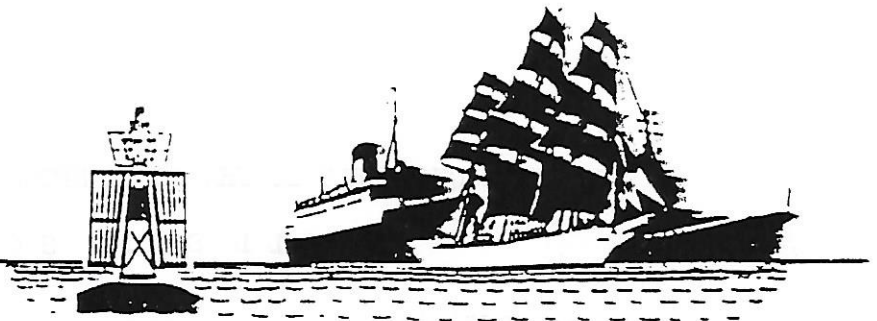


# BLACK JACK

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY

SPRING 1993

NO. 85



**P**&O HAVE placed a US\$300 million order for a new 77,000 ton superliner. It will be the largest and most innovative cruise ship to join the company's worldwide fleet.

The new vessel, which will be named *Sun Princess*, is to be built by the Fincantieri shipyard in Monfalcone, Italy. The yard also built the 70,000 ton *Crown Princess* and her sister ship, *Regal Princess*, delivered in 1990 and 1991 respectively.

The designer of the new ship is Norwegian architect, Njal Eide, who specialises in the interior architecture of ships, and was responsible for the revolutionary design of *Royal Princess*, launched in 1984.

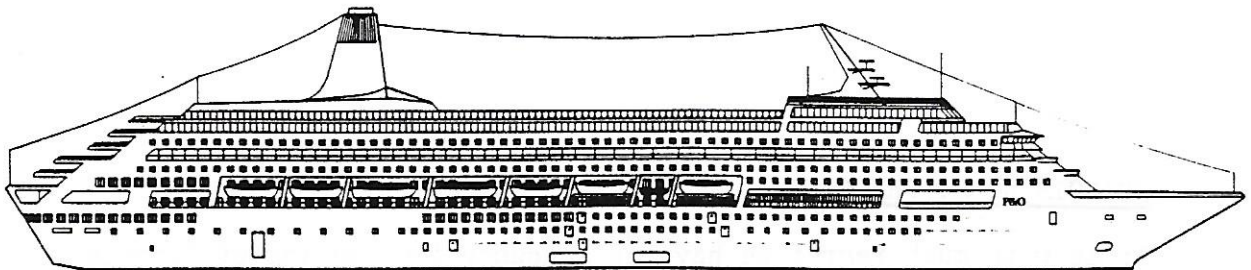
The 1,950 berth *Sun Princess*, due to enter service with Princess Cruises late in 1995, will be built to a high technical specification. Spaciousness will be a key feature and 70 per cent of outside cabins will have

private balconies - more in number than any ship afloat. The new ship will have five different dining areas with two main dining rooms. There will be a health centre and spa surrounding a pool suspended between two decks. Around the ship's two atrium lobbies will be shops, lounges, speciality bars and a casino. *Sun Princess* will also boast a conference centre capable of accommodating up to 300 people.

The new order comes one year after P&O Cruises announced they would take delivery, early in 1995, of a £200 million, 67,000 ton superliner - the first to be custom built for the UK cruise market. The vessel is being built by Meyer Werft in Papenburg, Germany.

The giant new Princess Cruises liner is not the first vessel in the P&O fleet to bear the name *Sun Princess*. Her predecessor, launched in 1972 and named *Spirit of London*, was purchased on the stocks by P&O and renamed *Sun Princess* in 1974. She was sold in 1989.

## A \$300m SUPER CRUISER



A profile of the new P&O cruise liner under construction at Meyer Werft, Papenburg, Germany and designed for worldwide operation. The ship is to be fitted with a total of 1,350 bulkhead-mounted vacuum toilets of Evac's latest silent-flush 90B type; these will serve the 1,975 passengers and 920 crew. Evac will

also supply four 10m<sup>3</sup> stainless steel collection tanks, each fitted with four ejectors. Control of the equipment will be by programmable logic system. Only 1.2 litres of water are needed for each flush.

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WORLD SHIP SOCIETY

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## How P&O European Ferries made history and are helping preserve part of a Bronze Age shipping relic

P&O EUROPEAN Ferries (Dover) have been involved in salvaging one of their predecessors.

The Bronze Age remains of a boat were uncovered during roadworks on the A20 at Dover late last year. They dated back to about 1340 BC and the discovery of a fragment of French pottery appeared to confirm suspicions that the boat was a pre-historic cross-Channel ferry.

Archaeologists were able to remove almost two-thirds of the perfectly preserved timbers, but cash problems forced them to announce that the rest of the vessel would have to remain in the ground.

