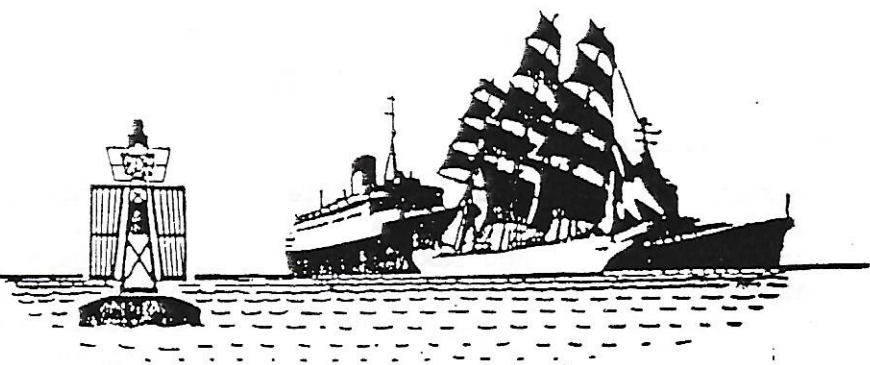


# BLACK JACK

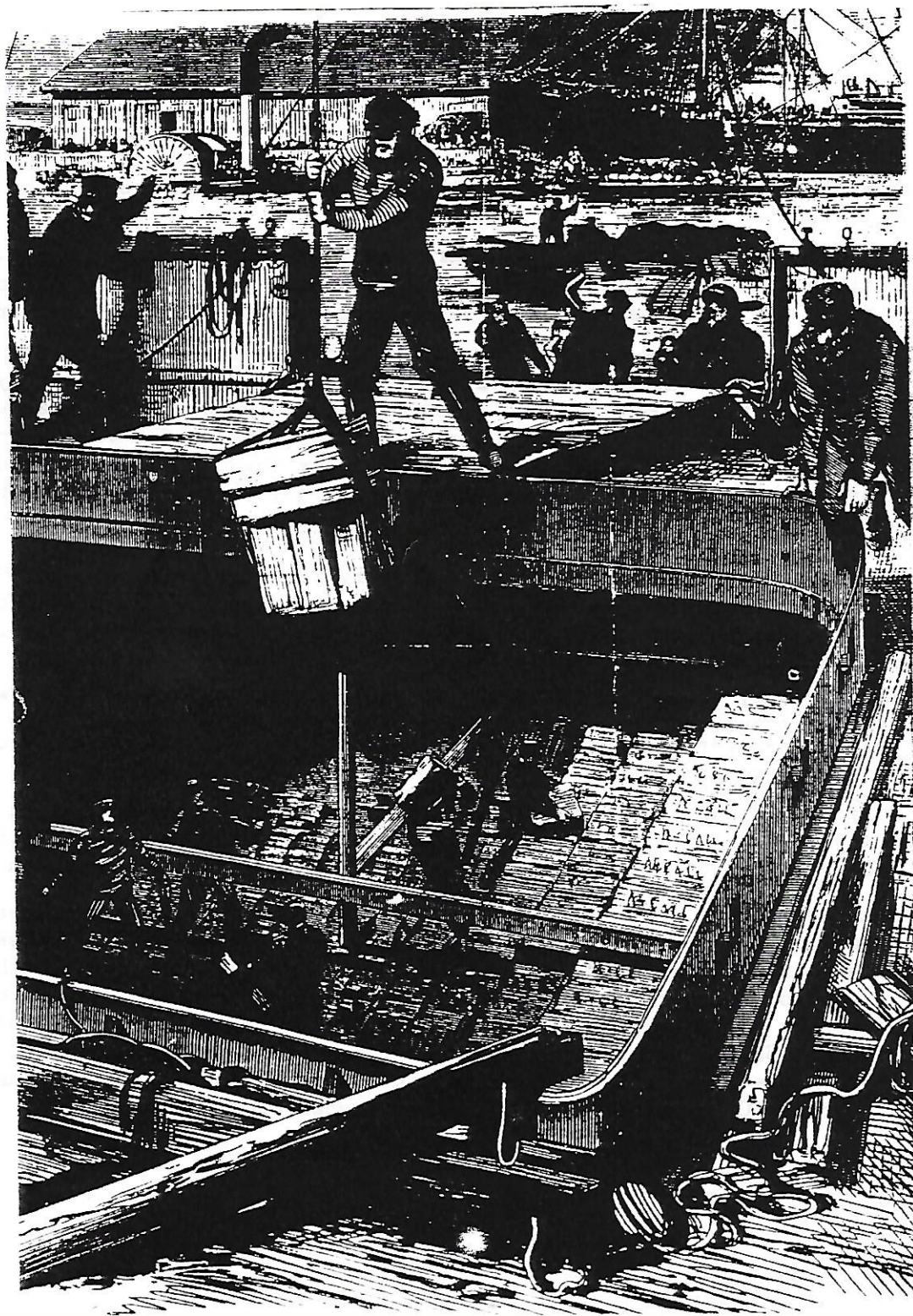
QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY



SUMMER 1992

No 82.

