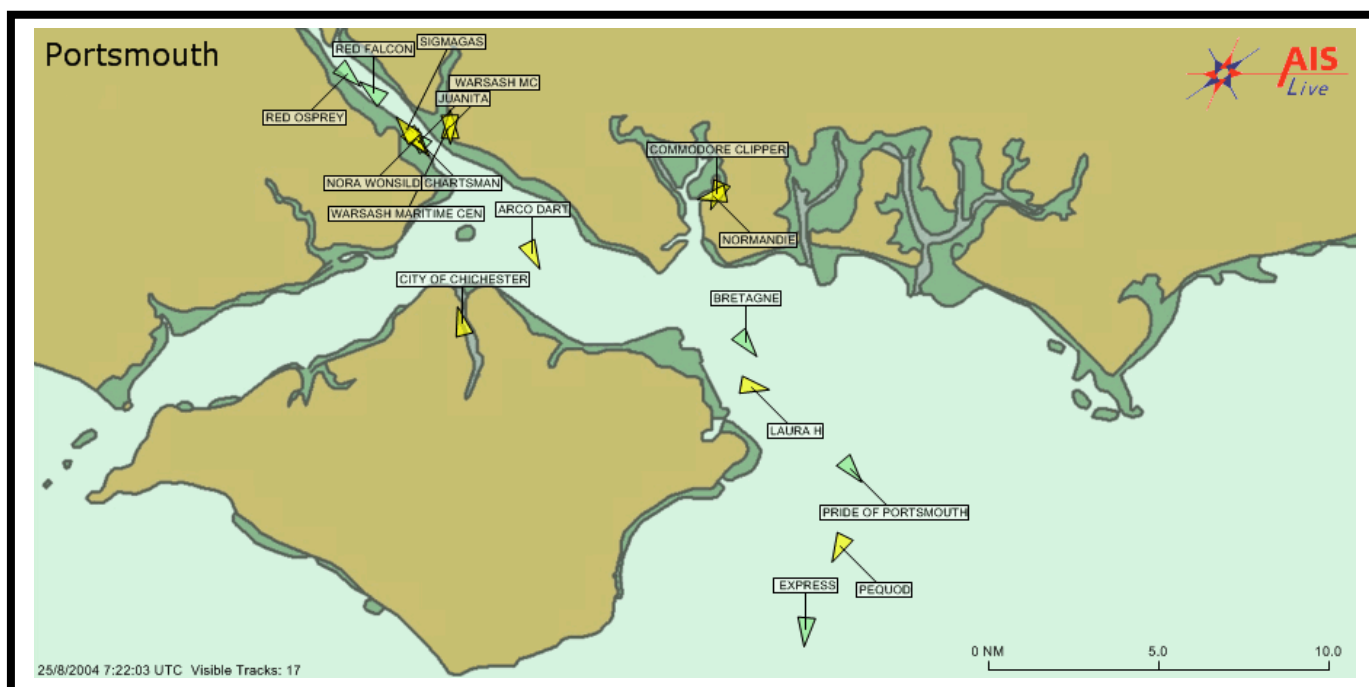
Black Jack

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



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As a result of the directive outlined on page 3 the realtime AIS information required can be decoded and displayed on a chart background. Ships are fitted with a separate VHF radio installations operating on channels internationally assigned only for AIS use

Above is a screen shot of the Solent area from an internet site known as aislive, now a joint venture between Lloyds and Fairplay. The website can currently be accessed for free and covers various areas. As more ships become equipped all vessels over 300gt and some smaller vessels will be displayed.

This decoded information is now being incorporated into VTS systems including the system fitted in Southampton, although better coverage should be obtained from their well sited aerials. A shore based i.e. a non transmitting version complete with software can be obtained for the cost of a good camera and used on a PC.

SOUTHAMPTON HANDLES RECORD SHIPMENT OF WIND-TURBINE BLADES

The largest shipment of wind-turbine blades ever exported from the UK left Associated British Ports' (ABP) Port of Southampton berth 25 (Thursday, 1 July) aboard m.v. **Atlasgracht**, the longest vessel to be operated by Vestas Wind Systems (formerly NEG Micon Rotors Ltd).

A total of 60 sleek 35-metre long aerodynamic wind-turbine blades were loaded onto m.v. **Atlasgracht** and stacked in a unique formation of three blades high. The blades are destined for Napier Port in New Zealand and, once constructed, the wind turbines will be capable of producing over 30 megawatts of energy - or enough energy to power around 30,000 homes.