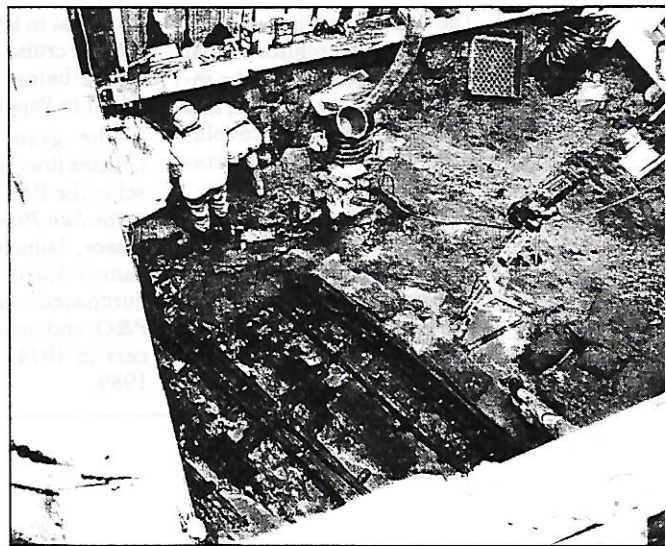
P&O European Ferries in Dover

were keen to help save their ancient predecessor, but due to the tight deadline for completing the roadworks, the company did not have time to raise the £2 million needed to complete the excavation in time.

P&O European Ferries will, however, be closely involved with the restoration, preservation and display of the parts of the vessel already saved.

■ *Right: Archaeologists take detailed notes of the remains of the Bronze Age vessel, (bottom left of picture), before it is once again laid to rest under the A20 near Dover.*

Picture courtesy of David Stokes



### FRANCIS H. E. PHILLIPS

It is with much regret we have to announce the passing of Francis Phillips on the 30th March 1993. Francis was a much respected member of our Branch and of the World Ship Society which he joined in the London Branch. He died in his 90th year.

We send our condolences to his family at this time.

## P&O TANKSHIPS JOIN BULK SHIPPING

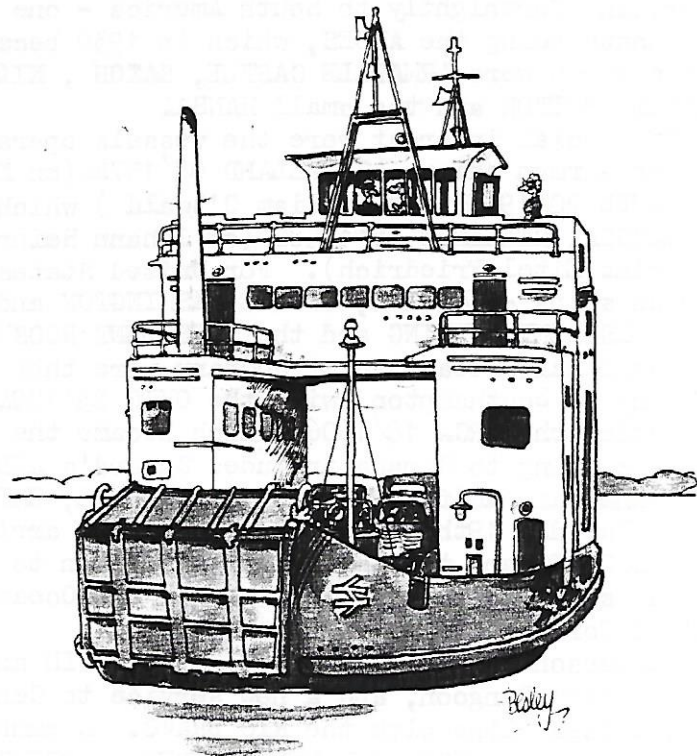
P&O BULK Shipping have bought out Marine Transport Lines' 50 per cent interest in Rowbotham Tankships.

The deal gives P&O full control of the company, which specialises in the carrying of clean petroleum products.

Rowbotham will now be known as P&O Tankships, and will be a subsidiary of P&O Bulk Shipping. It will continue to be run by the existing team, headed up by Managing Director, Nick Josephy and Chairman, Karl Timmermann, who is also P&O Bulk Shipping Deputy Chairman and Managing Director.

P&O Tankships have a fleet of 16 clean petroleum product tankers. Four 6,200 dwt newbuildings are currently on order from Malaysia Shipbuilding and Engineering, with the first due for delivery next month.

Rowbotham Tankships was founded in 1879 and enjoys long-established relations with the world's major oil companies. "We will now be able to strengthen the company's market position by combining Rowbotham's established expertise in the shortsea products tanker trades with the P&O Group's reputation as a provider of quality transport services," said Karl Timmermann.



