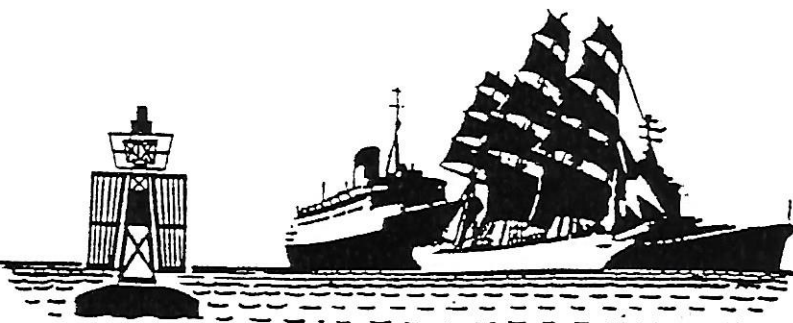


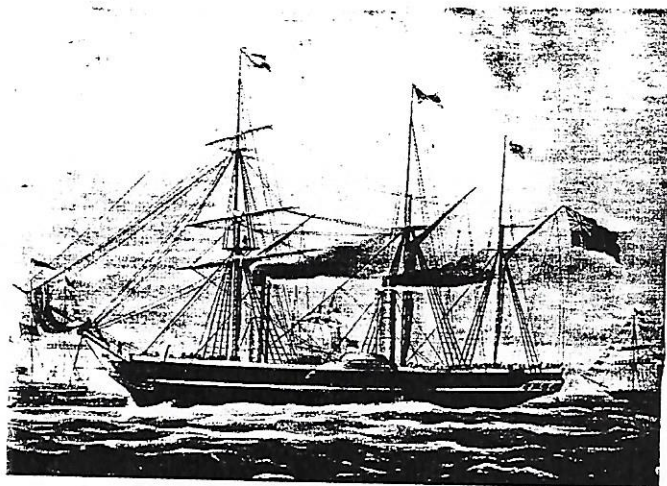
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QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



S U M M E R 1 9 9 3

N O . 8 6



■ First P&O contact with Ceylon was made by Hindostan in 1842.

Celebrating P&O's 150 year link with Sri Lanka

A COLOURFUL cocktail party in Colombo recently, celebrated 150 years of P&O's involvement with Sri Lanka. Joint hosts from P&O Containers and their agents, Mackinnon Mackenzie, invited 350 guests from the shipping world, government and the local business community to join the festivities.

Guests were welcomed by Ken Balendra, Chairman of John Keells, Mackinnon's parent company, Anton Ratnayake, General Manager of Information Technology at P&O Containers' London head office and Ken MacDiarmid, P&O Regional General Manager for India and the Indian sub-continent.

P&O's first contact with Ceylon, as it was then known, came on December 14, 1842, when Captain Robert Moresby brought *Hindustan* into Galle on the southern tip of the island. The ship had left Southampton on her maiden voyage some 82 days earlier. Along with her sister ship,

Bentinck, *Hindustan* was the largest ship so far ordered by P&O. An elegant three masted paddler, *Hindustan* had three masts and two tall white funnels. Measuring 240 ft long, she weighed in at 2,018 tons.

Magnificent

Newspapers of the day were full of praise, hailing the new ships as, "genteel, superb, magnificent and commodious." The choice of warm and cold baths or showers made a particularly favourable impression.

The partnership of William Mackinnon with Robert Mackenzie led to the formation of Mackinnon Mackenzie in Calcutta in 1862. The company opened their office in Colombo as agents for BI and P&O in 1917 and have continued in this role to the present day.