The blades and components are manufactured by Vestas Wind Systems, one of the world's largest producers of wind turbines, at its dedicated UK manufacturing plant on the Isle of Wight. Loaded onto state-of-the-art barges, the blades are then transported up Southampton Water to a dedicated facility in the port's Eastern Docks where they are assembled into various shipments, for onward transportation by sea, to ports and sites around the world.



**Atlasgracht passing Hythe –
M. Beckett**

Southampton based Channel Freight Ferries is seeking to upgrade its central corridor service after reporting the success of its freight service to Radicatel. The unaccompanied daily freight service was launched in January offering cost savings and reduced overland journey times.

The overnight service to Radicatel, in the Seine Estuary is the only one of its kind west of Calais and the operator uses Romanian flagged and creed 100 freight units **CFF Seine** and **CFF Solent** on the route. The company is planning to add a daytime service from September it has been reported.

As the **Waverley** will soon be paying her annual visit to the Solent during September I have partly reproduced an article from Lloyds Ship Manager

Steaming to a brighter future.....

Rebuilding the last seagoing paddle steamer in the world is both a challenge and a pleasure for its owners.

At face value, rebuilding a passenger vessel constructed in 1947, restoring most of its original features while meeting the most stringent current and future safety regulations appears to be a contradiction.

Yet this is the challenge being met by what its owner claims is “ the last seagoing paddle steamer in the world”.

The whole story of the survival, let alone major restoration of the 240ft long 693-gt **Waverley**, is a remarkable one. Managing the vessels operations on what are slender resources is a unique feat.

In the early 1970's, **Waverley** managed to escape the fate of most of her contemporary coastal cruise vessels and was bought for preservation for the sum of £1. She is owned in trust by a registered charity, the Paddle Steamer Preservation Society, and managed and operated by Waverley Excursions in Glasgow. Since 1975, she has operated between April and October each year carrying passengers on day trips around various parts of the UK coast. During her 76-day summer season on Clyde this year, she chalked up over 80,000 passenger journeys. Her passenger capacity is up to 942. Built on the Clyde at long-since closed yard A&J Inglis at a cost of £107,000, she is powered by a triple expansion diagonal steam engine producing 2,100 ihp, which drives paddle wheels. On trials in 1947, she achieved a speed of 18 knots, although her normal operating speed now is more leisurely but still well into double figures. Originally built as a coal burner, she was converted to oil in 1956 and her original Scotch boilers were replaced by a more economical and easier to operate new Babcock unit in 1981. Two caterpillar diesels generators were added to meet the increased electric power requirement. The group operates another vintage vessel, the 1949 built **Balmoral**, which is powered by twin Newbury diesels and which has an equally unusual history and propulsion machinery.

Despite her continued success, the Waverley is now over 50 years old, with inevitably increasing maintenance requirements and, with more and more onerous safety regulations coming into force, her owners had to consider the viability of her future operations. A number of changes were made during the early 1990's to meet new rules. These included the installation of new windows throughout. But, for the longer term, the operator developed a five year plan to keep the vessel trading.

This review revealed that such a project was well beyond the normal financing ability of the company, which depends heavily on passenger revenues to meet its operating costs, despite being non-profit making.

The only realistic solution was to go for a major rebuild and seek funding for it. The big majority of the necessary finance was eventually forthcoming from the UK Lottery Heritage Fund and the project has gradually taken shape. It is taking place over a period of seven months through to completion June 2000. Tenders were called from British yards for what is a highly prestigious contract finally awarded to George Prior Engineering in Great Yarmouth. Waverley had always had a high maintenance requirement because of her age and technical characteristics. It was becoming increasingly difficult to continue operating and raising the necessary funding while meeting new safety requirements. The lottery funding has given a break to assemble long-term funding to keep the ship operating. The total value of the contract placed is some £3m. The lottery grant was for some £2.7m with most of the rest coming from various other public bodies and grants. Funding for further £0.5m necessary to complete the full scope of work planned is under way and the organisation hopes to have all the funding in place to complete the full project on schedule.

“Finding people with the necessary skills to operate such an unusual vessel, operating so far out of its era, is also an ongoing challenge. It needs navigators with paddle vessel experience and pilotage skills, and engineers with steam experience and the ability to maintain paddles. No one else is operating seagoing vessels on such a demanding schedule without any manufacturers support for the main plant. For this reason, we have developed and trained many staff ourselves. For example, both our current chief engineers started as fireman on the ship and have progressed through the ranks.”

