Black Jack

Price £1.00

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY
www.sotonwss.org.uk

Issue No: 152 **Autumn 2009**

Photograph by John Adsley -

Celebrity Equinox the only new cruise ship launching in the UK market this year is pictured departing Southampton last month. Built at Meyer Werft shipyard in Germany the 122,000gt vessel can carry up to 2,850 passengers on 13 decks and was set to run an inaugural cruise to Norway early this month before operating a series of Mediterranean voyages in the autumn.
The Bahamas-flagged vessel has features including an onboard grass lawn, 10 different restaurants and more than 60 onboard solar panels that can generate sufficient power to operate the ship's lifts.
Celebrity Cruises is due to base sister ship **Celebrity Eclipse** currently under construction will be based in Southampton for the summer of 2010

Black Jack
Autumn 2009 No:152

Editor & Webmaster
Neil Richardson
109 Stubbington Lane
Fareham
PO14 2PB 01329 663450
g4emm@yahoo.com
Editorial Assistant
Michael Page

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.

Honorary Branch Secretary
Michael Lindsay
7 Elland Road
Fair Oak
SO15 7JY 02380 694558

Chairman
John Lillywhite
1 Thornleigh Road
Woolston
SO19 9DH 02380 432181

Treasurer
Andrew Hogg
"Debanker"
Lyburn Road
Hamptworth
Salisbury
SP5 2DP 01794 390502

Visits Organiser
Adrian Tennet
34 New Road
Fair Oak
SO50 8EN 02380 600197

Full details for all committee members can be found on the Southampton WSS website at www.sotonwss.org.uk

2009 Branch Meeting Programme

January 13th
Around the Country - Steve Bigley
February 10th
Bernard McCall to be rescheduled due to inclement weather.
March 10th
Fifty Years of Hovercraft Development - Brian Russell
April 11th
Cammell Laird 1903-1939 - Philip Welsh
May 12th
Shipping in Singapore - Andrew Hogg
June 9th
Thames and Medway Shipping, Past and Present - Steve Spouse
July 14th
Ten Members, Ten Minutes – Members Participation
August 11th
Members' Image Gallery - Competition
September 8th
Scandinavia, Many Happy Returns – Bernard McCall
October 13th
In Search of I.O.W. Ferries - David Oldham
November 10th
AGM + Short Programme
December 8th
Preserved Lake Titicaca Steamer **Yavari** - Meriel Larkin

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 could reproduce magazine or newspaper articles 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**

Ship Visits

Ship visits though rare these days often become available at short notice and more recently during the week due to the nature of shipping these days. Those wishing to participate should ensure their details are held by the Visits Organiser and kept up to date. All members participating in visits organised by the branch do so entirely at their own risk and be aware that ships and dock areas may have trip and other safety hazards and advised to use personal protective equipment when appropriate. All participants must accompany the 'guide' at all times unless instructed otherwise and follow any instructions from the party leader.

Associated British Ports (ABP) launches consultation programme on the 20-year Master Plan of the Port of Southampton

Doug Morrison, Port Director of Associated British Ports (ABP) Port of Southampton, will launch the consultation which invites the public to have its say on the future development of the Port of Southampton.

The consultation process will inform the public and stakeholders of the Port of Southampton's Master Plan and covers the period from now to 2030. It sets out ABP's vision for the future growth and development of the Port of Southampton including the Port's land at Dibden.

"The Port of Southampton is an integral part of the City of Southampton and it is a vital component of the local and national economy so it is appropriate to set out our proposals for the future," said Mr Morrison. "Southampton's Master Plan is a voluntary process by ABP and the consultation is in line with the Department for Transport's guidance for the UK's major ports' development. The pre-consultation of the Master Plan began in June and the public consultation begins today and will continue until 13 November 2009. The consultation programme gives local people the opportunity to have their say on the future development of the Port of Southampton," said Mr Morrison.

The full consultation document is available at local libraries and via ABP Southampton's website http://www.southamptonvts.co.uk/portconsultation/. The community is invited to consider the plans and give their views via the website, by email to southamptonmasterplan@abports.co.uk or post them using the freepost feedback forms that are available from libraries.