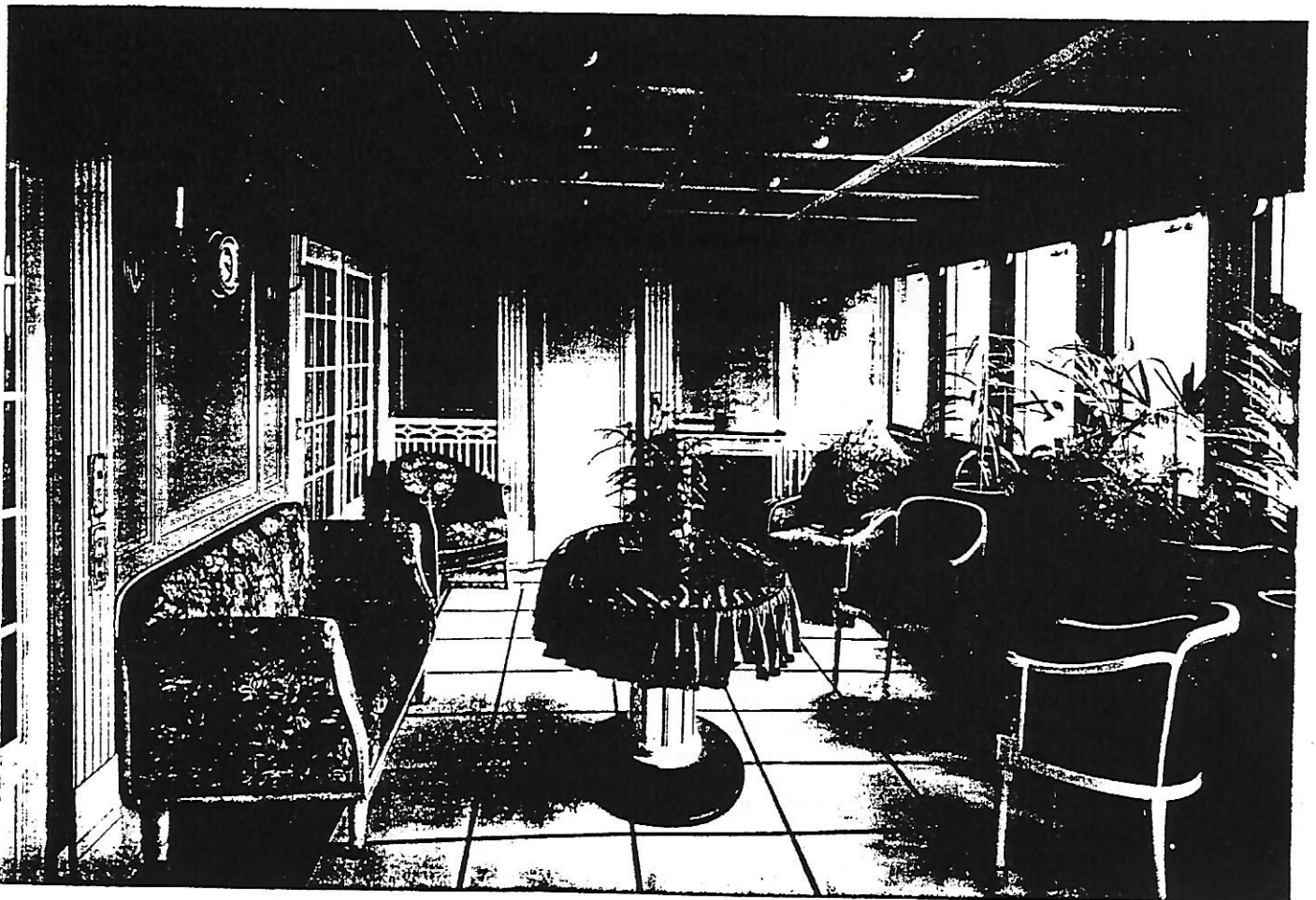
PUBLISHED QUARTERLY BY THE SOUTHAMPTON BRANCH OF THE

WORLD SHIP SOCIETY

Branch Officials.