*Stevedores at work in the Millwall Dock 1870.*



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N O S T A L G I A

MONDAY 15th April 1935

W.H. Mitchell

A Spring day in the halcyon years of Southampton as Britain's premier passenger port.

As usual, there were a number of ex Cunard and White Star ships at berth. Under the title of Cunard White Star Ltd following the merger of the Atlantic services of the two companies in 1934 they still retained their old liveries

The ex Cunard ships in dock were the Aquitania and Mauretania, the latter sold in that month for breaking up at Rosyth. Of the White Star ships the Olympic (45324g) was laid up at 104 berth on 12 April; later, in September, she was sold to Metal Industries Ltd for breaking up and left Southampton for Jarrow on 13 October. The remains of her hull were eventually towed to Inverkeithing for final scrapping on 19 September 1937. The Homeric 33,356 gt (1922) had arrived on 13th April from a Mediterranean cruise and was due to sail on another on 18th April.

However, the event of the week was to be the arrival of the Britannia 26,943 gt on Tuesday 16th, sailing for New York on Saturday 20th April. The other White Star vessel, her sistership Georgic 27,759g was to arrive on Tuesday 30th April from New York and sail for that port on 4th May.

As this was the only occasion the people of Southampton would have to view the ships during that summer, arrangements were made for public viewing. The Britannia was opened for inspection on Good Friday 10 am - 1 pm and the Georgic at the end of the month.

As a holiday attraction the company also arranged for the public to visit the 56,551 gt Majestic, formerly the German Bismarck on Easter Sunday and Monday. She arrived from New York on Friday 19th and sailed for that port on 24th April.

There was an incredible number of cross-Channel ships in the docks for seasonal overhauls and lay-up. No less than seventeen were Southern Railway vessels. However, they were not all Southampton-based, some working from Portsmouth to the Isle of Wight, some were from the South-east channel ports whilst the Twickenham Ferry and Hampton Ferry were at 107-8 berths awaiting their transfer to Dover where their sistership Shepperton Ferry would join them in the Dover-Dunkerque train-ferry service. This was eventually inaugurated in October 1936. Stern loading ferries they could carry 700 passengers, twelve rail coaches or 40 wagons.

SHIPS IN DOCK AT SOUTHAMPTON AT NOON 15TH APRIL 1935.

Berth

- |       |                                |  |
|-------|--------------------------------|--|
| 1     | Normannia 1567 g (1911)        | Southern Railway   |
| 2     | Lorina 1678 g (1918)           | Southern Railway   |
| 2     | Princess Ena 1198 g (1906)     | Southern Railway   |
| 3     | Isle of Jersey 2143 g (1929)   | Southern Railway   |
| 3     | Haslemere 756 g (1925)         | Southern Railway   |
| 3     | Southsea 213 g (1930)          | Southern Railway   |
| 4     | Fratton 759 g (1925)           | Southern Railway   |
| 6     | Hantonia 1560 (1911)           | Southern Railway   |
| 7     | Ringwood 755 g (1926)          | Southern Railway   |
| 8     | Isle of Guernsey 3143 g (1930) | Southern Railway   |
| 9     | Dinard 2294 g (1924)           | Southern Railway   |
| 13    | Lulonga 821 g (1907)           | Hook SS Co.Ltd (Goole & Hull Steam Towing Co.Ltd) Coaster, machinery aft.                                    |
| 16    | No.48 Light Vessel             | Trinity House  |
| 17    | Freshwater 263 g (1927)        | Southern Railway   |
| 18    | Nelson                         | (barge)  |
| 19    | St Briac 2292 g (1924)         | Southern Railway   |
| 19    | Aldershot 1769                 | ex Brittany 1933.<br>12.1936: sold to D Tripcovitch, Trieste.<br>Renamed Hercules.                           |
| 20    | Falcon 1025 (1927)             | General Steam Nav Co. from Bordeaux to Bordeaux.   |
| 23    | Lochee 964 (1937)              | (Dundee, Perth & London Sg Co. For dundee.   |
| 25    | Patrol 261 (1914)              | Trinity House  |
| 28    | Corstar 2337 (1918)            | ex War Dart 1919. (Cory Colliers Ltd. Discharging coal.  |
| 29    | Maid of Orleans 2384 (1918)    |  |
| 30-31 | Voltaire 13245 (1923)          | (Lampart & Holt Ltd. 15 April: from Mediterranean Cruise. 18 April for Mediterranean Cruise.                 |
| 32-33 | Alcantara 22209 (1926)         | Sails 4 May for Buenos Aires after conversion from diesel to turbine propulsion. Asturias already converted. |
| 35-36 | Armada Castle 12973 (1903)     | 1935: withdrawn from service. 1936: broken up  |
| 37    | Hansa 880 g (1904)             | Feeder ship from Hamburg   |
| 38    | Winchester Castle 20109g(1930) | Arrived 8th April from Cape Town   |
| 40    | Tainui 9965g (1908)            | (Shaw, Savill & Albion). Arrived 12th April from Wellington for London with refrigerated cargo.              |
| 43    | Homeric 34356 g (1922)         | Cunard White Star Line. For Mediterranean Cruise 4th May.  |
| 44    | Aquitania 45647g (1914)        | Cunard White Star Line. For New York 17th April.   |
| 46    | Arandora Star 15474 g (1927)   | Blue Star Line. For Mediterranean Cruise 17th April. Return 11th May.  |
| 48    | Floating Crane                 | (Southern Railway)   |

At 49 berth, the Prinsesa Olga was undergoing a refit. One of two ships built by Workman, Clark & Co. Ltd Belfast in 1915 she was named Ebro - her sistership Essequibo - both for the Pacific S.N. Company.

