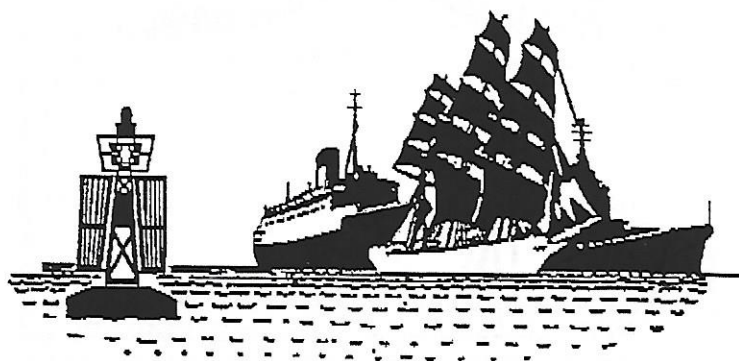


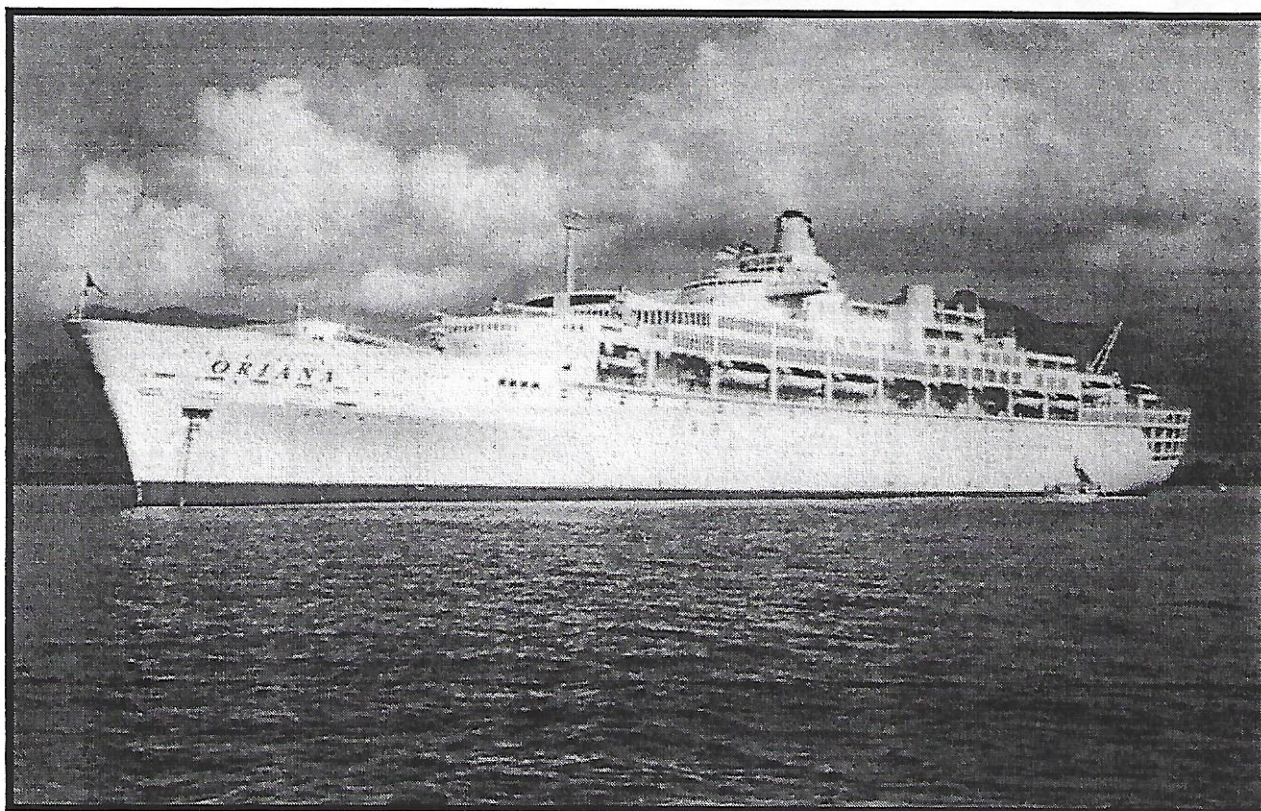
# Black Jack

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY

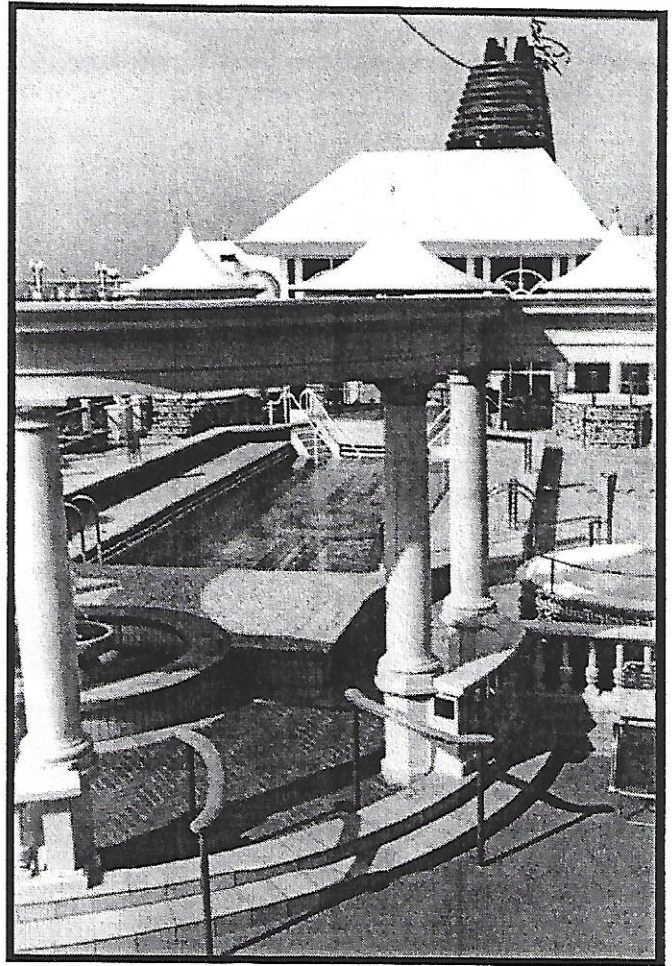
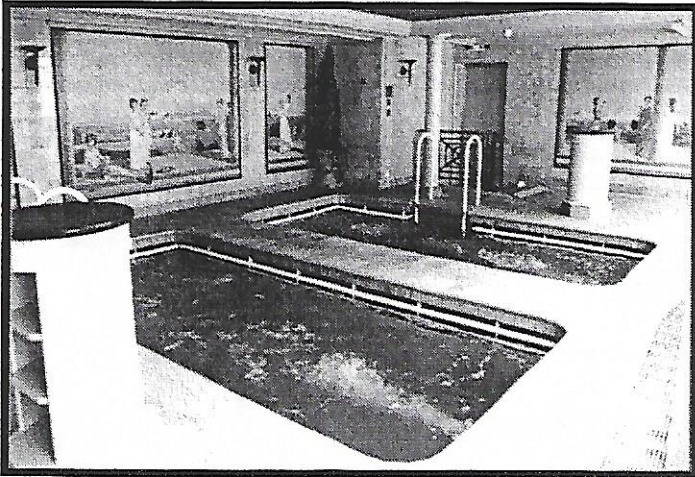
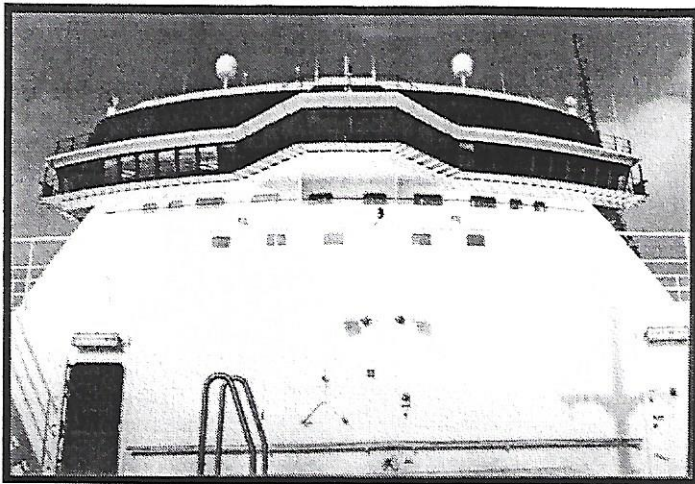