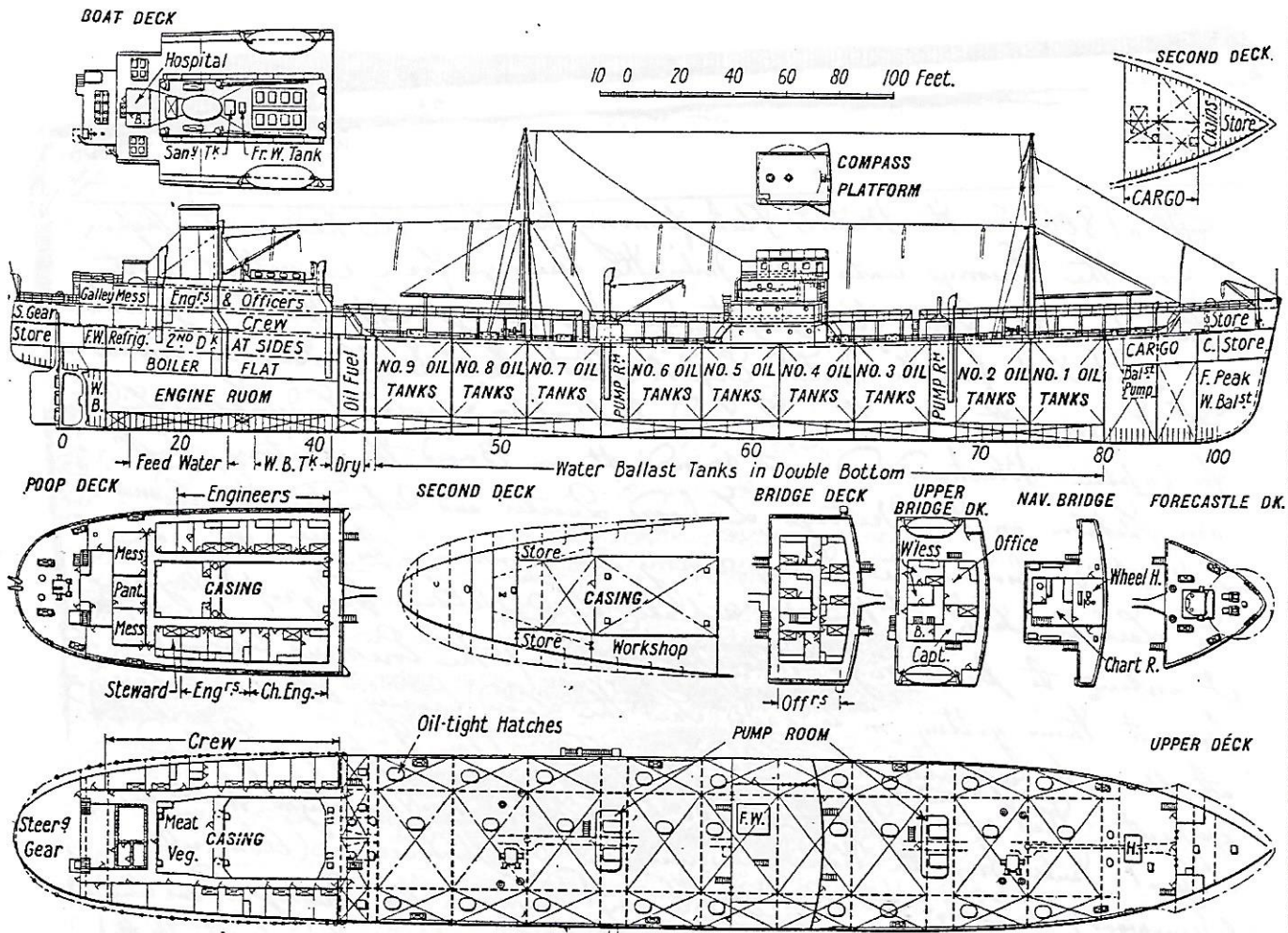
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LUXURY LIVING BETWEEN
THE WARS



The several rooms of the Imperial Suite are arranged about a verandah garden. This is in reality a portion of the deck, looking out upon the water, and furnished as a verandah sitting-room. It is as cozy as a country house porch looking out on a mountain lake

A LIGHT OIL TANKER OF THE THIRTIES



LUBRICATING OIL DIESEL TANKER

ABOVE is a drawing of the *Comanche*, one of the most interesting and important tankers flying the Red Ensign. She was delivered to her owners, the Anglo-American Oil Company, by John Brown and Company, early in 1936. An illustration of her, newly launched, appears on page 712.