## NEW FERRY SERVICE

*P&O EUROPEAN Ferries have announced a new ferry service from Portsmouth to Bilbao on the northern coast of Spain. The new service, expected to begin in April, will use Olympia, a ferry chartered from the Baltic. On her new route, the 37,000 ton vessel will be known as Pride of Bilbao.*

"THE LADY HERE SAYS

CAN SHE BORROW THE DECK QUILTS.....!"

### EDITORIAL

When I edited my first copy of Black Jack in the summer of 1991 I reminded you that an Editor can only edit what is sent in by you - the members. That remark still stands but I would like to thank so many of you who have given me copy for the editions which I have produced. I have also received the P & O House magazine from which a number of extracts have been taken and used in our publication. I would also acknowledge the articles reprinted from the Transactions of the Royal Institution of Naval Architects. Please keep the articles coming in.

I have recently had the opportunity of looking through a copy of the Southampton Docks Guide for August 1924, and it was interesting to note that during that month there were 37 sailings to New York (some via tenders) and 8 to Canada. In addition there were the regular weekly sailings by Union Castle to South Africa on Fridays and an arrival from the Cape on Mondays. Royal Mail Steam Packet Company were operating fortnightly to South America - one of that Company's vessels to sail during the month being the ANDES, which in 1930 became the ATLANTIS. Among the Union Castle ships shown were ARMADALE CASTLE, SAXON, KILDONAN CASTLE, EDINBURGH CASTLE, WALMER CASTLE, BRITON and the small HANSA.

Of special interest were the vessels operating for the United American Lines - all former German ships - CLEVELAND 08/15746 (ex King Alexander, ex Mobile, ex Cleveland), RESOLUTE 20/19653 (ex William O'Swald) which eventually became the Italian troopship LOMBARDIA, RELIANCE 16/19582 (ex Johann Heinrich) and the MOUNT CLAY 04/8170 (ex De Kalb, ex Prinz Eitel Friedrich). For United States Lines there were three more former German ships - AMERICA, GEORGE WASHINGTON and the LEVIATHAN, with these were also the PRESIDENT HARDING and the PRESIDENT ROOSEVELT.

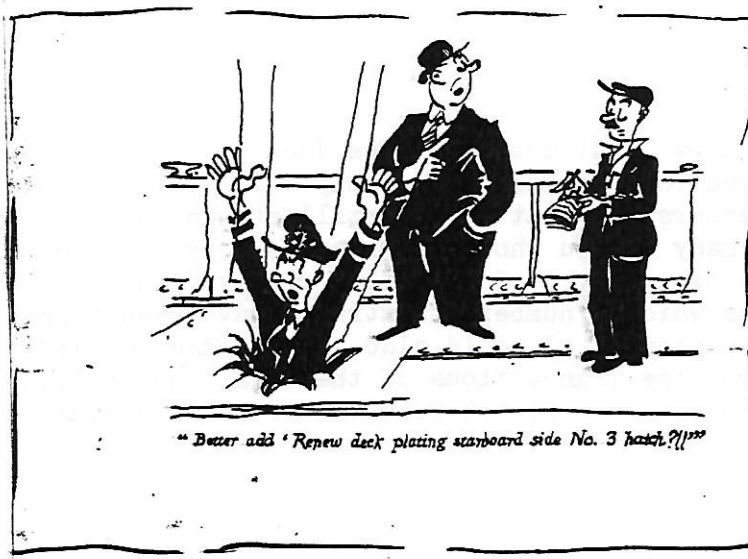
Royal Mail Steam Packet Company were then also operating to New York from Hamburg calling at Southampton with the OHIO 23/18940 (ex Munchen) which became the White Star's Albertic, the ORCA 18/16063 which became the White Star's Calgaric and the ORBITA 15/15678. Ships sailing to Canada included Cunard's ANDANIA, ANTONIA, AUSONIA and the LANCASTRIA and Canadian Pacific's EMPRESS OF FRANCE, EMPRESS OF SCOTLAND, MINNEDOSA and MELITA.

On Tuesday 19th August the BERENGARIA arrived from New York and on the 22nd both the MAJESTIC and the LEVIATHAN were shown to arrive from New York, so the three former German sisterships were together in the Ocean Dock. On the next day the BERENGARIA sailed for New York.

Henderson Line's ships - PEGU, CHINDWIN and BURMA were shown to call on the homeward voyage from Rangoon, and a new service to Central America was shown to be operating by the Ozean Line with the RIO BRAVO. A number of Dutch vessels were also listed including - KONINGIN DER NEDERLANDEN, GROTIUS, JOHAN DE WIT and JAN PIETERSZOOM COEN all of Nederland Royal Mail Line, VEENDAM, VOLENDAM and NIEUW AMSTERDAM of Holland America, KAWI, TABANAN, TJERIMAI and INSULINDE of Rotterdam Lloyd and the ORANIA of Royal Holland Lloyd.