Keeping operating costs to a minimum means that although key skilled personnel are employed permanently, other staff are used on a seasonal basis while there remains significant dependence on volunteers for some functions.

Securing spare parts for the machinery on both its vessels is a major challenge in itself, and most spares are specially manufactured. The PPS has established a network of sub-contractors and machine shops. It is not done on the cheap but on the basis of standard testing and certification meeting current requirements. This system means we can obtain good quality spare parts without manufacturers' overheads.

However, the unusual characteristics of the **Waverley**, and the company's other vessel, **Balmoral**, mean that there is plenty of goodwill afforded to them and they are not always charged full commercial rates for equipment and services. The rebuild project and design is very much an in-house-led scheme, making use of the extensive experience of those who have been actually operating the **Waverley** and who understand the special characteristics and technology.

The main features of the project, which involved a fundamental rebuild of all parts of the vessel. Indeed, one of the yards tendering for the project is believed to have proposed building a completely new hull and installing all the original machinery and other fittings into the new hull.

The work being undertaken involves drydocking, stripping the vessel right down to the bare steel, carrying out necessary repairs to the structure and blasting and repainting. Some of the plating underneath the boiler room was replaced during her drydocking earlier in 1999. The ship will then be re-launched in her 'as new' 1947 condition. This will be followed by a major re-outfitting to as close as possible to her original design. Effectively it is a combined repair, rebuild and outfit, but using a large proportion of existing equipment. That concept makes the project so challenging and difficult.



The main limitation on restoring the ship's authentic 1947 design is the changes to safety regulations that have been implemented in the meantime. These include those relating to structural fire protection and fire extinguisher systems. There are restrictions on the types of materials that can be used and new requirements for the separation of watertight compartments. Damaged stability requirements are being met by the introduction of inner bottoms. More aluminium is being introduced into the structure and the present single boiler is being replaced by two smaller boilers. The two new boilers will have the same combined capacity as the existing one, but will provide an added margin in case of breakdown. These changes will have the effect of lowering the vessel's centre of gravity. The B/5 line is being adjusted by bringing the two fuel tanks slightly more inboard. All these elements will address aspects of asymmetric flooding conditions to improve survivability. Even during the course of developing the project, new legislation has been introduced, which has had further capital funding implications.

The project has sought to strike a balance between safety and heritage by adopting a principle of 'effective equivalence' using materials and design features that meet current and likely future safety rules while sticking as closely as possible to the original design. Maintaining her viability means earning average revenues from passengers and charters of about £10,000 a day during her operating season.

Another significant new feature will be the installation of a bow rudder. This will considerably improve manoeuvrability, permitting her to manoeuvre as effectively astern as ahead. Mr McMillan said that installation of a bow thrusters had been considered but eventually ruled out because the hull is very fine and with a shallow draught and thrusters are not effective at high speeds. Combined with the fact that a thruster would also be a major departure from the original design it was decided that a bow rudder would be the most effective option. The rudder is being designed and supplied by Nyplas Engineering in the UK. In recent years a number of changes have been made to the ship on a piecemeal basis 'within limited funding'. The cumulative result has been that the ship has ended up as something of a compromise.

The aim of the project is to keep the **Waverley**, together with the **Balmoral**, in regular operation well into the 21st century. Further work may be necessary in the future to meet new safety rules and to reflect changes in the changing demands of passengers. Education as much as pure heritage is likely to figure more prominently in its future role. But keeping these two ships in full operating conditions will perpetuate what is a unique challenge in ship management and operational terms.

EU vessel traffic monitoring and information system

Background

Since the incident of the **Castor** in December 2000, in which a fully laden tanker developed structural problems in the Mediterranean and was subsequently refused many place of refuge, the International Maritime Organisation (IMO) has been working on legislation to further enhance the safety of seagoing vessels and provide places of refuge for vessels in trouble. But quietly in the background the European Union, tired of the slow progress of the IMO, has been working on its own legislation to heighten vessel safety in EU waters.

Directive 2002/59/EC, which applies to ships of 300gt and upwards, was born out of this frustration and directly covers some of the issues that have seriously divided the international maritime community. The directive came into force in all EU countries on the 5th August 2002 and provides for member states to adopt the necessary laws and regulations to comply with it by 5th February 2004.

Vessel Reporting

The operator, agent or master of a vessel shall notify to the port authority at least 24hrs before arrival the following information:

- Ship Identification (name, callsign, IMO or MMSI number)
- Port of Destination
- ETA and ETD
- Total number of persons onboard.