Of the many oil-carrying vessels built during recent years, few have been designed, as the *Comanche* has been, for the express purpose of transporting in bulk many grades of lubricating oil.

She has frequently to discharge complete cargoes at Manchester and her dimensions were largely governed by the dimensions of the locks on the Manchester Ship Canal. Even so she is much bigger than any of the previous vessels built for the carriage of lubricating oils. She has a length between perpendiculars of 445 feet, a moulded beam of 61 feet and a moulded depth of 32 ft. 2 in. The dead-weight capacity is 10,310 tons and the summer draught 26 ft. 4 in.

The cargo space is divided by two longitudinal bulkheads and by transverse bulkheads into twenty-seven separate compartments, with two cargo pump-rooms fitted with eight

independent pumps. This permits of the carriage of many different grades of lubricating oil. Heating coils are fitted to those tanks intended for transporting the heaviest grades, and the vessel is equipped also with the Butterworth system of tank cleaning. In this system jets of hot water at high velocity are automatically projected against every part of the vessel's tanks, ensuring a perfectly clean condition before reloading.

One of the great disadvantages in the older design of tanker is the necessity of carrying water ballast in the cargo tanks. In the *Comanche* this has been obviated by the fitting of a special double bottom for water ballast.

The hull is built on the Isherwood system, and the general arrangement is typical of many tankers to-day, high-class accommodation being provided for officers and crew. The captain, officers and wireless operator are accommodated in a house just forward of amidships and, in accordance with the standard practice of the owners, the engineers, crew and all messroom arrangements are aft.

Propulsion is by a four-cylinder Doxford opposed piston diesel engine, which gives the ship in service a speed of 13 knots when developing about 3,000 brake horse-power.

1805

At 8 observed the British Fleet forming their Line the Red most Ships
 from the Enemy's center 8.49. In line the Enemy's force consist of thirty
 three Sail the Line five Frigates and two Prizes Light Wind they with
 a great Sable from the West. English Fleet all Sails set standing towards
 the Enemy then on the Starboard Tack at 8.54. Lord Nelson's Signal
 for Captain Blackwood and went immediately on Board the Victory, took
 our Station on the Victory's Starboard Quarter and repeated the Admiral's
 Signal at 10 observed the Enemy vaning and coming to the Wind on
 the Starboard Tack at 11.40 repeated Lord Nelson's Telegraph Message
 I entreat to push on ye through the van of the Enemy's Line to
 prevent their getting on to Capt. Sir the Line bearing E N by S bearing
 at 11.56 repeated Lord Nelson's Telegraph Message England
 expects that every Man will do his Duty at Noon Light Wind and
 a great Sable from the West observed the Royal Sovereign (Admiral
 Colingwood) bearing the Lee Line bearing Down on the Enemy's Rear Line
 being then nearly within Gun Shot of them Lord Nelson leading the Victory
 Line bore Down upon the Enemy's center Captain Blackwood
 from the Victory (the Frigate's S.P. about 3 Leagues South of the

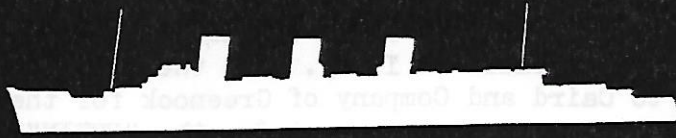
Signals made by on the 21st October 1805

