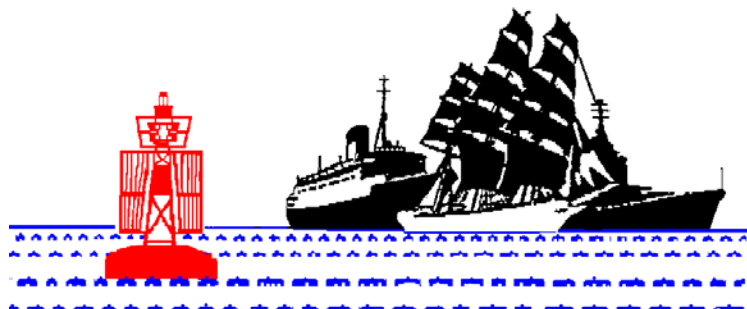


# Black Jack

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY

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Issue No: 144

Autumn 2007

**QE2** has been sold by Cunard in a \$100m deal which will see the ship transformed into a floating hotel and leisure centre. The QE2 which is 40 years old this year is due to be delivered to Dubai World in November next year and following refurbishment to recreate the ships original interior will be moored at a purpose built pier at the man made island of Palm Jumeriah.

The ship was launched in September 1967 and is the longest serving ship in Cunard's history having carried more than 2.5m passengers and crossed the Atlantic more than 800 times. It will set sail on its farewell voyage to Dubai on November 11<sup>th</sup> next year.

The ship was launched at Upper Clyde Shipbuilders in September 1967 her second hand price £50m considerably more than her original building price of £29m!

The **Dannebrog** 32/1130dsp  
passing Calshot outward  
bound on 30<sup>th</sup> Aug 2007  
photographed by Bill Lawes



## Black Jack - Autumn 2007

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*Black Jack is the quarterly newsletter for the Southampton Branch of the World Ship Society. Four editions available for £5 inclusive of postage.*

## Branch Meetings

### **Venue:**

**Main Lecture Theatre**

**Southampton Oceanography Centre**

Waterfront Campus

European Way

Eastern Docks

Southampton

All meetings commence 19.15 and the meeting room is to be vacated by 21.30.

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## 2007 Branch Meeting Programme

**October 9<sup>th</sup>**

**The Panama Canal – Illustrated History**

Mike Lindsay

**November 13<sup>th</sup>**

**AGM + Short supporting programme**

**December 11<sup>th</sup>**

**It's all Greek to Me!**

David Oldham

All contributions to BJ either by post, email, floppy disk or CD are most welcome. Any article with a connection to the Solent area would be much appreciated. The BJ Editor can reproduce any magazine or newspaper article but preference is given to articles 'by the branch – for the branch'.

Any member who would prefer to receive the Branch Magazine Black Jack by email please contact the Editor. Colour printing costs are relatively high so all recent Black Jacks can be viewed all in full colour via the Branch website in pdf format.

[www.sotonwss.org.uk](http://www.sotonwss.org.uk)

## Subscriptions

**Please pay the local treasurer direct for both as the local branch receives a percentage for branch funds.**

**Ordinary Membership £35**

**Branch Membership £8**

**(A deduction of £2 is available for those participating in the branch cruise.)**

**Please contact the treasurer with any subscription enquiries.**

## Ship Visits

Ship visits often become available at short notice and more recently during the week and those wishing to participate should ensure their details are given to the Visits Organiser and kept accurate. All members participating in visits organised by the branch do so at their own risk and be aware that ships and dock areas may have trip and other safety hazards.

## Fighting for Survival.....

As the **Cutty Sark** is hoping to rise from the ashes, another of Britain's famous sailing vessels – this one a little less well known – is also fighting for survival.

The **City of Adelaide** which once broke the world record for a voyage to Australia is slowly rotting on a slipway in Scotland.

The Scottish Maritime Museum in Irvine, Ayrshire, has run out of money to restore the ship. The ship has been thrown a lifeline after a campaign was launched in Sunderland where the vessel was built in 1864. The **City of Adelaide**, which is 178 ft long was built by Sunderland shipbuilder William Pile.

Although the first iron ship was built in 1819, there was a brief period around 1860 to 1880 when hybrids were built with iron frames and wooden planking. These composite construction ships were fast light and had good cargo carrying capabilities. **City of Adelaide** displaced 791 tonnes and had capacity for 1,500 tonnes of cargo.