In 1935 she was sold to Jugoslavensk Lloyd and renamed Prinsesa Olga, working in the Lisbon-New York passenger service. In 1940 she was acquired by Cia Colonial Navegacao, Portugal and, renamed Serpa Pinto, worked on the South America route, calling at Madeira and the Canary Islands. On 10 October 1955 she arrived at Antwerp in tow of the Dutch Rug Rode Zee for breaking up

102-3 Rose (coaster)

105 Marconi 7402 g (1917) Lamport & Holt Ltd. On charter to Union Castle Mail SS Co. Ltd

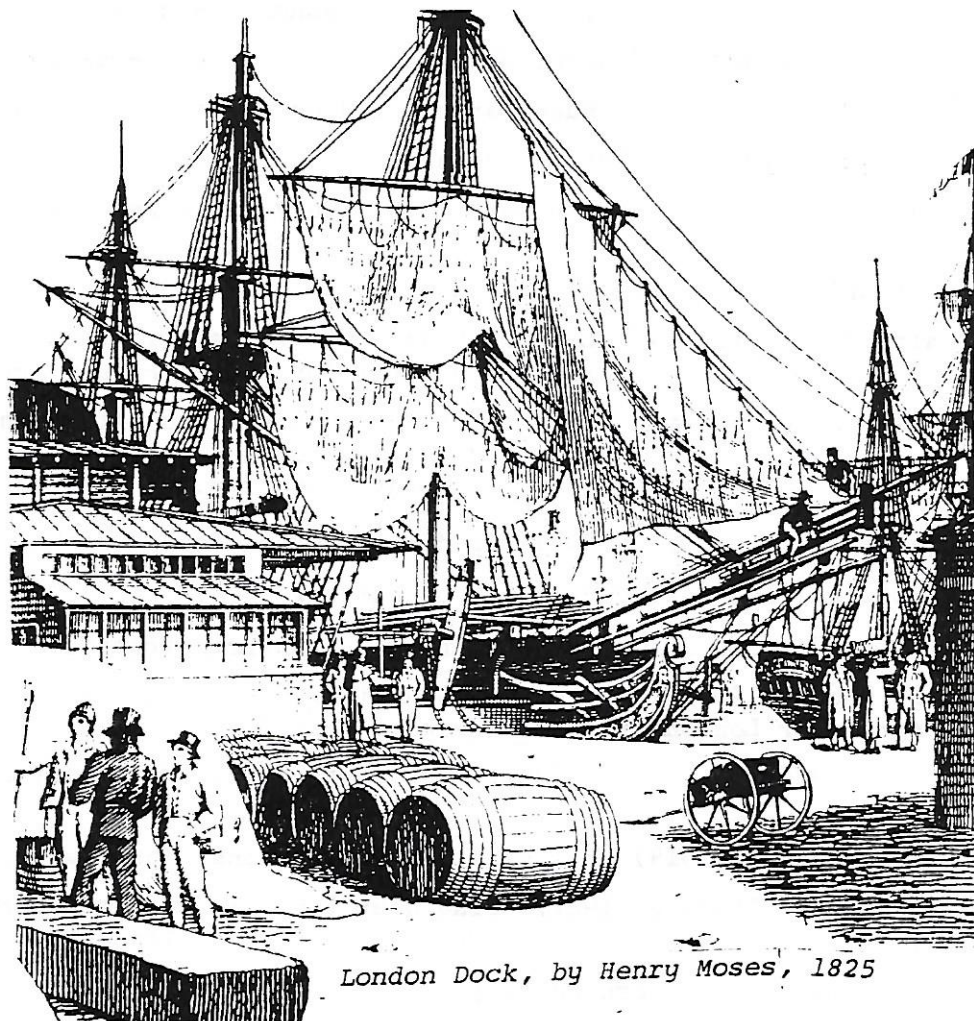
106 Neuralia 9182 g (1913) British India SN Co. Ltd Troopship