From		To Whom		No.	Time			By Whom	To Whom	No.
H.	M.	H.	M.		PM	AM	or			
1	30			Euryalus	Screen	100	7	Euryalus	Repeating from 13	
1	55			Screen	Euryalus	100	7	10	10	10
2				Euryalus	Screen	100	8	Victory	Euryalus	100
2	10			100	100	100				
4	10			100	Victory	100				
4	20			100	Naga	100				
5	10			100	Phoebe	100				
5	25			100	100	100				
5	45			100	Victory	100				

"ENGLAND EXPECTS THAT EVERY MAN WILL DO HIS DUTY."

Reproduction of the page in the log-book of H.M.S. "Euryalus" recording Nelson's famous signal at the Battle of Trafalgar. The log-book, which is the original canvas-backed manuscript written up from hour to hour during the Battle, is in the Nelson collection at Lloyd's.

old southampton callers



by John S. Lindsay.

Drawing by Nigel V. Robinson.

THE P & O LINER "RIPON" (1846)

In the P & O's early days their ships were propelled by paddles and in 1846 one of their last large paddle steamers, the "RIPON" was launched on the 27th June at the Blackwall Yard of Money Wigram. She had a gross tonnage of 1,508 tons and her length between perpendiculars was 217 ft. 3 ins. with a beam of 33 ft. 9 ins. and a depth of 21ft. lin. Her paddle engines were direct acting with two oscillating cylinders of 75 in. diameter with a stroke of 84 ins. giving an I.H.P. of 900. Steam pressure was 23P.S.I. giving a speed of 10 knots. The machinery was built by Messrs. Miller Ravenhill and Co. of Blackwall, London.

Her hull was built of iron and she had accommodation for 131 first class, 22 second class and 1,000 troops to be accommodated on deck.

The "RIPON" had a very pleasing profile with two masts and large paddle boxes with her twin funnels fore and aft. of them. Her rig was barquetine.

After her launching and completion she arrived at Southampton for the sailing of her maiden voyage on the 12th October for the Malta/Alexandria service. Unfortunately she ran into a very severe channel gale and suffered damage which necessitated her being brought into Torbay and the voyage being abandoned.