Container crane accident at DP World

On Monday 13 July 2009, at approximately 0515 hrs, a major incident occurred at DP World Southampton involving the collapse of the boom of crane 6. The crane driver, Jay Squibb, who was operating the crane at the time was seriously injured and trapped in the cab for over two hours whilst the Emergency Services worked to free him, he was then airlifted from the ship to the quayside where an ambulance took him to hospital. Immediately following the incident, all operations were suspended with landside operations resuming at midday and shipside operations resuming at 1930hrs on the day of the accident.
DP World Southampton was operating with 10 gantry cranes plus the mobile harbour crane. On completion of the removal of the boom debris and the damaged boxes, the **NYK Themis** departed the terminal on Friday 24 July.

Cruise Ship Launches 2009/10

Name	Cruise Line	Tonnes	Cost	Launch	Passengers	Home Port
Equinox	Celebrity	122,000	£450m	July 2009	2,850	Rome
Dream	Carnival	130,000	£400m	Sep 2009	3,650	Florida
Oasis	Royal Carib.	220,000	£730m	Dec 2009	5,400	Florida
Deliiziosa	Costa Cruises	92,700	£300m	Jan 2010	2,260	Europe
Eclipse	Celebrity	122,000	£450m	Apr 2010	2,850	Southampton
Azura	P&O	116,000	£420m	Apr 2010	3,100	Southampton
Epic	Norwegian C.L.	153,000	£570m	May 2010	4,200	Florida
Queen Elizabeth	Cunard	90,400	£425m	Aug 2010	2,058	Southampton
Allure	Royal Carib	220,000	£730m	Dec 2010	5,400	Florida

MONTYS NOTEBOOK

A round-up of new or infrequent recent callers to Southampton Docks. Details by Monty Beckett with photographs from Andy McAlpine and Monty Beckett.

Berths 204/8: CMA CGM Aquila 131332/09, CMA CGM Coral 49810/08, CMA CGM Hydra 128600/08, CMA CGM Jade 39906/08, Jessica B 6326/00, CMA CGM Quartz 40560/03, CMA CGM Turquoise 40560/09, CMA CGM Azure 38906/07, Ice Runner 7545/08, Victoria 3888/98, X-Press Monte Bianco 7662/05, Ville D'Orion 40465/97, APL Russia 86692/08, Crillon 16705/97, OOCL Norfolk 40168/08

RoRo Vessels: Atlas Highway 45742/87, Columbia Highway 59453/08, Grande Lagos 44408/04, Grand Legacy 59219/09, Grand Neptune 59217/06, Nordic Ace 23498/07, Auto Baltic 18979/96, Auto Bank 19107/98, Auto Bay 19094/97, Sunlight Ace 59000/09, Finnforest 15525/78, Florida Highway 59493/08

Berths 107/9: World Swan 39023/95, Grand View 26818/94, Asian Carrier 4450/03, Tanja 2190/89, Emma 2528/07, Dinteldijk 2984/07, Karina G 2545/07, Milady 2545/07, Moana 2994/09, Thor Ingeborg 4050/97, Flinterspirit 4503/01, Komarno 2446/93, Arklow Rival 2999/96, Carolin G 2545/08

Berths 102/3: Aristote 1426/83

Berths 44/5: Hav Zander 1960/90

Marchwood SMC: HMS Albion, ORP Torun 1350/91

Berth 36: Minka C 3391/08, Verity 2601/01, Tina C 3388/08, Paula C 2990/08, Solvi A 2999/99

Berth 24/5: BBC Rhine 11864/08, Federal Patriot 12993/03, Kurt Paul 12936/09, BBC Montana 9627/09, BBC Louisiana 9618/08

Dibles Wharf: Torrent 999/92, Shoreham 1785/82, Fast Jef 2066/96, Sava Lake 2030/90

Passenger Vessels: Dawn Princess 77441/97, Grand Princess 108806/98, Crown Princess 113651/06, Celebrity Equinox 121878/09