2 Drydock Greetings 984 g Tender (Southampton SS Co. Ltd (Alexandra) Towing Co. Ltd Built Stettin, Germany 1914.

3 Drydock HMS Forester Flotilla Leader. Launched 28.6.1934 J.S. White, Cowes, Completed 29.3.1935 1890 displacement

4 Drydock Evadne, Ocean Rover Yachts

5 Drydock Almanzora 15551 (1914) (Royal Mail SP Co. Ltd Arrived 9 April from Buenos Aires.

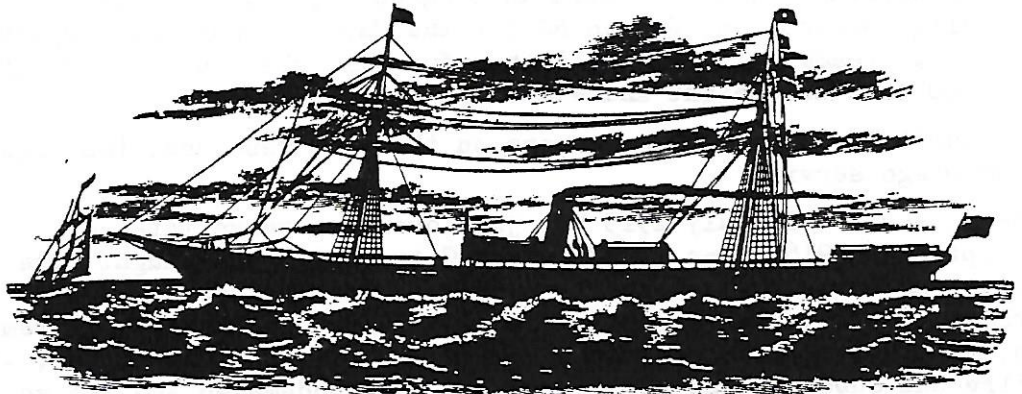


London Dock, by Henry Moses, 1825

FROZEN MUTTON FROM THE FALKLAND ISLANDS,

Per S.S. "Selembria," fitted with

J. & E. HALL'S COLD AIR MACHINES.



S.S. "SELEMBRIA"—3041 TONS REGISTER.

Extract from "THE TIMES" of the 16th July, 1886.

FROZEN MEAT.—The importation of frozen meat to this country continues to increase, and the recent arrival in the East India Docks of a cargo of over 30,000 frozen carcasses of mutton in excellent condition is the latest and as yet the most extensive contribution that has been made in the form of a single cargo to the meat supply of this country. This has been brought by the steamer Selembria from the Falkland Islands, and when one considers that East Falkland was only colonized by British subjects in 1853, and West Falkland in 1861, and that there are now nearly 600,000 sheep in the islands, it seems indeed, little short of marvellous. Those brought over are described as being of prime Canterbury type, well fleshed, and with no superfluous wasteful fat, and they average from 60lb. to 70lb. each. Sales have been effected of portions of the cargo at over 5s. per pound. The steamship Selembria, chartered by the Falkland Islands Meat Company, who have entered into agreements with the owners of sheep for the supply of 60,000 per annum, is a steamer of 3,041 tons register, and was fitted out completely by Messrs. J. and E. Hall, of Dartford and London, for this trade. She left England in Decem-

ber last, and would in the ordinary course have returned in April but for the preparations that it was necessary to make in the first instance before the meat could be shipped, as no labour or materials were to be found on the other side. Thus it was necessary to take out a staff of butchers to deal with the meat in the first instance, stevedores to stow away the carcasses in the lower hold as soon as these were frozen, this latter operation being carried out in the 'tween decks, and mechanics to erect the necessary buildings, tramways, and derricks at the three principal ports where the meat is obtained, all this plant being taken out in the ship. The colonists have hitherto contented themselves with what they could realize with the wool, skins, and tallow, to be obtained from their sheep, but now, in consequence of this most recent development in refrigerating machinery by means of cold dry air, they will be able to send their mutton to the English market, not only to their own advantage, but also to that of the consumers over here; and there appears to be every reason to expect that the enterprise which has been entered into in so practical a manner will result in a complete success.

8B, RUMFORD PLACE,

LIVERPOOL.

28th August, 1886.

MESSRS. J. & E. HALL,  
London.

DEAR SIRS,—The Cold Air Machines fitted by you in the S.S. "Selembria," froze very satisfactorily 30,000 carcasses of mutton on the voyage at and from the Falkland Islands, the whole cargo arriving here in perfect condition.

Yours faithfully,

CROW, RUDOLF & CO.

SNIPPETS

S.S.R. 13. 1. 1944

Wartime development at Glasgow was establishment of a fleet of six Fire Boats under the Marine Division of the National Fire Service, required and speedily adapted by N F S personnel.

One was built in 1911 as George Wishart the Martyr for service as a Missions to Seamen tender on the Thames. She, later, became Southampton Belle, a pleasure steamer out of Southampton and then, Rena, a West Highland ferry. She was damaged in a Blydeside blitz of 1941 by bomb splinters while fighting a fire.

Her measurements were 53 ft x 11'6". She was 22 gross tons; her engine 8 hp. Any more information would be very interesting.

Sometimes in correspondence there comes a letter containing notes on shipping which, with a little research, can be put together to make a story.

I recently received one such letter and the story of the Empire Woodlark now unfolds in some detail.

The EMPIRE WOODLARK was completed as Congress by the New York Shipbuilding Corporation, Camden NJ for the Pacific Coast SS Company. A twin screw steamer with two tall thin funnels she was of 7,793 gross tons, 3,400 tons deadweight and 442 ft in length overall.