However, if the vessel is coming from a port outside the EU and is bound for a port of a member state carrying dangerous or polluting goods, then in addition to the above information, cargo information must be provided to the competent authority designated by the member state at the latest at the moment of departure, including the correct technical named of dangerous or polluting goods, the United Nations numbers when they exist, the IMO hazard classes in accordance with the International Maritime Dangerous Goods Code (IMDG), the International Code for the Construction and Equipment of ships Carrying Dangerous Chemicals in Bulk (IBC Code) and the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) and where applicable the class of the vessel in accordance with the International Code for the Safe Carriage of Packaged or Irradiated Nuclear Fuel, Plutonium and High level Radio active wastes on Board ships (INF Code), the quantities of such goods and their location on board and, if they are being carried in cargo transport units other than the ships tanks, the identification numbers thereof; confirmation that a list or manifest or loading plan showing the location of dangerous goods on the ship; an address from which is detailed information on the cargo may be obtained.

In order to ensure that the master of the vessel has this information there is an obligation on the shipper of any dangerous goods to provide the master with the above cargo details (except for loading plan and manifest information).

It is intended that this information will be shared and become readily available to EU member states and their controlling authority through a central resource. The EU directive makes provision for electronic exchange of this information.

The final reporting requirement laid down by the EU calls for all vessels within EU water and the areas in which the member states control search and rescue operations or exclusive economic zones to provide information on any incident affecting the vessels safety or which may lead to the release of polluting materials. This includes mechanical breakdown of ships propulsion or steering gear, the electrical generation systems, navigation or communications systems.

Vessel Monitoring Real Time

All EU member states shall monitor and take steps to ensure that all ships entering mandatory reporting areas adopted by the IMO e.g. English Channel shall comply with the reporting system in place.

Automatic Identification System (AIS) complying with IMO operating standards shall be mandatory for all vessels calling at a port within the member state. This will apply to passenger vessels irrespective of size and all ships over 300gt, built on or after 01/07/2002. Vessel built prior to 01/07/2002 shall comply with the following timetable:

- passenger ships not later than 01/07/2003
- tankers not later than the first safety equipment survey after 01/07/2003
- ships other than passenger ships or tankers over 50,000gt; not later than 01/07/2004
- ships other than passenger ship or tankers over 10,000gt but under 50,000gt; not later than 01/07/2005
- ships other than passenger ships or tankers over 3,000gt but under 10,000gt; not later than 01/07/2006
- ships, other than passenger ships or tankers over 300 gt but under 3,000gt; not later than 01/07/2007

Vessel Ministering Post Incident

The EU directive requires EU member states to take all necessary steps to ensure that ships calling at a port in the EU are fitted with voyage data recording (VDR) systems, which meet with the performance standards of IMO Resolution A.861. The IMO resolution was originally intended to amend SOLAS so that all passenger ships were required to carry this type of equipment. The EU directive goes further requiring all ships eventually to be fitted with this type of equipment which is similar in nature to the better known black box recorders fitted to commercial aircraft. The following timetable applies:

- passenger ships built before 01/07/2002; not later than the first survey on or after 01/07/2002;
- ro-ro passenger ships built before 01/07/2002; not later than the first the first survey on or after 01/07/2002
- passenger ships other than ro-ro vessels built before 01/07/2002; not later than 01/01/2004
- ships other than passenger and cargo ships of 3,000gt and above, built on or after 01/07/2002; not later than 05/08/2002
- cargo ships of 20,000gt and upwards-built before 01/07/2002; not later than 01/01/2007
- cargo ships of 3,000gt and upwards but less than 20,000gt; not later than 01/01/2008.

The IMO has stated that the equipment fitted for this purpose should be capable of recording the following information:

- Date and time
- Ships position
- Speed
- Heading
- Bridge Audio
- Communications audio
- Raw Radar
- Echo Sounder
- Main ships alarms
- Rudder order and response
- Hull openings status
- Watertight and fire doors status
- Acceleration and hull stresses
- Wind speed and direction.

Places of Refuge

All EU member states, having consulted the parties concerned and having taken into account the relevant IMO regulations, must produce plans to accommodate ships in distress in the waters of their jurisdiction. The plans must if possible contain provision of adequate means and facilities for assistance, salvage and pollution response. They must ensure that ships in distress may immediately go to a place of refuge subject to the authorisation of the competent authority. Member states must inform the commission by 5th Feb 2004 of the measures taken in application of this provision.