Tugs: Svitzer Mercia 449/90, Sir Silas 108/59, Sea Trojan 117/68

Kurt Paul 12936/09 off Dock Head

Ocean Protector in the upper swinging ground 26th August

Finnforest 15525/78 berthed at Southampton

Lawes NAVAL NOTES

2009 has been a quiet year so far for naval visitors to Southampton, but fortunately, in July a couple of naval vessels did appear in the port. The first of them was the Polish Landing Ship **Torun.** She is one of five ships of the Lublin class that were built in Gdansk and entered service towards the start of the 1990's. With a full load displacement of 1675 tons they have a maximum vehicle load of 485 tons, which means that they can carry nine 45-ton tanks or the equivalent weight of smaller vehicles. For discharging these vehicles these ships have a two part folding bow ramp which when fully extended has a length of 20 metres, the ships are also fitted with an automatic ballast system for use when they are operating on a beach. Propulsion is provided by diesels powering three Kort nozzle propellers. The Lublin class is also capable of acting as minelayers in which role they can carry 134 mines on their tank deck.

The second visitor was **HMS Albion**, which is classed as a Landing Platform Dock (LPD). She was built by BAe Systems and joined the Navy in 2003. These vessels are designed with a dock system so they can flood down to allow smaller landing craft to enter the stern of the ship to load vehicles, troops and equipment. Compared to their predecessors, **Fearless** & **Intrepid**, they have much wider onboard gangways so the fully equipped troops can move more easily around the ship. This floodable well deck can accommodate four landing craft, while the vehicle deck has sufficient space for six Challenger tanks or 30 all-terrain vehicles. Four smaller land craft are also carried on derricks on the ship; these craft can each transport 35 troops. **HMS Albion** has a full load displacement of 18500 tons, which increases to 21500 tons when she is flooded down. Her complement is 325 and she can carry 303 troops. This figure can be increased by 405 when operating in an "overload" capacity. When Albion first entered service she was powered by diesels with an electric back-up system, but she has now been converted to a full electrical propulsion system. The vessel has recently completed a £25m refit.

In early August luckily Marchwood Military Port was the venue was a call by **RFA Diligence**. In recent years this vessel has spent most of her time stationed in the Gulf region and has therefore not been seen locally for some years. At the time of the Falklands War, two Off-shore Supply Ships **Stena Seaspread** and **Stena Inspector** were requisitioned to act as repair ships. They proved to be so useful that in October 1983 **Stena Inspector** was purchased by the Navy and after additional repair facilities had been fitted, she joined the Royal Fleet Auxiliary in March 1984 as **RFA Diligence**. In addition to her repair facilities she has extra communications equipment, an "over-side" power transfer system, an ability to operate saturation diving tasks and she also carries fuel, stores and ammunition for ships moored alongside her. The helicopter pad fitted over her bridge can accept helicopters up to the size of a Chinook. Five separate diesel motors power Diligence, each of 3600bhp. These are used of a single C.P. propeller, 2 bow thrusters and 2 rotatable thrusters at the stern. The ship is also equipped with a dynamic positioning system. While stationed in the Gulf, an extra task that Diligence has carried out has been to act as base ship for the mine counters measures vessels and smaller patrol craft that have been on duty in that area. Diligence could remain in service till 2017, by then she will be quite an old lady, but she has been an essential part of the Navy.

HMS Albion photographed by Bill Lawes passing the Hook Buoy outwards following a recent visit to SMC