Issue No: 107

March 1999



The 41923 gt vessel predecessor to P&O's current **Oriana** was built in 1960 for the Orient Steam Navigation Company at the Vickers Armstrong Barrow shipyard. The ship said to be the largest built in Britain at the time made its maiden voyage to Australia in 1960. Its eventful past includes a collision with an American aircraft carrier two years after entering service as well as being a target of a bomb hoax in 1978. The vessel came under the aegis of P&O in 1965 after it took control of the Orient Company. When the **Oriana** was withdrawn from service it was sold to Japanese buyers and put to work as a floating hotel. Nine years later she was bought by a Chinese company in Qinhuangdao before recently being sold on to a Hangzhou based partnership for \$5.8m. The partners are estimated to have raised an initial investment of \$13 m when they sent the ship for refurbishment last year. A spokesman said that the first phase had been completed and the ship is now in the River Huangpu near Shanghai. It is envisaged that the ship will be unveiled this spring festival or Chinese New Year. The second phase of refurbishment is scheduled for completion in September and guests will be accommodated in over 200 cabins on board. The company intends to invite the stars of the movie *Titanic* to generate interest in the venture and possibly cruising within the Chinese market.



**Superstar Leo** photographs by Mick Lindsay



In 1964 the Calshot was sold to a subsidiary of Holland America Line and renamed **Galway Bay**. In 1986 she was bought by Southampton City Council with the intention of displaying her afloat at Ocean Village. Unfortunately all efforts at restoring the vessel were not successful. A 70<sup>th</sup> Anniversary appeal has been launched by The Tug Tender Calshot Trust. The vessel has been moved from the council wharf on the River Itchen to inside of 42 berth in the Eastern Docks. If you help in anyway contact: **Terry Yarwood** on 01703 774717.

**Calshot** bearing the name **Galway Bay** on her return to the port from Ireland

## **SUPERSTAR LEO** by Mick Lindsay

The company has only been in existence five years but has risen to become the fifth largest operator of cruise ships in the world and certainly offer something very different.

They started with high quality second-hand ships and last Friday, in Southampton, officially accepted the company's first brand new ship, **Superstar Leo**, from the builders, Meyer Werft, of Papenburg, in Germany, on what is likely to be her only visit to the port.

This was also the yard where P&O's **Oriana** was built and it is interesting to make some comparisons between the two ships.

They are very different from each other in concept, but it can be seen that both ships came from the same stable. **Oriana** was designed for the British market and what is perceived as our traditional "reserve", while **Superstar Leo** is something different, more adventurous altogether.

She is bigger to begin with (in the world's top ten) and claims to cater for an international clientele, although it may well prove difficult to persuade people to fly long distances for the relatively short cruises offered.

This problem is partly offset by offering "double-up" cruises; these may be on the same vessel, but to different destinations (the ship alternates itineraries on either side of the Malay Peninsular), or combined with the **Superstar Gemini**, when up to 12 days may be taken.

Very nice too, but what of the ship itself? Well, traditionalists will always claim that modern ships look like floating blocks of flats and are nothing more than hotels on board.

Difficult call, that, but I would have to disagree and say that **Superstar Leo**, as modern ships go, is a super looking ship and offers the last word in ship-borne facilities and comfort.

Fully booked she carries 2,800 passengers. Quite a lot really, but the ship is blessed with an abundance of public rooms, each themed to a different country.

The food is superb and can be Malay, Chinese, Cantonese, Japanese, French or Western. There is an English pub (no surprise there), the colonial-inspired Raffles Buffet and Terrace, a German Bier Garten which has barbecues in the evening. Perhaps the pick of these is the Windows Restaurant, which has superb views through three five-metre high windows in the stern of the ship – these are a little ugly from outside but provide an excellent view while dining.

Children are catered for superbly, with their own lido area called Buccaneer's, complete with pools, flumes, a child care centre, disco and cinema and a video games arcade. Up on the top deck, in the Galaxy of the Stars room, there is a mock "bridge" where "kids" of all ages can play at steering the ship on a genuine ship's wheel or send commands to the engine room on a telegraph.