She was built to carry 500 passengers on the San Francisco, Los Angeles and San Diego service

She began service in July 1913 but just over two years later on 14th September 1916, when off Crescent City, Cal., she caught fire in the upper hold, the blaze quickly spreading to the cargo and superstructure. Out of control, the fire burned the ship from stem to stern, all passengers and crew leaving in the lifeboats. Later, when the fire had subdued, the machinery was found undamaged and the ship was sent to Seattle for reconstruction.

In 1918 her owners changed and her name became Nanking of the China Mail SS Company but in 1922 this company came into financial difficulties and the ship was seized and bought by the Pacific SS Company who had acquired the Pacific Coast SS Company in 1916. Again rebuilt, she returned to the West coast run, was renamed Emma Alexander and continued as such until 1934 when she was laid up at Oakland.

Then came the Second World War and the British Government, in a great build-up of the British Merchant Navy in 1940, acquired a great number of old American laid-up ships including the Emma Alexander, the ship arriving at Liverpool in December 1941. Within a month she was trooping to the Far East. All accommodation was now above the waterline and she continued working as a troopship throughout the war.

On 2nd November 1946 still bearing the name Empire Woodlark which she had been given in 1941, she was scuttled with chemical ammunition North of Hebrides 59.00N 7.40W

W.H.Mitchell

## All a bawd

ROYAL Cruise Line sent a Clwyd reader details of its seven day Scandinavia cruise. Accommodatio "Deluxe outside stateroom.— bathroom, shower, extra-large widow."



W DID YOU KNOW?  
NOAH'S ARK HAD  
A LENGTH OF 436  
BEAM OF 72 FT.  
HEIGHT OF 42 FT.

DO YOU THINK HE KNOWS SOMETHING WE DON'T?

August 11th.	MEMBERS OPEN EVENING
September 8th.	PHOTOGRAPHIC COMPETITION
October 13th.	A.G.M. AND SUPPORTING PROGRAMME
November 10th.	GOING FORTH W.S.S. Slide Show
December 15th.	FIRST VOYAGE Neil Richardson

# Keeping a P&O story alive in Sri Lanka

IN 1949 as a schoolboy, P&O Containers Director Alan Bott visited Ceylon with his parents aboard *Orcades*. Last year he returned to Ceylon, now called Sri Lanka, on holiday and discovered a link with P&O stretching back to the company's earliest years.

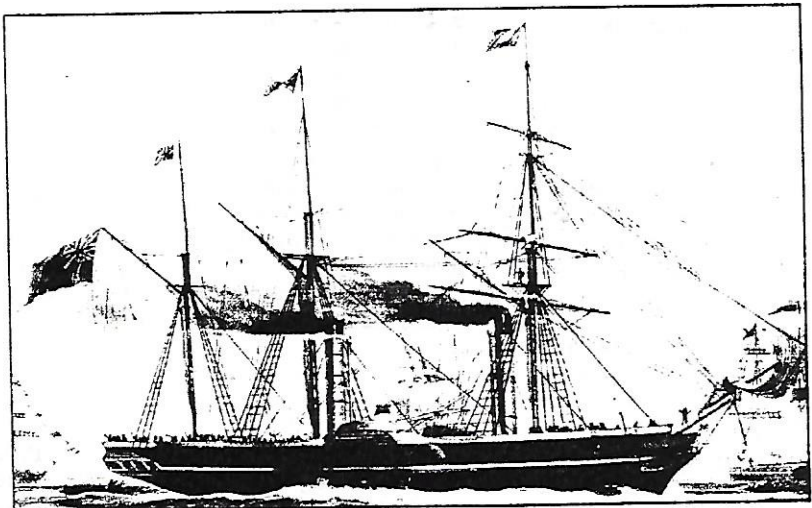
"During the holiday, I stayed at Galle, at the Hotel Closenburg, a building whose connections with P&O go back 150 years.

"Closenburg ('fortress on which the sea roars') was originally built by the Dutch in the 18th century. The British took Galle fort, across the bay, in 1790 and Closenburg fort fell into disrepair. In 1842, the P&O ship *Hindostan* called at Galle initiating a regular service with Europe.

## Rising sun

"A little later the P&O agent, Captain Bayley acquired Closenburg as the company's station in Ceylon. He built the present house and with his wife, designed the delightful gardens. He named the house 'Villa Marina' - after his wife, and the splendid position overlooking the sea.

"P&O had used the rising sun as its



■ Above: In 1842, the P&O ship *Hindostan* called at Galle initiating a regular service with Europe.

device since at least the 1850s. The rising sun is repeated again and again at Closenburg: in the rafters of the dining room, over some of the doors, in the furniture - even on the beds of Captain and Mrs Marina Bayley! In 1882, P&O moved its Ceylon headquarters from Galle to Colombo and Closenburg was sold to a forebear of the present owners, whose family had served P&O ships at Galle.

"In P&O's centenary year, the ris-

ing sun was incorporated into the company's coat of arms.

"A copy of the coat of arms and flag, together with a short account of the ancient connection between Sri Lanka and P&O have now been presented to hang in Hotel Closenburg, alias Villa Marina at Galle."

Alan Bott joined the P&O group in 1956, becoming a director of New Zealand Shipping Co in 1971. He joined P&O Containers in 1975.