SHOREHAM TOWERS - One of the Admiralty's greatest engineering secrets

It all began on June 1918 with the arrival of a detachment of Royal Engineers at Southwick Green in Sussex. The work party that summer were sworn to secrecy as they set about building a camp for project M-N. Not long after, the locals noticed that a huge construction had began on their doorstep as two gargantuan concrete and steel towers began to rise from the harbour side laboured on by over 3,000 men, mainly at night.
It being wartime the nature of these towers was, of course, secret but their presence could hardly be hidden. Each tower stood on a hollow, 80ft thick concrete base, and the 40ft wide, 90ft high, 1,000ton steel column that surrounded by a lattice of steelwork.
By the autumn of 1918, the towers were visible from as far away as Beachy Head and were known as Shoreham mystery towers. The purpose of these towers caused a great deal of speculation.
The towers were costing well over £1m (£172m today's comparison) and eight or twelve were planned. But what were they for? Project M-N had been initiated by Sir Alexander Gibb, who was engineer-in-chief to the Admiralty who had engineering in the blood. He had overseen the construction of Rosyth naval base before being appointed chief engineer, ports construction, to the British armies in France in 1916 with special responsibility for rebuilding the railhead and ports that might be destroyed by retreating Germans.
Gibbs plan was a chain of huge towers placed across the English Channel from Dungeness to Cap Gris Nez, each linked to the next by steel anti submarine nets, effectively closing off the whole of the worlds busiest seaway to U-Boats. Each tower would have a steel superstructure containing gun emplacements and room for 100 troops to man each lonely outpost. The towers would be equipped with submarine detection equipment. Any U-Boat would either be caught in the nest or be detected and sunk by gunfire. It was one of the most ambitious engineering plans of the war but it was a plan too late.
On November 1918, with Tower 1 just nearing completion the war ended and the behemoths became redundant overnight. Tower 2 was eventually broken up for scrap in 1924, a task taking nine months - longer than it had taken to build – but Tower 1 is still visible today as a new life was found for it.
In early September 1920, the Tower was towed out of Shoreham harbour by Admiralty tugs only just clearing the harbour walls. After a journey of 41miles which took them to Nab Rock off the Isle of Wight the Tower was tethered and sea cocks in the hollow base opened. The tower slowly sank coming to rest on a sandbank three degrees from vertical. Not surprising for a 30,000t structure is exactly where it remains today.
The new Nab Tower lighthouse was now in place and the four crewmen of the old Nab Rock lightship were transferred to their new multi million pound home. Now solar powered and unmanned most likely with telemetry links back to Trinity House in Harwich, Tower 1 still serves as Nab light and as a reminder of what was once the Admiralty's greatest secret.

Reproduced from Engineering & Technology IET Magazine May 2009

Photograph From the Editors collection - The Nab Tower undergoing repairs and conversion during the early 1980's. The radio masts a distinctive feature in earlier years having been removed.

Request for information – does anyone know the whereabouts or existence of the Southampton buoyage vessel SHB Seahorse? Please email the editor.

LIGHTING UP THE PATH edited from an original article by Michael Philips

It is both significant and interesting that the first orders which the Admiralty issued for the protection of merchant ships in the possibility of war were concerned with navigation lights.
The Admiralty instructions naturally demanded a very much more careful lookout and calculation of distances than is necessary under the ordinary peace-time routine, with the understanding that it makes the calculations of any attacker on British merchantmen infinitely more difficult, not only on account of the shorter range of the lights which are allowed, but on account of the difficulty in getting the exact course of a merchant ship with only one masthead light burning.
The “lights shinning brightly” report is the ideal in peace-time, but they will show so brightly in a well-found ship that they can give her position away to an enemy a long way off. Yet it must be remembered that it is only recently that such standards have been possible, and it is little more than a hundred years that navigation lights have been adopted at all,