Okay, yes I admit it, I did stand there, wheel in hand, giving it a little "left hand down a bit". Well, who wouldn't?

A spiral staircase leads down to a viewing gallery behind the real bridge where the daily operations of the captain and his officers may be observed. The walls of the room have photos showing the construction of the ship as well as others in the Star Cruises Fleet.

Gambling is a major "hobby" in the Far East and this is reflected on board in what must rate as one of the largest casinos afloat, with the usual Blackjack, Roulette etc and a few more of Oriental origin that I could not even begin to pronounce.

The fitness area is also very large and puts as much emphasis on relaxation as on sweating the pounds off. There is a universal gym with exercise bikes and walking machines and a maze of saunas, steam baths, massage parlours, aerobics rooms and aquaswim pools. Basketball, Volleyball, Tennis and Golf are provided on the sports deck.

The Moulin Rouge Showroom features Broadway shows, musicals etc with no columns to block anyone's view. There is also a mind-boggling computer-controlled laser light show set to music, which is just stunning. Should you wish to provide your own entertainment, there are karaoke rooms, fully soundproofed, one hopes.

There are 1000 thousand cabins (sorry, staterooms), forty per cent of which have balconies and are designed to take two people, with the option of a third when a fold down bunk is utilised. The large suites are superb but for lottery winners only.

One interesting facility (for the romantics of this world?) is a "view point" right at the pointy bit on the bow. Here couples can imagine they are Rose and Jack on the **Titanic**, with the wind blowing through their hair (that lets me out), watching the dolphins racing the ship below.

At this point I should mention (for fear of upsetting Star Cruises) that this is the only connection with that particular ship and that there are not normally any icebergs in the Malacca Straits or the South China Seas.

So there you are – a ship with excellent facilities and superb public rooms, great food with endless choice, a no-tipping policy, exotic Far Eastern itineraries and a wonderfully friendly and helpful crew. If the long flight to Singapore is not too daunting, then you may be tempted.

## Portsmouth Dockyard – Local Visual Signals

On visits to Portsmouth I had often wondered what the visual signals were indicating. I have reproduced the list below I have found from a Portsmouth Notice to Mariners 1999 for those of us not so familiar with procedures for Portsmouth. I have omitted the nighttime light signals from Fort Blockhouse.

Day	Meaning	Displayed By
Code pennant above pennant zero	<b>CLEAR CHANNEL – SIGNAL FLOWN BY PRIVILEGED VESSEL</b> Vessels flying this signal are to be given a clear passage in the accordance with the "Clear Channel" instructions, which in the absence of daytime signals from Fort Blockhouse, will be promulgated on the Daily Movements signal and also passed to vessels by VHF when appropriate.	Vessel and tugs in whose favour a "Clear Channel" is in force.
Code pennant above flag Alpha	<b>DIVING</b> Vessels conducting diving operations. Diving Tenders, operating close to and under the control of a vessel showing the appropriate diving lights, will only show a white all round light by night.	By vessel concerned.
Code pennant above flag romeo, above flag yankee	<b>POTENTIALLY HAZARDOUS OPERATIONS</b> You should proceed at slow speed when passing me.	By vessel Concerned.

## Schedule of major passenger ship movements - courtesy of ABP Southampton

Arrival	Departure	Ship	Berth
05 <sup>th</sup> Apr	0630 1830	Oriana	106
08 <sup>th</sup> Apr	0630 1800	Arcadia	106
12 <sup>th</sup> Apr	0800 1700	Saga Rose	38/9
<b>14<sup>th</sup> Apr</b>	<b>0630 1700</b>	<b>Queen Elizabeth 2</b>	<b>38/9</b> ****Special arrangements on departure.****
14 <sup>th</sup> Apr	0630 1830	Oriana	106
01 <sup>st</sup> May	0630 1800	Arcadia	38/9
01 <sup>st</sup> May	0630 08 <sup>th</sup> /2000	Oriana	106
09 <sup>th</sup> May	0630 1830	Oriana	106
10 <sup>th</sup> May	0800 1700	Saga Rose	38/9
13 <sup>th</sup> May	0700 to DD	Victoria	106
15 <sup>th</sup> May	0630 1800	Arcadia	38/9
16 <sup>th</sup> May	0630 1600	Queen Elizabeth 2	38/9
18 <sup>th</sup> May	1200 1800	Victoria	106
20 <sup>th</sup> May	0630 1830	Oriana	106
23 <sup>rd</sup> May	0630 1830	Oriana	106
26 <sup>th</sup> May	0630 1600	Queen Elizabeth 2	38/9
27 <sup>th</sup> May	0630 1800	Arcadia	106
30 <sup>th</sup> May	0830 1800	Victoria	106
03 <sup>rd</sup> Jun	0630 1800	Arcadia	106
06 <sup>th</sup> Jun	0630 1800	Arcadia	106
07 <sup>th</sup> Jun	0630 1700	Queen Elizabeth 2	38/9