The vessel which was owned by Devitt and Moore operated as a passenger ship with 14 first class and was able to carry 270 second class passengers returning from Australia alongside high value wool cargoes. The ship which on one round trip from London to Adelaide and back held the record return voyage time of 65 days until beaten by **Torrens** another Sunderland built ship. By 1887 the ship was becoming uneconomical and was sold, the ship traded in timber and coal until sold in 1893.

The ship was purchased by the Corporation of Southampton for use as a floating isolation hospital following a cholera outbreak the previous year. The ship remained in Southampton until 1921 when it was sold to the Admiralty, towed to Irvine and converted to Royal Naval Volunteer reserve drill ship and renamed **HMS Carrick**. The ship eventually ended up at Princes Dock on the Clyde where it sank in 1991. Around £1m was raised to refloat the vessel which was then moved the Scottish Maritime Museum at Irvine 1992.

The vessel will be dismantled at the end of the year as is if further funds are not forthcoming.

The 5,100 dwt heavylift carrier **OXL Blue Sea** is shown transporting to Beirut two former German police patrol boats which have been purchased by Lebanon. The two former Wasserschutzpolizei patrol boats were taken onboard the Marshall Islands flagged vessel at Bremerhaven. The **OXL Blue Sea** is pictured arriving at Southampton to load two further vessels.



Photograph – Monty Beckett

## THV Galatea

The ceremonial cutting of the steel to begin the construction of the new 84m Trinity House Multi-Function Tender (MFT) **THV Galatea** occurred at the Stocznia Remontowa SA shipbuilders yard in Gdansk, Poland, on Tuesday 11 October 2005. The **THV Galatea** arrived at Harwich Trinity Pier from Poland on 23rd July 2007. The **THV Galatea** is a replacement for **THV Mermaid** which will be sold out-of-service once **THV Galatea** has successfully completed an initial period of trials and crew training. She has an overall length of 84.20 metres and breadth of 16.50 metres. The level of sophistication in her equipment is second to none and boasts dynamic positioning, a large aft working deck area, integrated bridge management system and forward helicopter flight deck. She is also able to carry out additional tasks such as hydrographic surveying and wreck finding and contract commercial work.

The **THV Galatea** is a Multi-Function Tender (MFT) ordered to complement and enhance the work of Trinity House in providing aids to navigation for the safe passage of mariners around the coasts of England, Wales and the Channel Islands. She will be required to undertake maintenance work, buoy deployment, wreck location marking, towing amongst other projects.

On board to welcome the *Galatea* home was the ship's Godmother, Mrs Jane de Halpert, wife of Trinity House's Executive Chairman Jeremy de Halpert, who launched the vessel at the Stocznia Remontowa SA shipbuilders yard in Gdansk, Poland, last July (2006). Her sister ship, the **Pharos** is in use by the Northern Lighthouse Board.

Her arrival completes the delivery of a £38m investment by the General Lighthouse Authorities in three vessels, the first of which was the **THV Alert**, which has proved top class since her arrival in April 2006. All of the vessels are built to the high technical standards demanded in order to complete exacting operations around the British coastline.

The **THV Galatea** will be formally named, with the traditional bottle smashing ceremony, towards the end of the year.

**THV Galatea** passing Calshot inwards on her maiden visit to Southampton photographed by Bill Lawes



### General particulars:

Shipyard: Stocznia Remontowa SA, Gdansk, Poland

Date Vessel launched: 26 July 2006

Port of registry: London

Length overall: 84.20m

Length between perpendiculars: 75.00m

Length loaded water line: 79.20m

Breadth moulded: 16.50m

Depth moulded to main deck: 7.20m

Design draught moulded: 4.25m

Scantling draught moulded: 4.50m

Air draught: 30.00m

Gross tonnage: 3569 tonnes

Diesel electric

Two azimuth propellers

Two bow thrusters

Trial speed: 13.50 knots

Service speed: 12.50 knots

Crane capacity: 30 tonnes

Fred Olsen Lines plans to stretch another cruise ship during 2008, following a similar project for the company's latest acquisition **Balmoral**.

The **Braemar** is to undergo a conversion at Blohm + Voss Hamburg Yard, which also did the work this year on the **Balmoral**. The project will increase the capacity of the ship from 727 to 977 passengers, adding 31.2 m to the mid section of the ship and extending the fore and aft sections of deck eight.

There will be an extension of the public areas to include a British Pub, further balcony cabins and a new restaurant and a second swimming pool.