Conclusion

This directive was issued before the **Prestige** incident occurred. Under the current climate of increased sensitivity to alleged second rate tonnage or tonnage perceived to be high risk it is likely that significant pressure will be brought to bear by some EU states to accelerate the time table for the implementation of the key features of the directive, with or without consent of the IMO.

Miscellaneous Items of interest.....

Southampton Container Terminals (SCT) 51% owned by P&O Ports and 49% by ABP saw record volumes of 1.37m teu in year 2003, a rise of 8%. In the summer of 2003 the need for more space was addressed with a new empty box park close to the major deep-sea berths used by Grand Alliance, New World Alliance and CMA-CGM for their Far East services. The 3000 teu capacity park can accommodate boxes six high, and is served by two forklift stackers capable of handling two 40ft boxes at a time. The stacking of containers six high has effectively saved seven acres of space, equal to increasing throughput capacity by around 60,000teu annually.

During 2004, other equipment, including six straddle carriers and two empty container handlers, will be introduced, increasing capacity by up to 100,000teu annually. In June, for example SCT took delivery of four Fantuzzi reach stackers at a cost of £1m will enable the terminal to change the landside receiving delivery processes, handle lorry's much faster and ease the terminals congestion problems during the peak months of the autumn.

This major investment programme will increase capacity by approximately 200,000teu to 1.6m. Together with the potential of further investment in additional gantries, SCT has an achievable capacity of 2m teu.

The application to develop the six berths Dibden Terminal deep-sea container terminal was turned down by the government in March 2004 which was a major blow for SCT, and which subsequently led to ABP Holdings writing off the estimated £45m capital costs associated with the terminal approval process. In addition, and in a further response to the planning rejection, ABP then announced that it intended to commence a new £100m share repurchase programme in order to increase the efficiency of its capital structure.

The UK container ports performance during 2003 based on a survey by Cargo Systems Magazine.

Felixstowe rated 25th in the world with 2,700,000teu

Tilbury rated 87th in the world with 660,000teu

Liverpool rated 100th in the world 578,000teu

Thamesport rated 107th in world 550,000teu

Investment in container ships has smashed yet another record with the total order book standing at well in excess of 50% of existing cellular capacity. Figures published in June put projected growth between now and 2007 at 3.5m teu, equivalent to a staggering 54% of today's fleet.

In terms of ship numbers, a total of 876 vessels of all sizes is scheduled for completion of the next four years, which equates to between 4between a 45 and 75 ships will delivered every quarter until 2007

French shipping group CMA CGM is placing a number of containerships into the UK tonnage tax system. The 5,700 teu **CMA CGM Bellini** called on her maiden voyage in July as one of the first seven ships the company has registered. It is expected that the **CMA CGM Puccini** that calls in September 5th and the **CMA CGM Puccini** on September 26th on her maiden voyage will also be one of the eleven ship in total.

However, the ships will not be flagged in the UK where there is no requirement for vessels covered by the tonnage tax also to fly the Red Ensign.

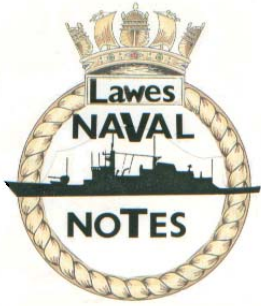
The **CMA CGM Bellini** achieved a speed of 29.5 knots significantly above her service speed of 24.5 knots in the English Channel when bound for Southampton on her maiden call.

France's first new generation container facility is now expected to come into service in Le Havre 2005. The infrastructure for the first four berths of Port 2000 is due to be completed in the course of the first half of next year, allowing the future operators of the two two-berth terminals to surface them and install plant and other superstructures. Two more berths are expected to come into service in 2006 and six others are due to follow after that.

Lauritzen was fined £10,000 plus costs by Southampton Magistrates for dumping rubbish in the Solent. The incident happened in September 2003 when the crew of the **Lotta Kosan** were seen dumping a plastic rubbish bag overboard while the ship was anchored in the Solent. Lauritzen pleaded guilty to the MCA action for a breach of the Merchant Shipping (Prevention of Pollution by Garbage) Regulations 1998.

A new vessel operated by UK Customs has entered service. The **HMCC Valiant** was named during June in St Katherine's Dock London. Built by the Dutch yard Damen at a cost of £4.3m, Valiant replaces a vessel of the same name and is joining a fleet of five ships that conduct patrols to combat terrorism, smuggling and other criminal activities.