Like so many factors towards a safe sea, the idea was British. In the year 1836 the British Committee on Pilotage made suggestions which were the first definite moves towards the regulation of the matter and the introduction of the proper uniformity that was necessary. Before that, some ships carried navigation lights for their own protection, but it was not in any way obligatory, so that it depended on the generosity of the owners, and as there was no attempt to have a uniform system they merely gave notice that there was another ship in the vicinity, leaving it to the master or pilot to decide her course, which was an important matter with sailing ships.
The Committee on Pilotage only interested itself in safer navigation in coastal waters, and it could not do more than make suggestions to the authorities. Its idea was that ships- sailing vessels in those days – should carry three lights on their foreyard. They were to be ordinary white lanterns showing all round as far as the sails would permit, the port(then larboard) side distinguished by a second lantern, these two being placed horizontally or vertically according to the course of the ship; going up river or channel the tow lights were placed vertically, three feet apart, down channel horizontally.
Although it was only able to make suggestions, the Committee made one which was regarded as unfortunate: that a fine not exceeding five pounds should be inflicted for any breach of the proposed regulations. There was immediately quite an outcry, and to avoid it the suggestions were shelved. The Board of Trade, wishing to avoid the fuss that was promised by the suggested fines, did nothing, but the Navy took the matter up keenly, especially the branch which ran the mail packet services. They had been working to that end even before the Pilotage Committee issued its report, and now succeeded in getting permission for the packets based on Milford to carry side lights as an experiment.
It was a little before this that some of the more important shipowners began to adopt a system of private pyrotechnics whereby their ships could recognize one another when they met at night, and this system was kept up by a few companies practically down to 1914, although the spread of wireless telegraphy and visual signally had greatly reduced its utility and its purpose had become more to amuse passengers than anything else. These, however, were entirely the private concern of the different owners, and had nothing to do with the question of navigational lights.

The news that the packet service was experimenting with different forms of navigation lights, soon spread, and all sorts of suggestions were put forward, generally though the most influential person known to the inventor. The Earl of Yarborough, as Commodore of the Royal Yacht Squadron, was requested to push forward a friend’s idea that all ships should be forced to carry a light on either on either bow.
Going out of harbour or down channel they were to be red, entering port or going up channel green, and white while at anchor, The city of Dublin Steam Packet Co was one of the first to insist that its ships carried lights, one on either paddle box with quite modern precautions against shining across the bow, and one at the masthead. Excepting that the starboard light was white instead of green, they forestalled the modern system. The Peninsular Line, which was shortly to develop into the Peninsular & Oriental, had a red light on the Starboard paddle box, a green one on the port, and a white light on the forestay. Although it was a sign that the owners recognized the danger, the confusion of each firm working on its system must have been appalling, and the quality of many lights was very poor indeed, often nothing better than a slush lamp on deck.

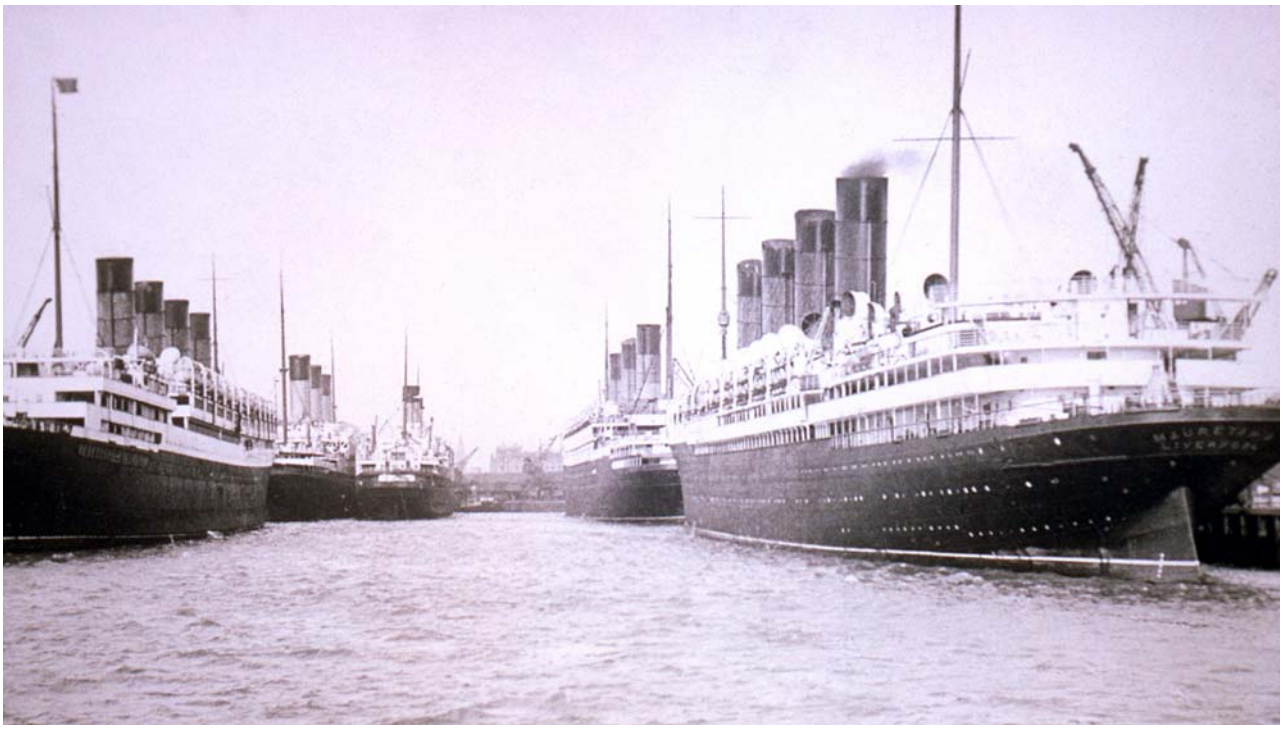
Matters continued in this haphazard way for some years, but in spite of the confusion there was no doubt that the number of collisions at night was reduced. So the demand became more urgent that the carrying of navigational lights should be made obligatory, but in 1846 the General Shipowners Society, after an investigation among its members stated that while owners would bitterly oppose any scheme of compulsion, they considered that when lights were voluntarily carried they should be on a uniform system. That was what the Admiralty was waiting for, and it immediately started another careful system of trials with its mail packet steamers.