## SOLAS (Safety of Life at Sea) 2010 signals end to some classic cruiseships

The fast approaching implementation of these regulations will have a severe impact on the shape of the existing world cruiseship fleet as the future of a number of classic cruise vessels is in doubt.

British operator Fred Olsen cruises is one of the first operators to confirm a ship loss due to the new regulations. The 1966 built **Black Prince** will have to cease operations by 2010.

SOLAS 2010 focuses principally on the use of combustible materials. By 2010 no combustible materials will be allowed anywhere in the construction or conversion of any passenger ship.

Existing ships built under the old SOLAS 48 rules which permitted the use of such combustible materials will be the most affected.

The new SOLAS regulations coupled with rising fuel costs and the problems with asbestos will mean the end of the road for a number of ageing cruise ships and repair and maintenance costs to keep them in service become unrealistic. There are at present 30 such vessels still in operation built between the mid 1950's and mid 1960's. These are the vessels threatened the most, although some are getting a new lease of life such as Orient Lines 22,080gt 1966 built **Marco Polo** which has been sold to Greek owners and will start a long term charter to Transocean of Germany from next summer.

Some vessels will find other careers most notably Cunard's **QE2** which is destined to end its days at the Palm Jumeirah complex in Dubai.

Other existing ships likely to follow this course include the 28891gt 1966 built **Oceanic II** the former *Kungsholm*. Plans are to refurbish the vessel and return the vessel to its original appearance to be used as a floating hotel and museum in Goteborg. Also reported is that Pullmanturs 38,772gt 1965 built **Oceanic** may also end up as a floating hotel in Dubai or Melbourne.

Other possible candidates for disposal.....

<b>Aegean II</b>	57/12609 ex <i>Ivory</i> , <i>Ausonia</i> , now operated by Golden Star Cruises
<b>Andrea</b>	60/2632 ex <i>Harald Jarl</i> now owned by Elegant Cruises & Tours
<b>Arion</b>	65/5885 Operated by Classic International Cruises of Portugal
<b>Athena</b>	48/16144 ex <i>Stockholm</i> operated by Classic International Cruises
<b>Dalmacija</b>	65/5619 Adriatic Cruises of Croatia
<b>Funchal</b>	61/9563 Classic International Cruises of Portugal
<b>Kristina Regina</b>	60/4295 owned by Kristina Cruises of Finland
<b>Maxim Gorkiy</b>	69/24981 ex <i>Hamburg</i> operated by Phoenix Travel of Germany
<b>Ocean Majesty</b>	66/10417 Operated by Majestic International Cruises
<b>Ocean Monarch</b>	55/17047 ex <i>Port Sydney</i> Majestic International Cruises
<b>Oceanic</b>	65/38772 former Home Lines now Pullmantur operated.
<b>Princess Danae</b>	55/16531 ex <i>Port Melbourne</i> now operated by Classic Cruises
<b>Regal Empress</b>	53/21909 ex <i>Olympia</i> operated by US owned Majesty Cruise Line
<b>Royal Star</b>	56/5360 ex <i>San Giorgio</i> now operated by African Safari Club
<b>Saga Rose</b>	65/24474 ex <i>Sagafjord</i> now Saga cruises
<b>Sapphire</b>	67/12263 ex <i>Italia</i> now Louis Cruise Lines of Cyprus
<b>Serenade</b>	57/14173 ex <i>Jean Mermoz</i> Louis Cruise Lines
<b>The Calypso</b>	68/11162 ex ferry <i>Canguro Verde</i> Louis Cruise Lines
<b>The Emerald</b>	58/26428 ex <i>Santa Rosa</i> Louis Cruise Lines
<b>The Topaz</b>	56/32327 ex <i>Empress of Britain</i> now owned by Kyma Ship Mgmt

## Southampton Port Operations brought up to date.... by the Editor

It is very nearly 50 years since Southampton utilised radio and radar systems as part of port operations and 25 years in its current location at Dock Head, what follows is an update but first some background to set the scene.

Prior to availability radio and radar equipment in the 1920's and 1930's the port operations made use visual signalling with light and flag signals, signal stations using flags existed within the docks and at Calshot.

In 1952 a new Southampton Harbour Board lookout was opened at Calshot Castle on the site of a World War 2 air control station previously operated by the Air Ministry which replaced the old port signal station located on Calshot Jetty. In 1953 construction began on a new signal station on top of Calshot Castle which planned to make use of VHF radio and port radar facilities to create port operations in the true sense.