The vessel has a crew of 12 and is powered by two caterpillar engines that give a top speed of 26 knots



Another quiet time for Southampton as far as Naval visits. The only ship of note was **RFA Newton**, She is an interesting vessel, built by Scott Lithgow as a sonar trails vessel she entered service in 1976, she is equipped with bow sheaves so that she can also act as a cable layer. In 2000 -01 she was refitted to serve as a "Special Forces" support ship. For this role she was fitted with davits for RIB assault craft. For her initial duties she required very quiet engines, this was achieved by using diesel - electric machinery.

To compensate for the scarcity of visitors to Southampton, Portsmouth has been very busy. In June three ships from the Baltic States called in. This reciprocated several NATO lead visits to that area in an attempt to clear an assortment of WW2 ordnance from the seabed in that zone. The ships were **Vetra** (Lithuania); **Sulev** (Estonia) and **Nemejs** (Latvia). **Sulev & Nemejs** are both ex German minehunters, *Lindau & Volkingen* respectively which were transferred in 2000 and 1999. They began their service in the German Navy in the late 1950's / early 60's. In their role as minehunters the crew includes six divers and they also carry two French PAP-104 remote minehunting devices. The **Vetra** is the ex Soviet training ship *Rudolf Samoylovich*. She was transferred to Lithuania in 1991, and is actually owned by the Ministry of the Environment, but is leased to the Navy as the Fleet Training Ship and to also do coastal survey work.

Those who were on the Branch Boat Trip were fortunate to see the two American visitors, USS Enterprise and USS Gettysburg. The **Enterprise** was the US Navy's first nuclear powered aircraft carrier. She was built by Newport News SB and entered service in 1961. Initially she had a top speed of more than 35 kts, but this is now restricted to about 31kts - not bad for an "Old Lady" weighing 93284 tons. She can operate a mixture of about 70 aircraft & helicopters, her complement; including aircrews is 571 officers and 5244 ratings. **Enterprise** is expected to stay in service till 2013. **USS Gettysburg** is a Ticonderoga class guided missile cruiser built by Bath Iron Works. These vessels displace 10000 tons and are equipped with the "Aegis" weapon system to control a large array of missiles including Standard SAM and Harpoon SSM.

Two other warships that might be seen in the Portsmouth area over the next few months are the former RN Batch 2 Type 22 frigates *London* and *Coventry*. These ships were sold to Romania for £116 million and are being refitted prior to leaving the UK. *London* will become Regina Maria and is scheduled to depart for Romania in July 2005; *Coventry* has been renamed **Regele Ferdinand**, she should sail from Portsmouth in November this year. An interesting aspect of the refitting of both of these ships is that a Rapid fire 76mm gun is being fitted forward, in RN service a similar weapon wasn't fitted till the later Batch 3 ships came into service.

The ensign has been hauled down for the last time, heralding the end of an illustrious 34-year career for RFA Sir Percivale. The veteran landing ship has been prepared for Extended Readiness, and is due to be put up for disposal towards the end of the year. The haul-down took place in Portsmouth, watched by many serving and ex-RFA personnel who had fond memories of the ship. Sir Percivale was built by Hawthorn Leslie Shipbuilders, and transferred to RFA service in 1970. She has served all round the world, on operations, exercises and humanitarian missions. She won a Battle Honour in the Falklands, and was one of the first ships to sail for the South Atlantic at the start of the crisis, with three helicopters and 300 troops on board. She went on to lead the amphibious assault force into San Carlos, remaining in the area throughout the bombing, and she had the honour of being the first ship into Port Stanley after the Argentine surrender. She was also the last British naval vessel to leave Hong Kong when the colony reverted to China in 1997. Sir Percivale has also been deployed to the Adriatic, and in 2000 she was the resident ship alongside in Freetown, Sierra Leone for almost a year, supporting British forces ashore. She participated in both Gulf Wars, and in the most recent conflict she was part of the British Amphibious Task Group, later following sister ship RFA Sir Galahad into Um Qasr to bring humanitarian aid into the recently-liberated port for the beleaguered people of southern Iraq.