As always you are reminded that this is only a provisional list and could be subject to alteration at short notice. If you are interested in viewing these ships please check the accuracy of these times nearer the day.

## News in brief.....

- ABP plans to invest over £2m in a new vehicle holding centre for Ford Motor Co. The 40-acre site split between two locations should be operational by early 1999. The site will be divided between the Eastern and Western Docks and will be operated by Ford contractors Axial and Berkeley Handling.
- The **Norasia Salome** called late last year at SCT that marked the resumption of transatlantic container services at the port after a gap of 11 years. As well as the new transatlantic link, Norasia will also be calling at Southampton with its Europe/Middle East/Asia service in partnership with CMA and NSCSA.
- Also in late December the first block of steel for P&O's latest cruiseship, **Aurora** had been positioned in the covered dock at the Meyer Werft facility in Papenburg. Fourteen months from now two-thirds the time taken to complete the **Oriana** the 76000-ton **Aurora** will emerge from the builder's hall. The anticipated delivery date for the **Aurora** is May 2000.
- Shipbuilding repair and maintenance company J. Bolson & Sons, acquired by Poole Harbour commissioners in 1994 ceased trading in May last year. The site has been sold to Marine Sales (UK) for £1.6m. The existing slipways and buildings are to be redeveloped into repair and maintenance facilities for commercial and pleasure craft up to 25m long.
- The £30m ro-pax vessel which is due to enter service on Commodore Shipping's Portsmouth/Guernsey/Jersey route from October 1999 will be named **Commodore Clipper**. The new vessel, the fifth of this name, will have 1,265 lane metres and carries up to 500 passengers. **Commodore Clipper** is being built by Van der Giesen de Noord in Rotterdam.
- The **Edinburgh Castle** alongside at 102 berth had by mid January had been arrested twice in port for unpaid debts. The two detentions crown a year of horrendous developments for the 1966 built vessel owned by Lowline. As a result of all the ships delays the operators lost a valuable charter to Japan, where she had been chartered for an 80 day round the world peace trip. RBS have now called in the receivers and it has been reported that the ship is now under the control of "V-Ships".
- The new Cunarder currently being tendered for by European shipyards is likely to be the most expensive cruiseship ever built at between \$550m and \$600m. At around 110,000 gt she is likely to spend more time on the Atlantic than her future partner **Queen Elizabeth 2**. Delivery of the ship is expected to be in 2002 before the transatlantic season.
- **Oriana** 69,153gt is to be refitted at A&P Southampton, the refit expected to take 21 days and will commence on April 16<sup>th</sup> and complete on May 6<sup>th</sup>, This is the second for **Oriana** which was built at Meyer Werft entering service in April 1995. Another P&O vessel **Victoria** is due for dry-docking in November.
- It has been reported that P&O Cruises and ABP are in discussions about the possibility of building a new cruise terminal at Southampton to replace the ageing Mayflower terminal. The Mayflower terminal dates back to the 1940's, a spokesperson for ABP indicated that if a new terminal were to be built it would be in a different location to the Mayflower Terminal.
- Princess Cruises has decided to drop Lloyd's register Class for the world's largest cruiseship, the 109,000 gt **Grand Princess** less than two years after her June 1997 delivery. **Grand Princess** was built by Italy's Fincantieri to dual class of Lloyds Register and RINA. RINA is now to take charge of all tasks related to statutory certification.
- The **Stena Cambria** was due to make its final sailing from Newhaven – Dieppe at 21:30 on January 31<sup>st</sup>. Sea Containers subsidiary, Hoverspeed is expected to open up a summer season fast ferry service in April. P&O Stena have reported a steady decline in passengers since 1993 and unacceptable losses for 1998.
- Royal Caribbean International will name its second and third 142,000 gt, Eagle-class cruiseships **Explorer of the Seas** and **Adventure of the Seas**. The vessels will be delivered in the autumn of 2000 and spring 2002. The first in the series **Voyager of the Seas** is scheduled to make its maiden voyage on 21<sup>st</sup> November this year. All of the vessels are being built at Kvaerner Masa Yards in Finland.