# SEA PRINCESS SAVES PASSENGERS FROM STRICKEN FRENCH SHIP

## Dramatic rescue in Java Sea

**I**N FEBRUARY this year, on passage from Singapore to Jakarta, Captain Ian Tomkins on board *Sea Princess* received a distress call from Captain Pierre Delery of the Paquet Line cruise ship *Ocean Pearl*. He explained that after a serious engine room fire, his ship had no means of propulsion and would have to be towed to Singapore for extensive repairs. Altering course, *Sea Princess* steamed to the stricken ship to rescue the stranded passengers and transport them to Bali.

Captain Tomkins has full praise for his ship's company from the engine room to the entertainers. "Everyone, including the *Sea Princess* passengers, rose to the occasion magnificently," he says.

There was little sleep for Radio Officer Andy Wilson as messages hurtled back and forth from the ship to the UK, and to ports en route. The first test was for the navigators, who, supported by the engine room, negotiated the shallow, dangerous, Banka Strait. Seamanship was again to the fore as launches were lowered and CPO Salem Shah and his team transferred passengers and baggage from *Ocean Pearl* to *Sea Princess* in under two hours.

Once the passengers were on board, it was P&O's first woman purser, Judith Smyth, and her team who had the mammoth job of accommodating and feeding 371 unexpected guests on an already well filled cruise ship.

Somehow they managed to find a berth for everybody. Maitre D' Nick Holford and Chef Alistair Dawson supervised a magnificent effort in the galley and dining room, serving a separate extra sitting for each dinner.

Many letters of thanks and praise for the Captain and ship's company of *Sea Princess* have been received by P&O Chairman Lord Sterling and P&O Cruises Managing Director Gwyn Hughes.

*"As an off-shore yachtsman of some 40 years, I consider the conduct and sheer professionalism of your staff was a great credit to this country and the hospitality en route to Bali was outstanding."*

R.A. Wisby,  
Woldingham, Surrey, UK

### RESCUE LOG

- 1945hrs, Wednesday, 12th February  
A satellite telephone call was received from the Captain of m.v. *Ocean Pearl*. He said he had lost his engines to a serious fire and was at anchor in position 2° 19.0'S, 105° 30.0'E, Banka Straits. The fire was extinguished and his passengers were safe. He asked if *Sea Princess* could pick them up.
- 2300hrs, Wednesday, 12th February  
Hydrographical Office in Taunton, U.K. fax to the ship the latest navigational information on the Banka Strait.
- 2320hrs, Wednesday, 12th February  
After careful consultation with Head Office, the decision was made to divert and proceed at the maximum safe speed to the assistance of the *Ocean Pearl*.
- 0200hrs, Thursday, 13th February  
*Sea Princess* enters the Banka Strait.
- 0900hrs, Thursday, 13th February  
*Sea Princess* anchors beside *Ocean Pearl* and lowers the ship's launches.
- 0930hrs, Thursday, 13th February  
First *Ocean Pearl* passengers board *Sea Princess*.
- 1120hrs, Thursday, 13th February  
Transfer of all passengers complete.
- 1200hrs, Thursday, 13th February  
*Sea Princess* weighs anchor and proceeds back down the Banka Strait bound for Bali.
- 0643hrs, Saturday, 15th February  
*Sea Princess* arrives in Bali.
- 1240hrs, Saturday, 15th February  
*Ocean Pearl* passengers safely ashore in Bali, the transfer now complete.

We can only picture a few but every person on board came in for high praise in letters like those below.

*"Ocean Pearl was without engines, air-conditioning or running water following the fire. To be advised that Sea Princess would take all 371 passengers and their baggage was a great relief, to see the efficiency and speed of transfer was a delight, whilst the reception from the ship's company and passengers was outstanding. Our predicament and position must have contained some element of risk to your ship and passengers and we are grateful for the sheer professionalism displayed by Sea Princess."*

Peter L. Whiting,  
Grays, Essex, UK



## Keel of new German frigate laid

THE first 300-tonne section of the German frigate *Brandenburg* was laid on the slip at the Hamburg yard of Blohm & Voss on 11th February. She is the first of four Type 123 anti-submarine frigates formerly referred to as the 'Deutschland' class.

B & V is the leader of a consortium which includes Howaldtswerft-DeutscheWerft (HDW) and Thyssen-Nordseewerke (TNSW). The second frigate *Schleswig-Holstein* will be built by HDW in Kiel, the third *Bayern* will be built by TNSW in Emden, and the fourth *Mecklenburg-Vorpommern* will be built by Bremer Vulkan in Bremen. The *Brandenburg* will be delivered in 1994 and the last ship will be ready in 1996.