Of the Southern Railway vessels - the DINARD was on the St. Malo run - she was then new having made her maiden voyage in July. Besides Havre and the Channel Islands the Railway boats were also operating to Cherbourg - Mondays, Wednesdays and Fridays, and Honfleur was still linked with a cargo service. The General Steam Navigation's PHILOMEL or HALCYON were on the weekly service to Bordeaux from London and Southampton, and there was also a service to Charente about every three weeks, while the NYROCA was on the British & Continental S.S. Company service.

From the Town Quay both the Clyde Shipping Company and Coast Lines were operating weekly services around the coast.



"Better add 'Renew deck plating starboard side No. 3 hatch?'"

ROD BAKER

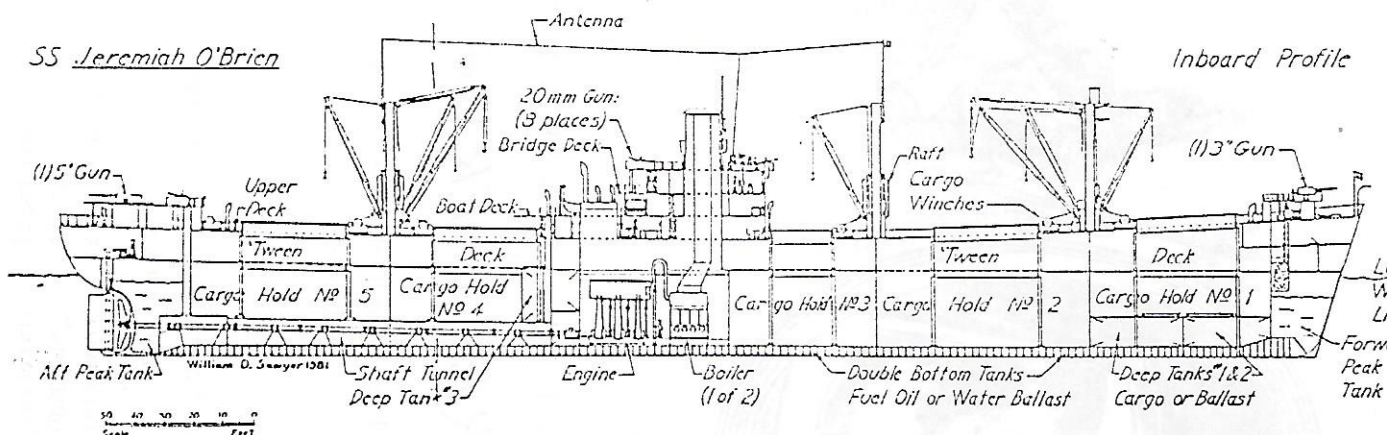
It was a great pleasure to welcome Marci Hooper, Business Manager of the Jeremiah O' Brien, to our November meeting. She spoke to us briefly about the project to bring the JOB and two other wartime vessels over here again to commemorate the 50 th Anniversary of D-Day. We very much hope that we do see the JOB here in Southampton in 1994. Shall I book us all a spot on the quayside now!

In the meantime she is moored at Pier 3 , East Fort Mason Centre, San Francisco.

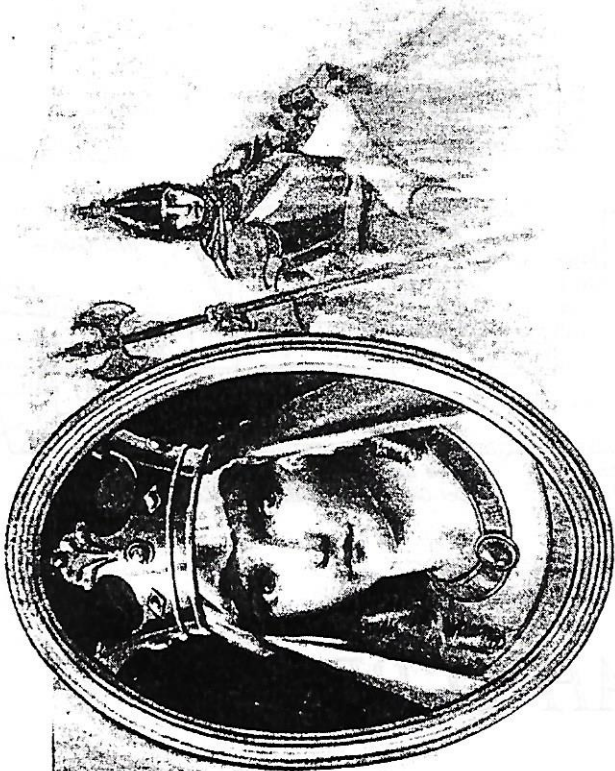
I add below a few further details of her career and her connections with Southampton in particular- with acknowledgements to the ships own brochure.