By this time there were plenty of different systems to test against one another, and the final decision was to recommend the adoption of the one used by the Cunard Line and one or two other concerns. That was the present system-green on the starboard side, red on the port, and white at the foremast head, but they all had to be carefully screened, only the anchor light being a common white lantern shinning all round.
By that time there were in existence quite a number of biggish steamship companies under the British flag, and they all co-operated loyally with the scheme. But the innumerable small owners, and the great majority of sailing ship owners, were very much against it, and the authorities realised that any question of compulsion would still lead to a very undesirable opposition, So, to begin with, they denied any intention of compulsion in any circumstances. It was always to be left to the owners discretion whether his ships carried navigation lights or not. But, on the other hand, if any collision occurred, and one party was not carrying navigation lights, that ship would automatically be held to blame for the collision, and although subsequent court proceedings might well reverse this, the expense and inconvenience were a very powerful influence.
Almost immediately, it was found possible to make navigation lights compulsory in all British steamers, but it was not until the Merchant shipping Act of 1854 that the Board of Trade obtained complete control, and one of the things it was able to do was to include sailing ships in the scheme. This did not occur at once; there was again rather bitter opposition, another committee, and finally matters were put on their present basis in 1858 with the masthead light omitted for sailing vessels.

Since then there have only been very minor alterations made in the British rules for navigation lights, and most of these for special purposes. Ships engaged on certain work more particularly that which was likely to prevent their getting out of the way of a collision, had their special lights.
One of the last changes in the regulations was the introduction of optional second masthead light carried on the mainmast and now prohibited by the Admiralty. It is a most useful aid to the navigator of an approaching ship to judge the exact position and course of another - and it is still more useful to the commander of an enemy submarine lying in wait who has to know the exact course of a ship before he can hope to get in a really goodshot with a torpedo.

Pictures of the Past No 5 **by Bert Moody**

This well known photograph below of the Ocean Dock was taken on the 4th November1931. Sixteen funnels! Of the so called 'Big Six' then operating, only the White Star Lines Olympic is missing.
At 43/4 berths on the right is **Mauretania** with the **Berengaria** ahead of her. On the left at 47 berth is the **Aquitania,** while at 46 berth is the **Majestic** with the **Homeric** alongside her.



Ships in Port Past and Present……..