The concept of managing ship movements through a shore side radar station is generally accepted to have first appeared in the Port of Liverpool in 1948/9 to facilitate the boarding of pilots and also at Ijmuiden in 1952. In 1956 the Netherlands established a system of port radio and radar stations for the Port of Rotterdam. It was not until 1985 that the role of VTS (Vessel Traffic Services) in connection with navigational safety, traffic efficiency and environmental protection gained international recognition. This recognition in was in the form of an IMO resolution which constitutes VTS guidelines.

The port radio and radar station at Calshot was inaugurated by the then Minister of Transport in January 1958. The station was part of a communication system between the Harbour Master, Dockmaster, Calshot Signal Station, FMT (Fawley Marine Terminal), BPJ (BP Jetty Hamble) and Southampton Patrol launches (**SHB Triton** and **SHB Neptune**). The 130ft radar tower supported a 25ft radar scanner feeding 3 x 15" cathode ray tubes (CRT) operator positions capable of 5 pre defined screen views.

After fourteen years in service a new purpose built building was constructed at a cost of £500,000 at 37 Berth Dock Head in the Eastern or Old Docks complete with a 60m mast to support vhf radio and microwave link aerials with red.green semaphore board signals near the base. The three red and green boards 3 in a vertical line each side of the mast would indicate whether an arrival or departure was imminent on the R. Itchen or R.Test. This new station used the callsign SPR (Southampton Port Radio) which was officially opened on 7<sup>th</sup> July 1972 but had been in operation prior to this date. It was it the same year that Trio launched its Far East container service with NYK vessel **Kamakura Maru**.

The station adopted the majority of the VHF marine radio channels in use by Calshot Signal Station but incorporated extra channels to enable monitoring of tug operations of Ch71 and Ch74. In common with the station it replaced the radars still had Decca CRT PPI (Plan Position Indicators) displays with an increase to six PPI CRT displays necessitating a darkened room for viewing, the new station was also equipped with voice tape recording and tide gauge facilities. The new station retained the use of patrol launches whose primary duties are checking navigational aids, anti-pollution and providing escorts to large vessels.

The new station sacrificed a visual element and made use of newer technology for both its radar and radar system in the way of remote or sometimes named satellite locations (nothing to do with space!). A new tower incorporating a HMCG visual lookout was constructed at a height of 35m and a secondary radar mast at Hythe at 30m ASL both connected by fixed microwave radio link equipment. The VHF radio system utilised transmitters on the top of Dock House and receiver aerials at Titchfield connected remotely by landline and UHF radio links respectively.

The changes taking place in the Port of Southampton cannot be described without brief mention of the changes that had taken place in pilotage for the area another story in itself. The IOW pilotage district had been in transition also in line with technology with the move to replace a cruising cutter at the Nab Pilot Station (previously **THV Penda**, **THV Brook** etc being sold out of service) with fast launches operating from Ryde Pier Head, as an interim measure the cruising cutter **THV Bembridge** anchored off Ryde working with the fast 40ft launches **Vigia** and **Versatile** until the Ryde Pier Station was constructed in 1970. The 70 ft fast pilot launches based at the Totland Pilot station **THV Link**, **THV Leader** and **THV Landward** were phased out of service in favour of new 40ft fast launches by 1970, the Totland or Needles Pilot Station was closed in 1977. The use of VHF communications replaced the use of MF (Medium Frequency) radio for relaying of ETA's between pilot vessels on 1662khz as the new Ryde pilot station was equipped with landline controlled VHF radio equipment at high locations at The Needles and Bembridge on the Isle of Wight to cover ships arriving from the west or the Nab station in the east. The pilotage service 'Duty Pilot' was relocated to the 37 Berth building as was the pilot station at Hythe Pier for inward pilots. Eventually all Trinity House coxswains and communications officers would become part of ABP and pilots became self employed.

Internationally it became apparent that there was a need to clarify when VTS might be established and to allay fears in some quarters that a VTS might impinge on the master's responsibility for navigating a vessel in 1985, the International Maritime Organisation (IMO) adopted a resolution A.578 to implement Guidelines for Vessel Traffic Services. The guidelines said that it was appropriate in the approaches and access channels of a port and in areas of high traffic density, movements of noxious or dangerous cargoes, navigational difficulties, narrow channels or environmental sensitivity. The station callsign 'SPR' changed to become Southampton VTS around this period, and similarly on the R.Thames 'Gravesend Radio' has become London VTS.