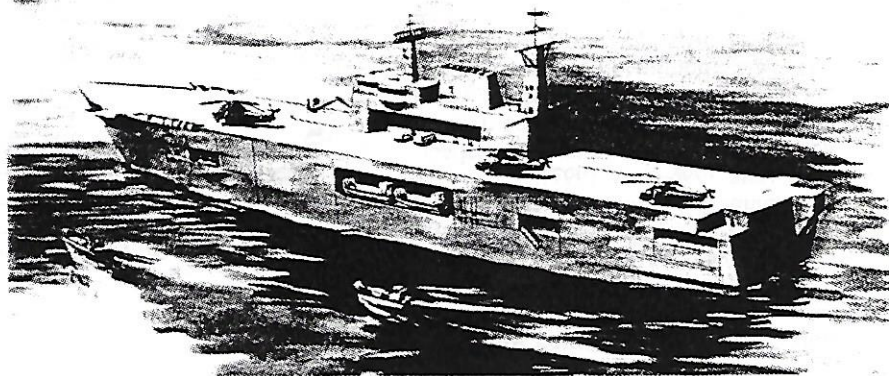
These four ships are to replace the Type 101A destroyers of the *Hamburg* class. One of these, *Hessen*, was stricken in 1990. The Type 123 ships are very similar to the preceding Type 122 *Bremen* class but have advanced features derived from experience, with the MEKO family of designs. The 4,500-tonne frigates, with an overall length of 139m, will have contemporary stealth features and a CODOG propulsion plant similar to the Type 122. They will be armed with 76mm guns, Harpoon anti-ship missiles and VL Sea Sparrow SAMs.

### Malaysia frames OPV requirements

The Royal Malaysian Navy is to frame a General Staff Requirement for its planned offshore patrol vessel programme. The RMN hopes to build as many as 18 OPVs to protect the EEZ and other national interests in the South China Sea.

Design parameters have not yet been defined but informed sources suggest a displacement of 800-1200 tonnes, dimensions of c80m x 10m x 3m, twin shaft diesel propulsion with a speed of 20 knots and endurance of about 6,000nm at 12 knots, armament of one medium calibre gun and one light gun, and a complement of seven officers and 43 ratings. A helicopter deck and telescopic hangar will be provided, and a handling and recovery system will be required to permit operations in Sea State 5. Sensors will include surveillance radar, optronic fire control, ESM, IFF and navigation radar.

If finances permit the RMN will order four OPVs under the Sixth Malaysian Plan at an estimated cost of M\$850 million. Government policy is to encourage local shipbuilding, so at least some of the ships will be built in Malaysia. The most obvious contenders are the state-owned Naval dockyard (the former naval dockyard at Lumut on the west



Artists impression of a 24,000t helicopter carrier design on which *Swan Hunter's LPH bid is likely to be based.*

coast) and the Malaysia Shipbuilding & Engineering Co of Johore, which previously built the OPV *Marikh* to a Korean design.

### US coastal patrol boat launched

The first coastal patrol boat, *Cyclone*, in a new series for the US Navy, was launched by the Bollinger Shipyard at Lockport LA on 15th February. The design is based on Vosper Thornycroft's 52m 'Ramadan' FAC hull and the powerplant comprises four Paxman Valenta 16RP200CM diesels driving twin shafts (See *Warship Technology*, February 1992). Twelve more of this class are on order from the yard. They will replace existing 65ft MkII patrol boats for coastal patrol, interdiction and special operations. Seven will be stationed at the Naval Amphibious Base at Little Creek Va, and six at Coronado CA.

### RN to get its new amphibious ships

The Royal Navy will order a new assault helicopter carrier (LPH) to provide heavy lift for Royal Marines, as well as the long awaited replacements for the assault ships *Fearless* and *Intrepid*. The decision was announced by the Secretary of State for Defence in February as part of a £500 million package which will include service life extensions for the remaining three *Sir Bedivere* class logistic ships.

The LPH will cost an estimated £150 million and will probably displace about 24,000 tonnes. Current favourite for the contract is *Swan Hunter* with a proposal similar to the Aviation Logistic Platform (ALP) exhibited at RNEE last year, but VSEL, Yarrow and Vosper Thornycroft were also asked to submit proposals. The ship is likely to be ordered late next year for completion in 1997. She will embark 12 large assault helicopters, initially Sea King HC.4 Commandos-but later Merlin HC.2s, and six AH-64 Apache attack helicopters. De-

fensive armament will be limited to Goalkeeper CIWS and there are no plans to operate Sea Harrier STOVL aircraft.

### Iran buying warships

The Islamic Republic of Iran is expanding its navy with major acquisition from the Commonwealth of Independent States, the Democratic People's Republic of Korea, and the People's Republic of China. Losses in the war against Iraq are being replaced and a few Iraqi warships which defected last year are being retained.

Three 'Kilo' class diesel-electric submarines have been bought from the CIS at a reported cost of \$2.1 million each. North Korea has delivered three 'Chaho' class gun-armed FACs and a midget submarine. China has supplied 'Hegu' class missile-armed FACs and a large number of Hai-Ying 2 'Silkworm' and Ying-jü/C.801 anti-ship missiles for coastal defence batteries.

The Head of the Navy, Rear-Admiral Ali Shamkhani, has stated that the submarines will be based at Char Bahar to patrol the approaches to the Strait of Hormuz. Crews have been trained at a Russian base in Riga in the newly independent Republic of Latvia.

### New FRP technology

Vosper Thornycroft (UK) Ltd has obtained an exclusive licence to use a new US fibre reinforced plastic (FRP) manufacturing process which is expected to improve strength, quality and productivity significantly at low cost.