SPLIETHOFF's EXPANSION - "GO GRACHT"

David Hornsby

The ships of Spliethoff's Bevrachtingskantor BV of Amsterdam are frequently to be seen in the Port of Southampton, mainly loading or off-loading expensive yachts or motor-boats in the Western Docks and at 201/2 berths, or loading 'project cargo'.

This independent Company was established in 1921 by Baltic timber broker Johan Frederik Spliethoff, who was succeeded by his son, the late Herman Spliethoff. The Company took delivery of their first newbuilding **Keizersgracht** in 1946, since when this fleet under the Dutch flag has expanded, specialising in ice strengthened, multi-purpose tween-deck general cargo ships named after Amsterdam canals *("grachts")*. The current fleet comprises:

'A' class (12 vessels)

1990 **ACHTERGRACHT** (yard 953), **AMSTELGRACHT** (954), **ANJELIERSGRACHT** (955), **ADMIRALENGRACHT** (*270), **ARTISGRACHT** (*271), ***ARCHANGELGRACHT** (272)
1991 **ALEXANDERGRACHT** (*273), **ANKERGRACHT** (*281), **ATLASGRACHT** (*282), **APOLLOGRACHT** (*283), **ALBASGRACHT** (**CO1196),
1992 **AALSMEERGRACHT** (**CO1198)
Built by van der Giessen-de Noord BV, Krimpen a/d Ijssel (3), * by Tille Scheepsbouw BV, Kootstertille/Harlingen (7) or ** by IHC Holland NV, Kinderdijk (2), all Netherlands.
7,950 grt, 12,900 dwt 129.8 x 18.9 x 8.60 I hold 679 teu, 3 x 40t SWL cranes.
Single screw, 6689 bhp V12-cyl Wartsila, 14 knots (except Aalsmeergracht with 7382 bhp 6-cyl Wartsila, 15 kts).

'E' class (9 vessels)

1994 **EGELANTIERSGRACHT** (964), **EDISONGRACHT** (*501), **EGMONDGRACHT** (**665), **ERASMUSGRACHT** (***243)
1995 **EDAMGRACHT** (***244), **EUROGRACHT** (***245), **EEMSGRACHT** (*502), **EMMAGRACHT** (*503), **ELANDGRACHT** (**666),
Built by van der Giessen-de Noord BV, Krimpen a/d Ijssel (1), * by Frisian Shipyard Welgelegen BV, Harlingen (3), ** by Schps & Mfbk 'De Merwede' v/h van Vliet BV, Hardinxveld (2), all Netherlands or *** by Ulstein Verft AS, Ulsteinvik, Norway (3).
8,448 grt, 12,754 dwt 136.3 x 18.9 x 8.52 2 holds, 730 teu 3 x 60t SWL cranes
Single screw, 7382 bhp 6-cyl Wartsila, 15 knots loaded service speed.

S' class (14 vessels + 2 newbuildings) are all to the same basic design and layout, but with variations.

2000 **SCHIPPERSGRACHT** (1060), **SINGELGRACHT** (1061), **SNOEKGRACHT** (1062), **SPIEGELGRACHT** (*1172), **SLOTERGRACHT** (*1173), **SPAARNEGRACHT** (*1174)
Built by Mitsubishi Heavy Industries Ltd, Shimonoseki (3) or * Tsuneishi Shipbuilding Co Ltd, Numakuma (3), Japan
16,641 grt, 21,402 dwt 168.1 x 25.2 x 10.71 3 holds, 1,127 teu, 3 x 120t SWL cranes, 5 x 16t side-loaders,
Single screw, 16396 bhp 6-cyl Wartsila-type, 19.2 kts

2000 **STADIONGRACHT** (B587/IV/1), **SCHELDEGRACHT** (B587/IV/2)
2001 **SLUISGRACHT** (B587/IV/3), **SPUIGRACHT** (B587/IV/4)
2004 **STATENGRACHT*** (B587/IV/5)
Built by Stocznia Szczecinska Porta Holding SA, Szczecin
16,639 grt, 21,449 dwt 172.6 x 25.3 1,136 teu or *1134 teu, otherwise as above