In 1988 new radio equipment was installed and the functions previously carried out by a Duty Pilot at 37 Berth were replaced by VTS managed staff. In 1989 new harbour radar was installed at a cost of £0.5m which was inaugurated by HRH Princess Royal during September 1989. Ryde Pilot station at the end of the pier was closed and demolished in 1995 and a base for fast launches was relocated to Camper & Nicholson's in Gosport and latterly to Blockhouse at the entrance to Portsmouth Harbour where pilot vessels built by VT Halmatic are now used having been phased in use since 2003.

2001 saw more upgrades implemented including CCTV (Closed Circuit Television), video and voice digital recording and 4 new radars with an additional scanner located at Eastney for improved coverage of the Nab approaches and deep sea anchorages. A new radar mast at Eastney has only recently been commissioned into service.

A computer system known as PAVIS (Port and Vessel Information System) was implemented. In 2002 HRH returned to re commission the major upgrade.

In 2005 a memorandum of understanding was agreed between ABP and Queens Harbour Master Portsmouth for an area of 7miles radius the Nab Tower can be controlled by Southampton VTS although technically the Port of Portsmouth.

New more reliable technology continues to be incorporated to support port operations. The backbone for the systems now used is configured to provide diverse transmission routes on link failures. When first commissioned in 1972 the use of uW (microwave links) was restricted to the single links to radars at Calshot and Hythe. Today there are digital 'datarings' which inherent in their design support an automatic diverse routes in case of failure and the ability to carry different types of traffic i.e. CCTV, radar or corporate local area network data which enter the network as 'tributaries' and are aggregated for transmission to the next site. The uW links are 'line of sight' paths so high locations have to be used to link all sites i.e. Portsdown Hill, Needles and Bembridge Downs.

To support the current port operations equipment configuration includes:

- direct landline telephone links to FMT, HMCG, QHM and the pilot station at Blockhouse.
- cameras covering the Bury swinging ground and cameras located Town Quay, 36 Berth Silos, Oil Spill Response Base, Hythe and Calshot.
- tide gauges at 207 berth, 37 berth and Calshot using uW links and landlines
- Tait synthesised VHF radios using a Zetron control system using directional antennas mounted at dock head with remote radio sites for Southampton Pilots sites omni directional aerials at the Needles 110m and Bembridge Fort 103m ASL (above sera level)controlled via uW links. AIS (Automatic Identification System) receive data is also relayed back to VTS via uW links
- 3cm marine band radar coverage from Dock Head 8ft scanner, Hythe 22ft STN scanner at 30metres, Calshot 5.5m Esat scanner at 35metres, a recently commissioned new tower at Eastney 22ft STN scanner at 33metres and shared data with QHM from their site of the old Gilkicker Signal Station 22ft STN scanner at 12metres.
- Other radio equipments includes the ability to switch on Navaid's at Calshot Float and the Hook buoy, weather information 'Bramblenet' from the Brambles Bank and digital global positioning information transmitted from VTS for use in dredging and port survey operations together with tidal information.

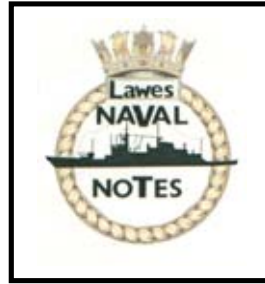
Thanks to Neil Douglas and William Heaps of ABP for their assistance in compiling this article



The quiet summer months have produced a few naval movements of interest. At the end of August the Danish Royal Yacht **Dannebrog** visited Southampton. The Danes are very fortunate that not only do they still have a Royal Yacht, but they also have a ship that is attractive in appearance. Built in Royal Dock Yard in Copenhagen, the **Dannebrog** entered service in May 1932. She still retains most of the features of a high class private yacht of that era, a neat clipper bow and graceful counter stern. Her displacement is only 1130 tons and including passengers she can accommodate 55 people. Twin diesels give her a speed of 14 kts. New engines and generators were fitted in 1980/81.