The SS Jeremiah O'Brien is a Liberty ship, one of 2,751 identical ships built during World War II. Despite the ship's gray paint and armament, this is not a warship. She is a merchant marine cargo ship which was operated by Grace Line and manned by a civilian crew. The guns were defensive weapons only and were manned by a contingent of US Navy Armed Guard.

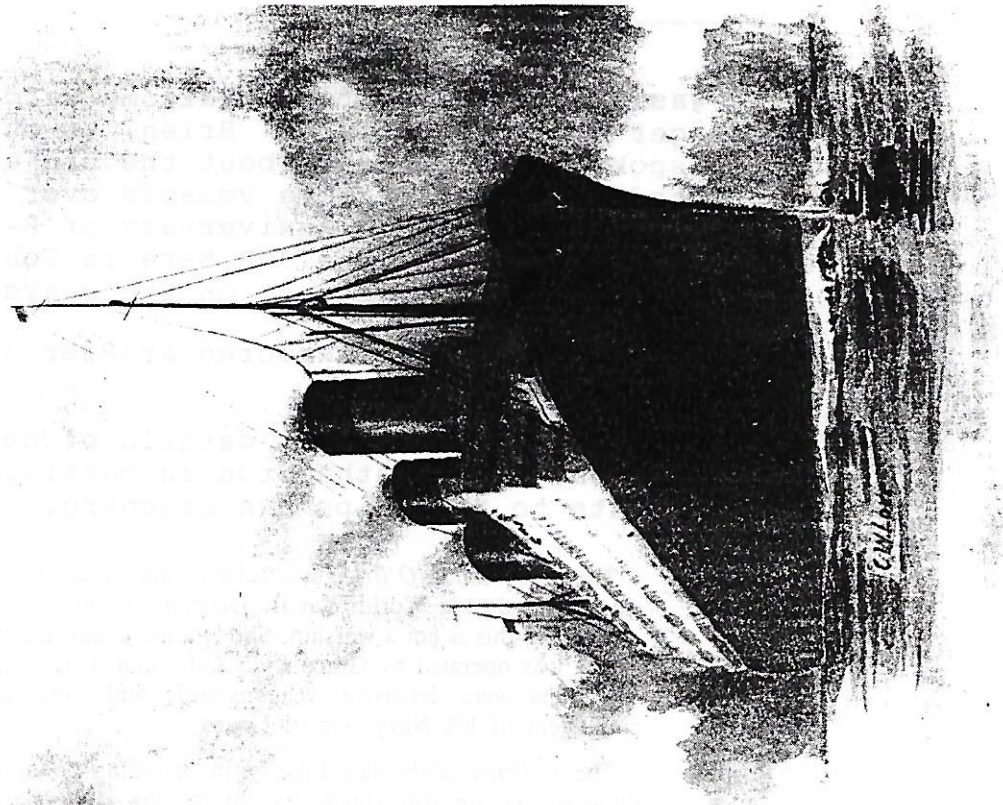
The O'Brien is the last Liberty in operating condition and only three others are still afloat. Except for the ladders (stairs) to the 'tweendeck deck area of Cargo Hold No. 2, she is unaltered from the original construction. Today, the ship is in the same condition she was in during the summer of 1944 when she made 11 shuttle runs between British ports and Omaha and Utah Beachheads at Normandy; the first trip was June 10—D-Day plus four. She is 441' long, 57' beam and, roughly, 10,000 deadweight tons which means she can lift more than 9,000 tons of cargo after allowing for fuel and water.



SS JEREMIAH O'BRIEN



The names of most Cunard vessels are derived from names of provinces and cities of the old Roman Empire. The "BERENGARIA," however, is named after the wife of one of the most romantic figures of English history, Richard the Lion-hearted.