A security boom was laid as a trial in Portsmouth Harbour from during August off Victory Jetty. The trial is designed to identify and demarcate for all harbour users the 50m exclusion zone in force around Naval Base berths and specifically warships alongside – on this occasion, HMS Invincible at Victory Jetty. The boom is expected to be deployed up to 100m off the jetty and running parallel to it, with buoys at either end in the form of yellow conical 96 litre floats, with a light fitted at each end and the centre for recognition in the dark. The total length of the boom will be around 200m, with high-visibility pellets at 5m intervals.

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

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

loevoli Gold passing
Calshot outward bound.



Hyundai Fortune arriving
at SCT



Palmgracht alongside in
the Ocean Dock



Berths 204/7: APL Spain 66462/04, CMA CGM Bellini 69088, NYK Aphrodite 75484/03, NYK Argus 75500/04, Hyundai Fortune 64054/96, CMA CGM Bizet 73157/01, OPDR Sevilla, CMA CGM Chopin, NYK Lodestar 75201/01, CEC Light 3810/93.

Ro-Ro Vessels: Hual Oceania 58947/03, Comet Ace 36615/00, Galicia 15224/03, Hual Africa 57718/03, Hual America 57718/03

Marchwood RLC: HMS Albion, CEC Cardiff 6714/98, Stena Foreteller 24668/01

No7 Drydock: Safmarine Asia 21887/85, Repubblica del Brazile 51925/98

Berths 107/9: Baltic Trader 6263/81, Sea Charente 1635/96, Sunrana 3663/76, Vigo Stone 5365/73, Silver Pearl 5370/75, Pamir 2060/95

Berths 102/3: Atlantic Hav 1499/82

Berths 101/2: Achtergracht 7949/90, Condock V 6763/84, Atlantic Bay 4996/84

Berths 43/6: Palmgracht 5974/85, Artisgracht 7949/90, Sylvia 3998/99

Berth 36: Transitorius 2999/00, Agrus 1503/68, AB Valencia 2544/97, Sirins 2440/90

Berths 25 & 33: Happy River 10990/97, Pauwgracht 5977/86, Lauriergracht 5994/88, Atlasgracht 7950/91, Svenja 5799/96

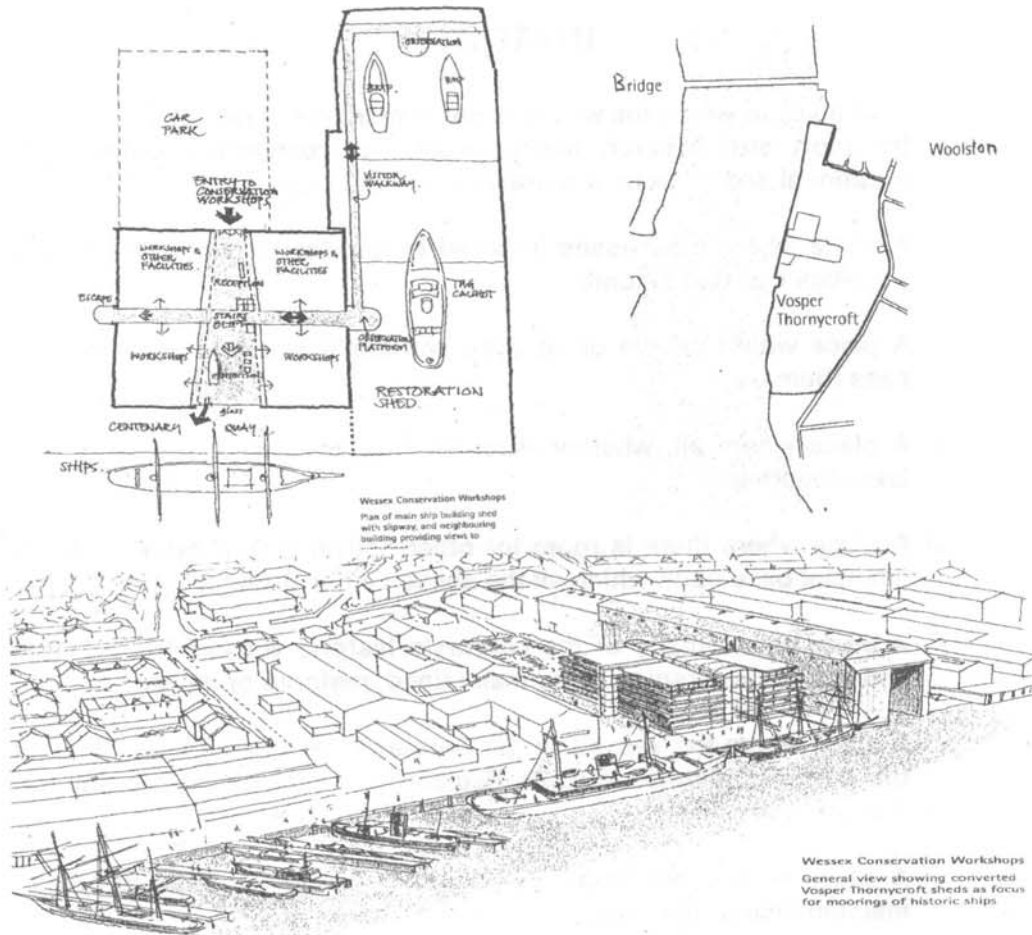
Princes Wharf: Pinnau 2446/02, Wallstedt 2568/85, Walzberg 1961/92