For four days between September 6th to 10th Portsmouth hosted two of the newest Chinese Navy's warships. These were the destroyer **Guangzhou** and the replenishment ship **Weishanhu**. Both of these ships were completed in 2005. **Guangzhou**, a Luyang class guided missile destroyer is based on an earlier design, which will continue to evolve as later ships of the type are built. She displaces 7000 tons and is armed with surface to surface and surface to air missiles plus a 100mm and two 30mm guns and anti-submarine weapons. She also carries one helicopter. This class is powered by a combination of diesels and gas turbines; her maximum speed is recorded as 29 kts. Her design incorporates a number of "stealth" features. **Weishanhu**, the replenishment ship, shows the Chinese policy of developing a "Blue Seas" capability. She is considerably larger than earlier vessels that tended to be restricted to tankers that were used only for refuelling duties. **Weishanhu**, displaces 20500 tons and is equipped to supply fuel, stores and munitions, she also carries a helicopter that allows her to perform "Vertrep" operations. The voyage to Europe may well have been planned to test these facilities.

**HMS Ark Royal** left in company with the two Chinese ships in order to carry out exercises with them.



Below the **Guangzhou** and the **Weishanhu** photographed on the 10<sup>th</sup> September 2007 by Bill Lawes departing Portsmouth



The largest and fastest freight ro-ro yet built for service across the English channel is shortly to enter service, the new £50m **Cotentin** is the first of two new buildings on order at Aker Yards Finland. The arrival of the 2,200 lane meter, 23 knot **Cotentin** is the first half of a £135m replacement programme, Brittany Ferries second new building in Finland is the ro-pax **Armorique** which is due in service in October 2008 on the Plymouth-Roscoff service. Both vessels will be identical up to deck 5, 168m in length, 26.8m beam, and have the same twin MaK main engines; Wartsila diesel auxiliaries and Macgregor cargo access systems. It is expected that the vessel will operate from Poole in preference to Portsmouth and will replace the **Coutances** which was built in 1978 for the then Truckline Ferries. The **Cotentin** will carry her freight cargo on three decks with the vessel designed to load and discharge on two decks simultaneously. The ro-ro is designed for the carriage of all classes of hazardous cargo on the weather deck. Freight driver's facilities include a self service restaurant, bar/lounge, TV lounge, games area, sun deck and 120 cabins to accommodate 160 drivers.

On Thursday 12 July 2007 **OOCL Southampton** and her 19 person crew arrived at the port of Southampton for the first time. The vessel is deployed on the trade route between Asia and Europe (EU2) : Kaohsiung/ Shekou/ Yantian/ Hong Kong/ Singapore/ Le Havre/ Amsterdam/ Hamburg/ Antwerp/ Southampton/ Gioia Tauro/ Jeddah/ Jebel Ali/ Singapore back to Kaohsiung in a 63-day round trip within the Grand Alliance and will be a regular caller at SCT.

On June 26<sup>th</sup> CMA CGM named **CMA CGM Herodote** at a ceremony attended by the Secretary of State for Transport and the CMA CGM group Chairman at Southampton City Cruise Terminal. The vessel, the first of a series of six destined for service on the group's Europe-Guyana-North Brazil line is under the British flag. The christening coincided with a new contract, signed by OOCL's Chief Executive Officer for an option on another 4,506-TEU vessel, built by Samsung. This vessel would be in addition to a contract for five 4,506-TEU vessels, also built by Samsung for OOCL



## What is Class and What do they do...?

The IACS (International Association of Classification Societies) can trace its origins back to the International Load line Convention of 1930. The convention recommended collaboration between classification societies to secure as much uniformity as possible in the application of standards of strength upon which freeboard is based. Following the convention, Rina hosted the first conference of leading societies in 1939 – attended by ABS, BV, DNV, GL, LR and NK – which agreed on further co-operation between the societies.

A second conference, held in 1955, led to the creation of working parties of specific topics and in 1968 to the formation of IACS by seven leading societies.

The value of their combined and unique level of technical knowledge and experience was quickly recognised. In 1969, IACS was given consultative status with IMO

The mission of classification societies is to contribute to the development and implementation of technical standards for the protection of life, property and the environment.

Classification societies establish and apply technical requirements for the design, construction and survey of marine-related facilities, principally ships and offshore structures. These requirements are published as classification rules. Classification societies maintain significant research departments that participate in the on-going development of technical safety standards.

Classification rules are developed to contribute to the structural strength and integrity of essential parts of the ship's hull and its appendages, and the reliability and the function of the propulsion and steering systems, power generation and those other features and auxiliary systems which have been built into the ship in order to maintain essential services on board for the purpose of safe operation of the ship. In establishing its rules, a class society may also draw upon the advice of leading members of the industry who are considered expert in their field.