SOUVENIR OF THE CUNARD LINER

# "BERENGARIA"

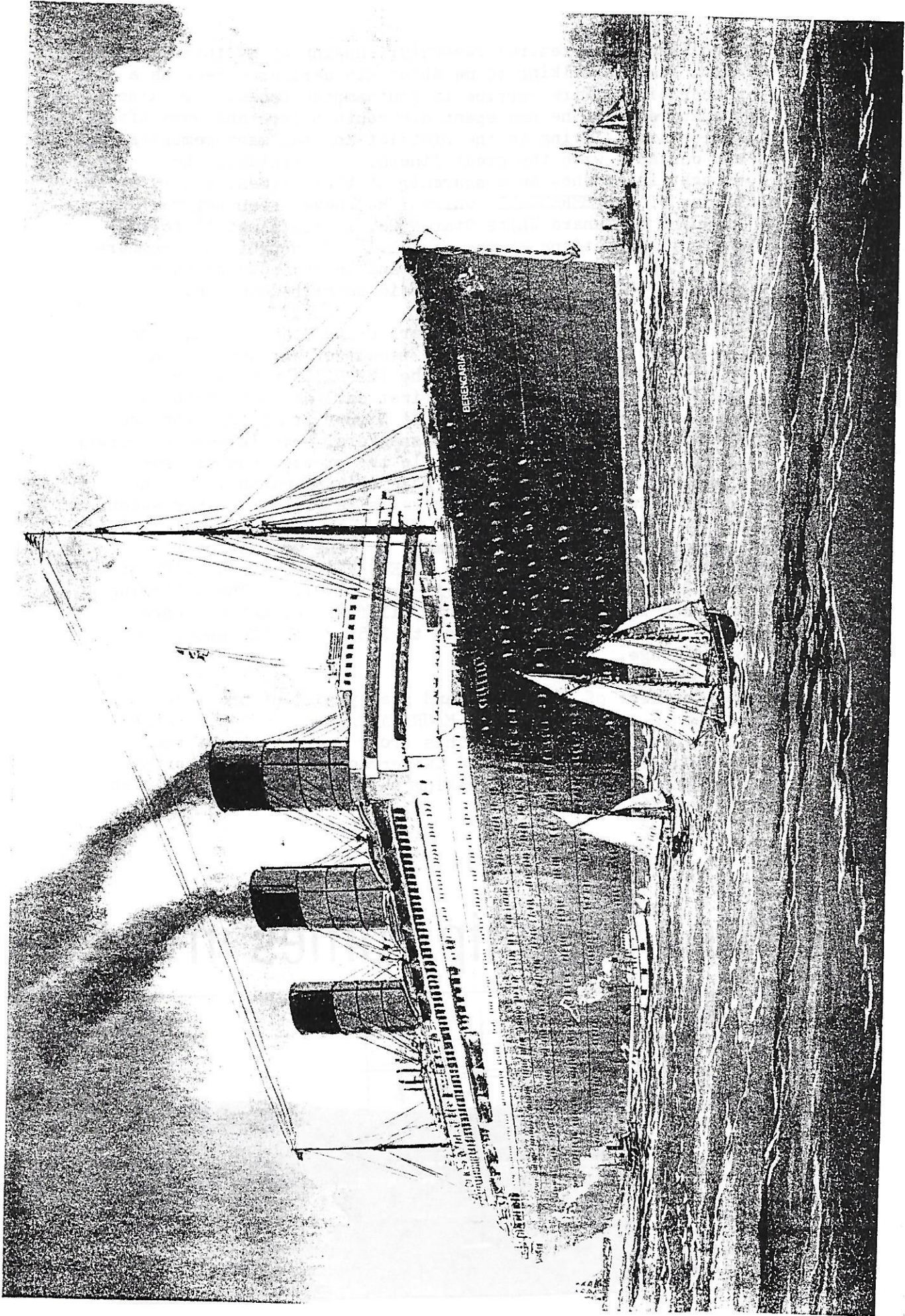
919 Feet Long · Quadruple Screw Turbine  
Oil Burning

*Largest of the famous Cunard Line*

"BIG THREE"

|              |             |
|--------------|-------------|
| "BERENGARIA" | 52,022 Tons |
| "AQUITANIA"  | 45,647 Tons |
| "MAURETANIA" | 39,704 Tons |

SOUVENIR OF THE CUNARD LINER "BERENGARIA"



## A. N. O. T. H. E. R. C. U. N. A. R. D. Q. U. E. E. N.

by Rod Baker.

A colleague who retired recently, knowing of my interest in ships started talking to me about his earlier career as a member of the Fire Service in Southampton Docks. It also transpired that he had spent his youth before and just after World War 2, living in the District and had many memories and contacts with the great liners. Eventually he brought in to show me a souvenir of these times, a dark green folder of the BERENGARIA which I had never seen before. Produced by Cunard White Star & Co. it contained 15 folio style illustrations of the vessel. I thought that members might like to see some of these and be reminded of this member of "THE BIG THREE" as it is described inside.

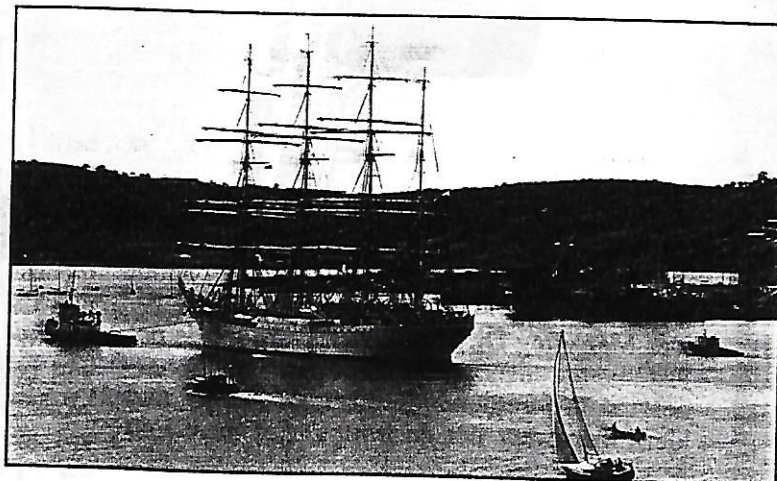
She came into the hands of Cunard White Star and Co. (she was always jointly owned) as a result of War Reparations in 1919, originally built as the IMPERATOR for Hamburg-America in 1913 she made her first call at Southampton as such in June of that year. At 51,969 gross tons she had accommodation for over 4000 passengers, some in very elaborate if not ostentatious style, while the greater number made the passage to New York in a more spartan manner. She returned to Southampton seven years later to make her second voyage for her new Owners and flying the British flag. (Still however retaining her old name) She was now over 52,000 g.t's and was renamed BERENGARIA (after the wife of King Richard the Lionheart) in April 1921. The following year she was converted to burn oil fuel and her passenger capacity was severely reduced to 2753, with the abolition of steerage.