The new process being patented in Europe by VT on behalf of Seeman Composites Inc. of Mississippi, is a modified form of vacuum assisted resin transfer moulding. Instead of resin and fibre being progressively laid down layer by layer, all the reinforcement is stacked in the mould dry and sealed. Then the resin is channelled into the mould under vacuum. In the closed mould process emissions are very low and human exposure to fumes and styrene are greatly reduced.

# Malaysia orders frigates

AFTER lengthy negotiations the Malaysian Government announced on 31st March an order for two frigates from Yarrow Shipbuilders Ltd, part of GEC Naval Systems. The contract is worth £322 million for two ships to be delivered in 45 months and 48 months respectively (late 1996-early 1997).

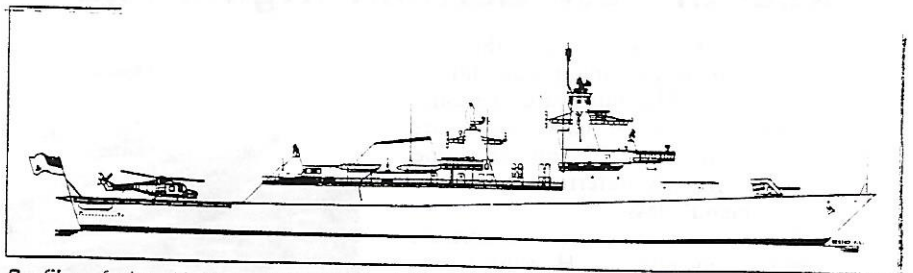
Armament comprises eight MM-40 Exocet anti-ship missiles, vertically launched Seawolf air defence missiles, a Bofors 57mm Mk 2 gun forward, and two single DS30 30mm guns. In addition the ships will be armed with triple launchers for anti-submarine torpedoes and will embark a light helicopter. Propulsion is twin-shaft CODAD, with MTU 1163 20V TB93 diesel units giving a speed of 27 knots.

Particulars	
Displacement, deep	2,270 tonnes
Length overall	106.00m
Length, waterline	97.50m
Beam	12.75m
Draught	3.08m
Complement	146

This is the first export contract that British Aerospace Dynamics has secured for Vertical Launch Seawolf. Each frigate will be supplied with a multiple silo similar to that in the Type 23 frigates.

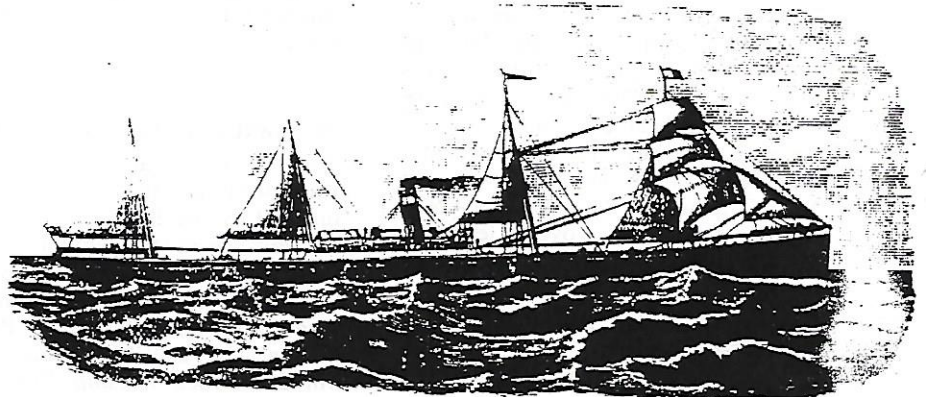
The electronics fit includes a Signaal DA-08 air surveillance radar, Ericsson Sea Giraffe for missile-detection, Marconi 1802SW trackers for the VL Seawolf system, Mentor ESM and an unidentified chaff/decoy-launching system, and as yet unidentified sonar. The Malaysians have chosen Marconi Underwater Systems' NAUTIS combat system, similar to that selected for the 83m corvettes order from the Vosper Thornycroft the month before by Oman.

The contract is the fourth to be negotiated under the Memorandum of Understanding between the Malaysian and British Governments. The UK Ministry of Defence will provide a training package, while GEC will train maintainers from the recently corporatised Lumut Naval Dockyard, and will offer offset work to Malaysian companies for manufacture of spares and sub-systems.



Profile of the 106m frigate ordered from Yarrow for the Royal Malaysian Navy

## BROCKLEBANK LINE.



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THE FIRST CLASS STEAMER

### "PLASSEY,"

Is intended to be despatched for

**CALCUTTA,**

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**RANGOON,**

RECEIVING CARGO FROM 1st TO 4th JUNE INCLUSIVE, IN

**VICTORIA DOCKS, LONDON;**

AND FROM 9th TO 17th JUNE INCLUSIVE, IN

**BIRKENHEAD DOCKS.**

For Rates of Freight and further particulars, apply to

ALEX. HOWDEN & CO., 138, Leadenhall St., LONDON,

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22, Cannon Street, BIRMINGHAM; and East India  
Buildings, DUNDEE.