However, classification societies are not guarantors of safety of life or property at sea or the seaworthiness of a vessel because the classification society has no control over how a vessel is operated and maintained in between the periodic surveys which it conducts.

The owner of a ship that has been designed, built and tested in accordance with the appropriate rules of a class society may apply for a certificate of classification from that society. The society issues this certificate if it is verified, upon completion of relevant plan approval and surveys, that the ship complies with the rules.

All classification surveys are carried out by qualified surveyors using mainly visual inspection and sampling techniques. They do not consist of comprehensive verification or monitoring.

Should any defects that may affect class become apparent, or damage be sustained, the owner of the ship, or the shipyard when it is being built, is required to inform the society concerned without delay.

A ship is maintained in 'class' provided that, in the opinion of the class society concerned:

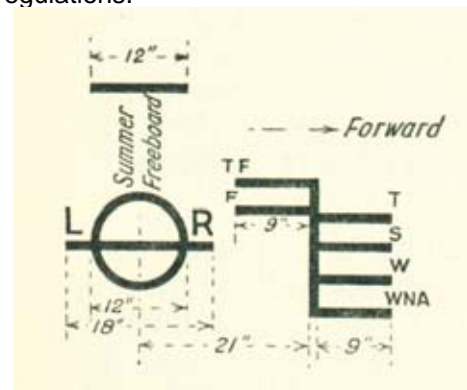
- the ship has been presented for surveys in accordance with the classification rules;
- the surveys confirm that the condition of the hull, machinery, equipment and certain appliances remain in compliance with the applicable rules at the time of the survey.

A classification society does not design, build, own, operate, manage, maintain, repair, finance, insure or charter ships. Proper and effective construction depends upon the designer and shipbuilder doing their jobs properly. Safe operation and maintenance of a ship for its intended service depends principally upon the ship-owner, the ship owner's representatives and the crew who operate, manage and maintain the ship on a day to day basis.

Classification societies may also act as Recognised Organisations for Flag States, verifying the same vessel's compliance with international and/or national statutory regulations.

DNV - Det Norske Veritas  
CCS – China Classification Society  
LR – Lloyds Register  
ABS – American Bureau of Shipping  
RINA – Registro Italiano Navale  
RS – Russian Maritime Register of Shipping  
BV – Bureaui Veritas  
GL – Germanischer Lloyd  
KR – Korea Register of Shipping  
NK – Nippon Kaiji Kyokai  
IRS – Indian Register of Shipping (Associated)

Drawing right of the loadline and deck line marks for a power driven vessel showing the Lloyds Register classification



## Monty's Notebook

A round-up of new or infrequent recent callers to Southampton Docks. Details compiled and photographs supplied by Monty Beckett.

**Berths 203/7:** Maersk Sheerness 94724/07, APL Hong Kong 66573/02, Maersk Kampala 80654/01, Maersk Santana 94724/05, Reinbek 16324/05, Nedlloyd Marita 25833/03, California Mercury 41442/87, OOCL Tokyo 89097/07, City of Hamburg 24495/90, Maersk Stralsund 94483/06, NYK Vesta 88600/07, Charleston Express 40146/02, Osaka Express 93750/07, OOCL Southampton 89097/07, Santa Celina 37113/01, Santa Carlotta 37113/00, Atlantic Comet 3999/95, BG Antwerp 6362/96, BG Rotterdam 6368/00, Adele C 3992/94, Maersk Niigata 37902/91, Paris Express 53815/94.

**Ro/Ro:** City of Nordic, London Highway 55600/07, Morning Champion 57692/05, Tarifa 37700/07, Malacca Highway 17735/01, Green Ridge 57449/98, Nordic Spirit 53578/88, Western Highway 39422/07, Pacific Spirit 53578/87.

**Berths 107-9:** Nordic Pearl 7764/76, Maple 1999/91, Fulmar 794/89, Pipit 794/84, Sea Charente 1638/96, Woody 16985/84, Celtic Mariner 1957/56, Arklow Racer 2999/04, Christian 2089/77, Bimi 2373/91, Uno, Baltiskiy-109 1926/79, Falcon 1382/91.