# Monty's Notebook .....compiled by Monty Beckett

A summary of new or infrequent callers

## 204/7:

Norasia Salome 17000/98, Ville de Taurus 40480/97, Camira 4107/97, Ville de Aquarius 40405/96, Ville de Antares 40400/97, P&O Nedlloyd Kowloon 80600/98, Ville de Virgo 40400/97, Portlink Caravel 3821/96, Ville de Vela 35595/94, OOCL Hong Kong 66045/95, Ville de Shanghai, Norasia Samantha 25219/98, Ville de Orion 40465/97, Ville de Tanya 36045/98, Norasia Sheba 25219/98, Norasia Scarlett 25219/99, Merkur Beach16800/96.

## Marchwood Bulk Berth:

Burhou 1 674/78, A Wetzel 1043/96, Igarka 2426/86.

## Marchwood RLC:

Steuart 4953/83, Weser 3219/86, Dana Hafnia 11125/79, Altinia 8707/92, Scottish Star 10291/85, Lanresse 534/75, Atlantic Crusader 7366/92, Sea Centurion 14500/98, Clare 5617/72, HMS Ocean, King of Scandinavia 13336/74, Kochnev 6030/89, Gopher State 17904/72, Ali Baba 1518/83.

## APL Dry Dock:

Black Prince 11200/66, Pride of Calais, Black Watch 28668/72, European Seaways 22986/91, Pegasus Bay 52055/78, Pride of Le Havre

## 109:

Zafir 4313/83, Potenitz 1934/82, Yeoman Bank 24575/82.

## 107/8:

A.Tsereteli 21968/87, Markborg 6540/97, Betty Jean 794/85, Union Robin 1501/83, Kasteelborg 6142/98, Wadag 11632/80, Claudia-Isabell 2905/97, Bosporus 2997/96, Nadvoitsy 2829/88.

## 104:

Maveric 5103/93, Neptunic 3998/89, Green Bergen 6182/83, Glorious harvest 8519/89.

## 102/3:

Alexander 1788/77, Eliane Trader 1384/78, Breezand 1560/83

## 101/2:

Polar Uruguay 10629/93, Ivory Eagle 10402/92.

## Ro/Ro Vessels:

Seabridge 5236/74, Australian Highway 23850/81, Takara 48547/86, Blue Arabella 6656/74, Asian King 55729/98, Libra Leader 57500/98, Grande Africa 58500/98, Grande America 55642/97, Hyundai No105 40772/86, Ocean Spirit 15654/73, Asian Captain 55792/98, Cypress Trail 42447/88.

## 36/47:

Captain Giannis 5963/77, Christos-1 3405/73, Daisy-1 2723/68, Elizabeth C 2165/71, Gunay A 17152/81, Bunga Saga Lapan 38489/98, Hope L 13661/74, Hero 11356/84, Olga 4791/67, Jessy 4643/84, Lara 3750/98, Pacific Orient 35125/84, Evangelos Ch 17308/76, Sonia 4909/68, Aida 4927/97, Verdon 14929/81.

## 43/4:

Daria 25190/95, Ambassadeur 2224/97.