Passenger Vessels: Van Gogh 15402/75, Delphin 16214/75

What future for the VT site ?

Vosper Thornycroft Yard, Woolston

The Southampton Heritage Federation has made a proposal to the new owners of the site, the South East England Development Agency (SEEDA), to use a part of the site for a Heritage Training Workshop and your support for this would be of great assistance. Please contact your local councillor or the Civic Centre to give your opinion 023 8023 3333 Leisure and Tourism dept. . The scheme would not require any direct funding from the City Council. If you have any queries please contact Graham Mackenzie on 01962 865132



Members: Associated British Ports ~ Bitterne Local History Society ~ British Military Powerboat Trust ~ Dunkirk Little Ships Restoration Trust ~ Eastleigh Railway Preservation Society ~ Friends of Old Southampton ~ Friends of St Michael's The Archangel ~ Friends of Southampton Museums ~ Hampshire Industrial Archaeology Society ~ Jubilee Sailing Trust ~ ML Medusa Trust ~ R.J Mitchell Museum (Southampton Hall of Aviation) ~ Ordnance Survey ~ Royal Observer Corps Museum Trust ~ Solent Steam Packet Ltd (S S Shieldhall) ~ Southampton Ancient Egypt Society ~ Southampton City Museums Archaeology Society ~ Southampton Civic Society ~ Southampton & District Transport Heritage Trust (vintage buses) ~ Southampton Tourist Guides ~ Tram 57 Project ~ Tug Tender Calshot Trust ~ The World Ship Society

Issued by The Southampton Heritage Federation, C/O Southampton Hall of Aviation, Albert Road South, Southampton



Imagine

- ✕ A place in which the whole range of maritime, land based transport and aviation maintenance and restoration skills, both traditional and modern, are drawn together in one site
- ✕ A place where businesses involved in ancillary but complementary activities can find a home
- ✕ A place where people of all ages and abilities can learn skills and pass them on
- ✕ A place where all, whether disabled or able bodied, can work and learn together
- ✕ A place where there is room for other activities to provide a strong financial base upon which all the above can be founded
- ✕ A place where many of the country's historic vessels from private and public ownership can be maintained, restored or moored.
- ✕ A place where the vessels in the Core and Designated collections of the National Historic Vessels Register can find affordable support and premises.
- ✕ A place where tall ships can find an economic base for repair maintenance or mooring
- ✕ Above all a place where all of the activity is open to view by the public who also have access to learning and training as well as shops and restaurants and participatory displays.

and what do you have

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

**2004 Branch Meeting
Programme**

Sept 14th

**Photographic/Model
Comp**

Oct 12th

Tankers in SW England

Ron Baker

Nov 9th

**AGM + Support
Programme**

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 and to reach the editor two weeks prior to the meeting. I have used most of my standby material and there will be a shortfall in December if no articles are forthcoming.

Photographs of maiden voyage calls, news from the port is most welcome for BJ and the Branch Website.

Meeting Venue

As from October 12th 2004 the Southampton Branch will be using a new venue for its monthly meetings: -

The Southampton Oceanography Centre

Waterfront Campus

European Way

Eastern Docks

Southampton & meetings will commence 19:15 not 19:30.

Entrance is through Dock Gate 4, which is manned, if requested your destination should be given.

IT MUST BE EMPHASISED THAT YOU MUST NOT USE THIS ACCESS TO GO ELSEWHERE ON THE DOCK ESTATE

Recorded below members enjoying a sunny period during the recent annual branch cruise of Southampton, The Solent and Portsmouth Harbour.

Maybe you have a caption accompany to the photograph?



Acknowledgements for extracts from – Gard News , ABP, Lloyds List, LSM, Navy News, Daily Echo