For the rest of the 1920's and nearly half of the 30's she served in concert with the MAURETANIA and AQUITANIA hence the label "BIG THREE". This broke up in 1935 but the BERENGARIA herself survived in service until 1938 when she was sent to Rosyth for breaking up, a process not completed until 1946.

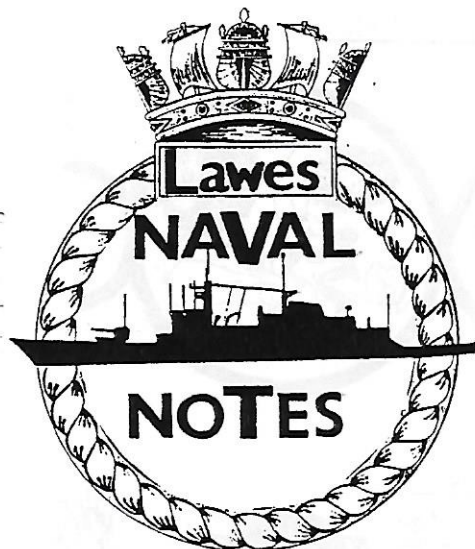
# When the ship comes in

■ P&O EUROPEAN Ferries staff at Larne were amongst the many folk living and working around the port who welcomed this large visitor to their shores.

The majestic beauty, captured on film (right) during a recent visit to Northern Ireland, is the world's largest sailing ship, the Russian four-masted, *Sedov*.







M.33 departed from the Aegean in 1919 and arrived at Chatham on the 10th April to be refitted ready for service in Northern Russia in support of the British troops retreating along the River Dvina following the collapse of the White Russian Army. She arrived at Archangel on 9th June, then proceeded some 160 miles up river but by August the M.33 had to start moving down river again. In order to lighten the ship sufficiently to navigate the river in summertime the M.33 had to transfer her guns, ammunition, stores and even her mast into barges. These measures reduced her draft to 5' 2" compared to its normal 6' 7"

forward and 5' 9" aft. Once reunited with her armament the monitor helped to hold the final defensive line 20 miles upstream of Archangel while the British forces were evacuated.

Two slightly larger ships M.25 and M.27 were too deep draft to escape from the river and had to be abandoned and blown up. On the 27th September 1919 M.33 was towed by the Trawler "Ironaxe" back to Britain where she payed off at the end of October.

Of local interest during operations on the River Dvina the Naval H.Q. ship was the "Hyderabad" built as a Special Service Vessel (Q Ship) by J.I. Thornycroft in 1917. She was designed with a very shallow draft so that torpedoes would pass under her hull.

M.33 lay in reserve until 1924 when she was converted at Pembroke Dockyard into a Coastal Minelayer and was renamed "Minerva" on the 1st December 1925. She was then attached to H.M.S. Vernon at Portsmouth.