## 38/9:

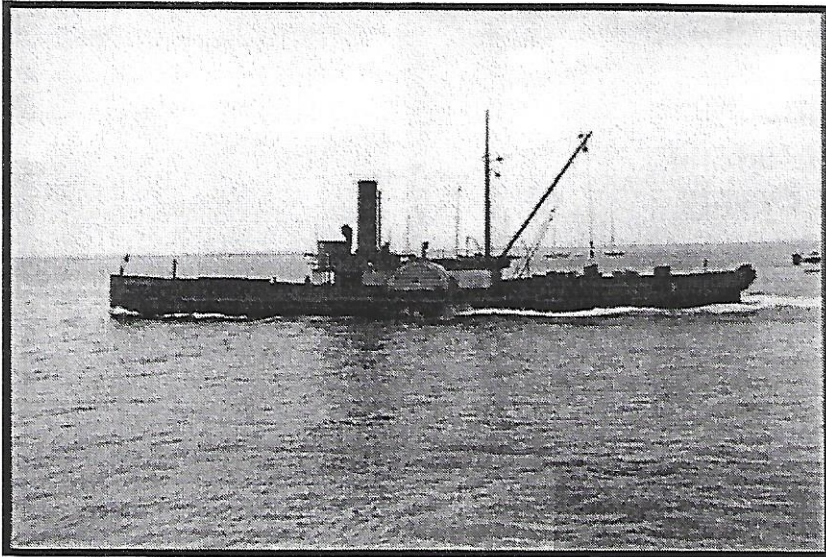
The Emerald 24851/58.

## Dibles:

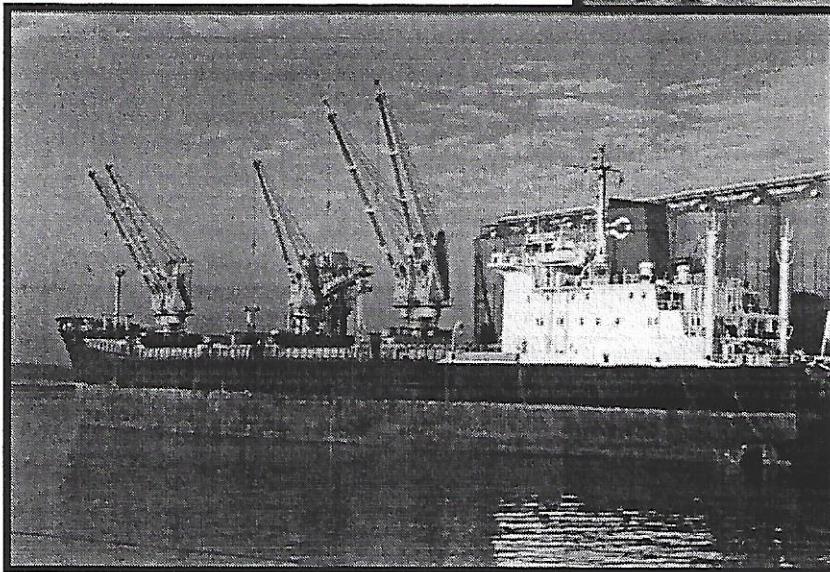
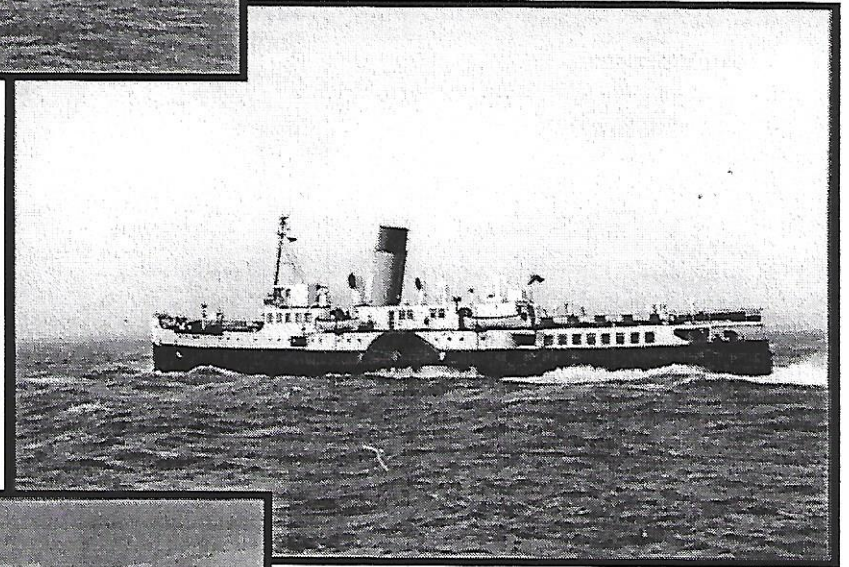
Alexis 3658/75, Julia 2740/67, Oslo 2805/97, Lore Prahm 1156/89, Sea Trent 1475/77, RMS Duisberg 1281/83, Silmaril 1391/85, Sierksdorf 1963/83, Dioli 1513/83, Stuben 1935/76, Ortrud 1922/78, Lass Moon 1515/92, Union Arcbo 1522/84, Marc Trader 1300/83, Danica Brown 997/86.