**Berths 102-3:** Greta 1289/84, Lass Mars 1515/92, Jerome H 1297/85.

**Berths 101-2:** CMA CGM Herodote 16348/07

**Berths 202&104:** BBC California 9611/04, Spiegelgracht 16800/00, Snoekgracht 16641/00, Aleksandrov 6030/89, Rebecca 7406/02, Suomigracht 18321/04, Sampogracht 18321/05.

**Berth 36:** Catherina C 2999/99, Mer 1082/81, Klazina-C 5608/07, Lisa-C 2999/07, Reest 1599/01, Crea 1055/80, Golo River 1256/91, Johanna-C, Strami 2373/92.

**Berths 24/5:** BBC Mississippi 12936/06, BBC Plata 9618/05, Hanseatic Spirit 2650/94, Hanseatic Trader 2896/01, BBC Russia 12993/03, BBC Finland 6204/00, BBC Ostfriesland.

**Berth 47:** Beluga Recognition 8963/05, OXL Blue Sea 5760/96

**Berth 49:** Scot Isles 2594/01

**Berth 37:** Wilson Hook 2993/03, RMS Voerde 1846/99

**Passengers Vessels:** Albatros 28518/73, Grand Princess 108806/98, Silver Shadow 28258

**Dibles Wharf:** Sheksna 2052/94, Star Vita 2236/87, Janet-C 2748/98, Holstentor 2351/89

**Princess Wharf:** Atlantic Coast 2806/90, Antabe 2446/97, Bekau 2461/05, Arklow Spirit 2271/95, Linnau 2452/06

**RLC Marchwood:** Edamgracht 8448/95



The bulk carrier Woody passing the Royal Pier outwards photographed by Monty Beckett

## Meanwhile in Portsmouth

More than 750,000 tonnes of fruit were handled through the commercial wharves at Portsmouth last year. Fruit is handled by MMD (Shipping Services) which operates at Flathouse Quay and Albert Johnson Quay.

All the UK's imports of Moroccan citrus fruit – nearly 46,000 tonnes – entered the country through Portsmouth according to the port. In addition bananas are imported for Dole, Fyffes, Geest and Jamaica Producers which together accounts for 70% of the UK's consumption of bananas.

Other exotic fruits from South and Central America and the Caribbean are all handled by MMD, which also has handled imports from the Ivory Coast via African Express Lines.


Fresh produce ships on the return leg to the Caribbean and West Africa carried over 108,000 tones of general cargo last year including export vehicles.

Huelin-Renouf Shipping in partnership with MMD runs a three times weekly lo-lo service to the Channel Islands using the 140 teu Huelin Despatch.

Other private operators include Kendall Brothers, which landed over 340,000 tonnes of sea dredged ballast at its Eastern Road Wharf and Lafarge Aggregates at Tipner Wharf where 57,000 tones of sea dredged ballast was landed by Northwoods (Fareham) was processed last year.

In the background the Europa entering Portsmouth earlier this month one of the largest cruise vessels to call at the port.

A newly developed vehicle carrier type is upgrading 'K'Lines North Atlantic service. At a capacity of 4,000 vehicles the 34,422 gt **Western Highway** is the second of four medium size vessels built by Shin Kurushima Onishi. For the purpose of carrying high and heavy cargo units the 187.7m long and 28.2 wide the ship has been equipped with a stern ramp of 100 tonnes SWL. The class of ship is characterised by its nearly vertical bow section. The vessels rotation includes Bremerhaven, Southampton, Baltimore and Charleston. The service has been maintained by long term charter vessels such as **Franconia**, **Emden** and **Frisia**. A sister vessel the 2006 built **Eastern Highway** is expected to join the service this year. The two further vessels the **Northern Highway** and the **Southern Highway** are under construction at Onishi.



Large container ships continue to be built and planned for the future. There have been some questions raised regarding the economies of scale for ships over 12,000 teu. This is because of the time taken to load and unload vessels of this size and fuel consumption. New large container ships will have an LOA approaching 400m. Ships with half the capacity, such as the 6,250 teu **NYK Artemis** have a LOA of about 300m. Although the megabox ship occupies one third more berth space it carries twice as many boxes but at sea an E-Class Maersk vessel requires 108,000bhp to travel at the same speed as the NYK vessel which requires 72,500bhp – but the larger vessel has been designed to run with a crew of just 13!



The **Winchester Castle** with the tugtender **Gatcombe** passing the Royal Pier Southampton arriving at the end of her final voyage from the Cape 3th July 1960.

Ivan Bovey Photograph

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