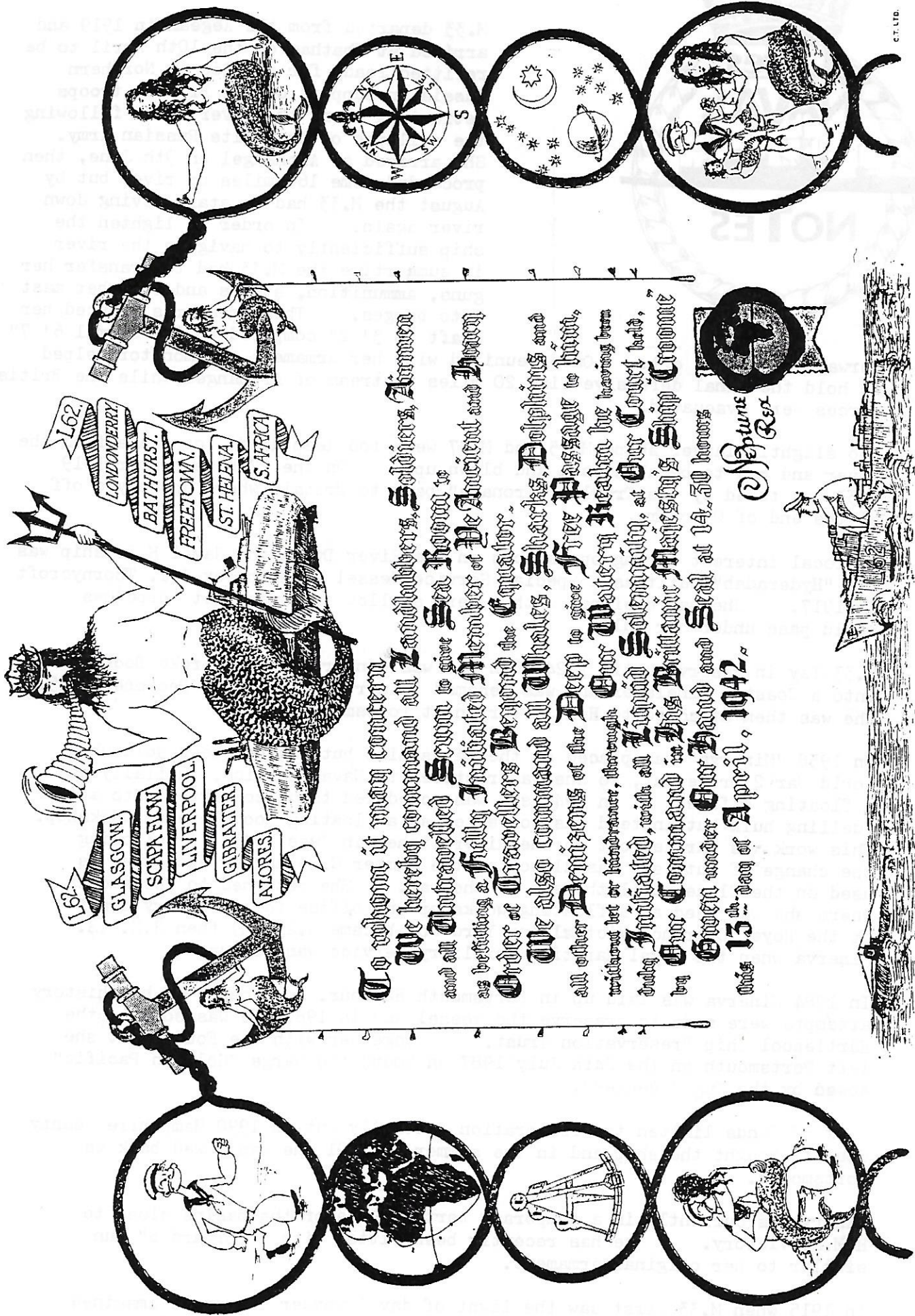
In 1938 "Minerva" was placed on the Sales List but had not been sold when World War 2 broke out, so she was restored to Naval service, initially as a floating office. In 1943 she was scheduled to be converted into a fuelling hulk but instead was converted as a floating Boom Defence workshop. This work was carried out on the River Itchen in June 1943. Following the change of duty she was allocated the number C.23 and as such she was used on the Clyde until the end of the war. She returned to Portsmouth where she was used as a floating workshop and office for auxiliary craft at the Royal Clarence Victualling Yard and became C.23 (M) then R.M.A.S. Minerva when the Royal Maritime Auxiliary Service was set up.

In 1984 Minerva was laid up in Portsmouth Harbour. Because of her history attempts were made to preserve the vessel and in 1987 she was sold to the Hartlepool Ship Preservation Trust. Together with the Foudroyant she left Portsmouth on the 24th July 1987 on board the barge "Goliath Pacific" towed by the Tug "Avenger".

Lack of funds limited the restoration initially but in 1990 Hampshire County Council bought the ship and in the summer of 1991 she was towed back to Portsmouth.

Minerva is currently in a temporary berth in one of the basins close to H.M.S. Victory. She has recently been fitted with a forward 6" gun similar to her original armament.

In 1915 when M.33 first saw the light of day I wonder if anyone imagined that she would still be afloat today and be the source of more interest than at any other time in her career?



To whom it may concern  
 We hereby command all Landlubbers, Soldiers, Airmen  
 and all Untravelling Seem to give Sea Room to  
 as befitting a Fully Initiated Member of the Ancient and Honorary  
 Order of Travellers Beyond the Equator.  
 We also command all Whales, Sharks, Dolphins and  
 all other Denizens of the Deep to give Free Passage to him,  
 without let or hindrance, through Our Waters hereon  
 duly Initiated, with all Rigour Solemnity, at Our Court held,  
 by Our Command in His Britannic Majesty's Ship Croome  
 Given under Our Hand and Seal at 14.30 hours  
 this 13<sup>th</sup> day of April, 1942.