## Princes Wharf:

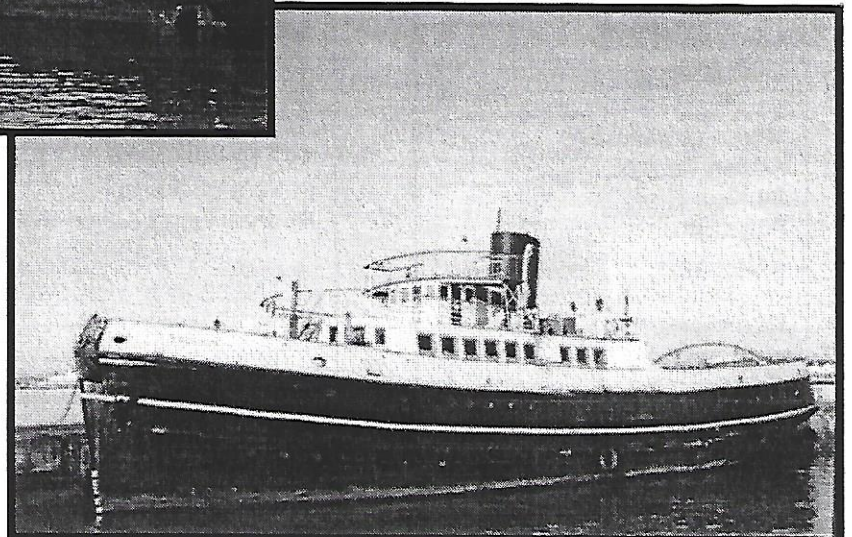
Schulenburg 2265/81, Zug 2583/77, Altea 1725.82, Garibaldi 1895/81.



Two pictures from the Phil Hoskins collection taken during an IOW holiday. The **PS Ryde** and the **Lord Elgin**. Can you date the pictures? PTO for the answer.



Above the bulker **Verdon** at 47 berth and Right a recent photograph on the **Calshot** on the inside of 42 berth.  
Photographs by Monty Beckett



## Branch Officers and Committee

### **Chairman**

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SO50 8EN 01703 600197

### **Reprographics**

Mike Lindsay  
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SO15 7JY 01703 694558

## Forthcoming Programme and Events

### **Venue:**

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

### **1999 Programme**

#### **9<sup>th</sup> March**

All at Sea  
Capt. W. Burns

#### **13<sup>th</sup> April**

The Last Years of the Orient  
Line – A Purser Remembers  
Nelson French

#### **11<sup>th</sup> May**

Thornycroft's  
John Lillywhite and Mick  
Lindsay

#### **8<sup>th</sup> June**

Coastal Shipping & Tripping  
Bernard McCall

#### **13<sup>th</sup> July**

Merchant Shipping 1940-60's  
Basil Devenish-Meares

#### **10<sup>th</sup> August**

Members Evening

#### **14<sup>th</sup> September**

Photographic Competition

#### **12<sup>th</sup> October**

A Wonderful Day at .....

A membership event.

#### **9<sup>th</sup> November**

AGM (a correct date)

#### **14<sup>th</sup> December**

In Foreign Ports  
Andrew Hogg & Rod Baker

## Branch Notice Board

Anyone interested in a sample copy of the "Long Island Paddle Wheel" or an application for the Steamship Historical Society of America, the publishers. The editor has both courtesy Adrian Tennet an, the subscription cost for next year would be \$25.

### **Desperately Seeking.....**

Your Hon. Sec. is looking for photographs of vessels taken on the Town Quay or River Itchen 25+ years ago. I would be happy to loan or purchase outright suitable material.

Rod Baker.

### **Annual Boat Trip 1999**

If you are interested and have not booked your place for this years cruise on the 27<sup>th</sup> June it is important that you do so as soon as possible.

The numbers on the day are limited to ensure photographic opportunities. If there are insufficient branch members interested the event will be advertised further afield.

Answer: 13<sup>th</sup> July 1952.  
Don't phone; don't write it's just for fun.