2004 **SUOMIGRACHT** (B587/IV/6)
2005 **SAIMAAGRACHT** (B587/IV/7), **SAMPOGRACHT** (B587/IV/8)
2009 **SISUGRACHT** (B587/IV/9)
2010 **SALMIGRACHT** (B587/IV/10)
18,321 grt, 23,660 dwt 185.4 x 25.3 x 10.61 1,291 teu, otherwise as above

'D' class (2 vessel + 6 newbuildings)

2008 **DIJKSGRACHT** (JLZ06-0401)
2009 **DAMGRACHT** (JLZ06-0402), **DANZIGERGRACHT** (JLZ06-0403), **DELTAGRACHT** (JLZ06-0404), **DIAMANTGRACHT** (JLZ06-0405), **DOLFIJNGRACHT** (JLZ06-0406), **DONAUGRACHT** (JLZ06-0407), **DYNAMOGRACHT** (JLZ06-0408)
Built by Jinling Shipyard, Nanjing, China
13,558 grt, 18,143 dwy; 156.9 x 22.9 x 10.28; 2 holds, 1,069 teu, 3 x 120t SWL cranes; 17 kts

'F' class (8 newbuildings)

2009 **FLORIJNGRACHT** (K06-038), **FAGELGRACHT** (-039), **FLEVOGRACHT** (-040), **FLORAGRACHT** (-041)
2010 **FORTUNAGRACHT** (K06-046), **FLORETGRACHT** (-047), **FAUNAGRACHT** (-048), **FLEURGRACHT** (-049).
Built by Rongcheng Shipyard, Shandong, China
8,448 grt, 12,500 dwt; 137.0 x 18.9 x 8.80; 3 holds, 658 teu, 3 x 80t SWL cranes; 14 knots.

In addition to the box-hold, tween-deck, multi-purpose Gracht-ships listed above, the Company also charters a small number of compatible vessels, including **Kochnev**, two former 'L' gracht ships and **Socol 1, 2** and **5**, some of which have been to Southampton.

The Spliethoff Group also now includes the heavy-lift specialist **BigLift Shipping** (formerly Mammoet Shipping) with 13 vessels lifting up to 1400 tonnes, from 2002 a majority share in the Baltic forest product carrier **Transfennica** to which it has recently provided eight new ConRo vessels and from 2003 the short-sea specialist **Wijnne & Barends** of Delfzijl.

Following photographs are courtesy Spliethoff

Left:: "A" Class vessel
Amstelgracht

Below:"D" Class vessel
Dijksgracht

Opposite "S" Class Vessel
Sluisgracht

Our Lady Pamela departs

The **Lady Pamela** undertow by the Danish Tug Vitus departed Southampton at 7pm on Sunday 30yh August. The Vitus had arrived from the east earlier that day.The Lady Pamela was pulled out from Marchwood Jetty by Itchen Marine tug Wyepull as the Vitus needed more draft and is to be renamed **Huelin Dispatch**.

Huelin expand to a two ship service

The general cargo ship **Bremer Forest** arrived at berth 44, on 23rd August from Emden. She was built in 2000 is of 2528 grt, Gibraltar flagged and was owned by Briese Schiffahrts of Germany. On 25th August her renaming was in progress she is to be renamed **Huelin Dispatch**.**Coastal Wave** will be renamed **Huelin Endeavour**.

Port Vila Replaces Southampton On QE2, Southampton no longer appears on her stern, instead Port Vila, the capital of Vanuatu (a convenience flag willing to register a non-SOLAS 2010-compliant, 40 year old ship).This allows QE2 to operate as a floating hotel rumoured to be S. Africa. Her call sign, GBTT, has been changed to YJVW6, as assigned by her new flag state.

Above from Rod Baker's collection, a 'tin' poster depicting an attractive advertisement for the cross channel service from Southampton dating probably from the early1920's as the LSWR became the Southern Railway in 1923.

Acknowledgements for extracts from sources – ABP, DP World IET, Splietoff