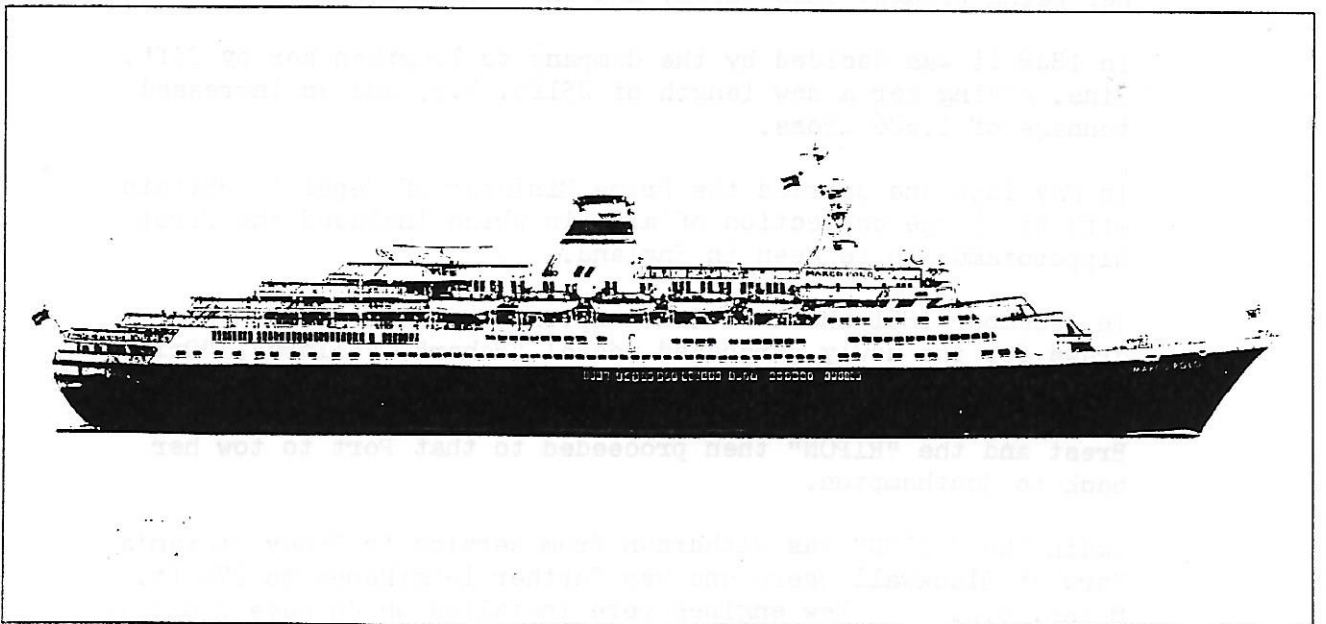
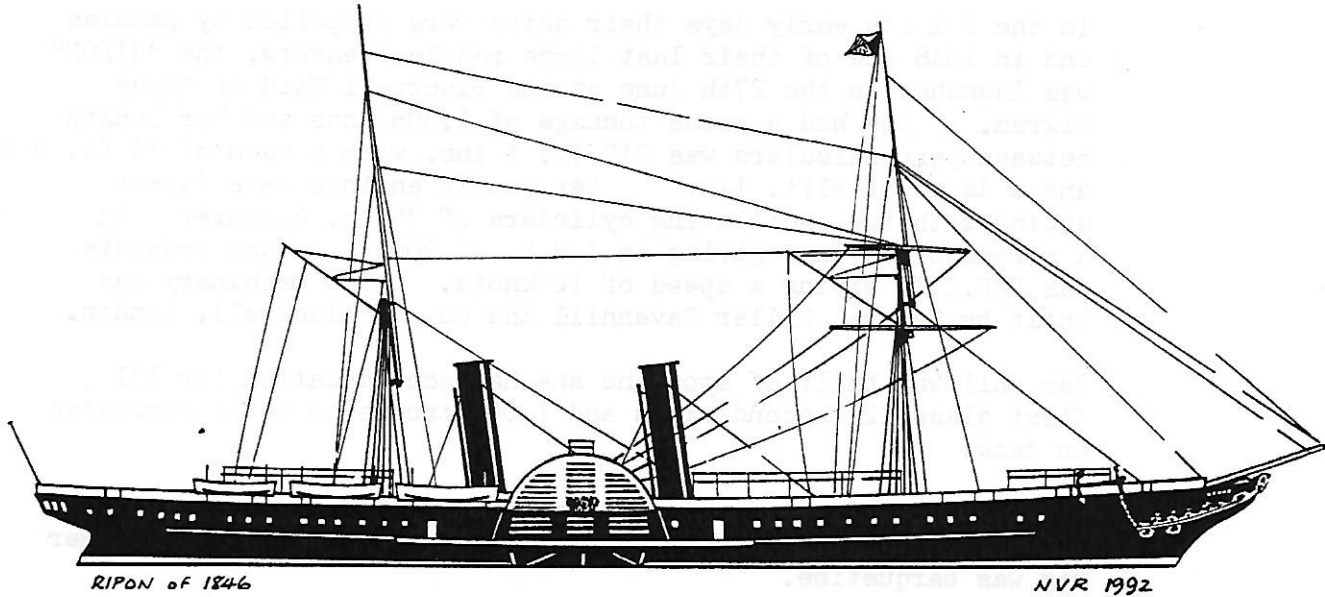
In 1848 it was decided by the Company to lengthen her by 23ft. 9ins. giving her a new length of 231ft. b.p. and an increased tonnage of 1,626 gross.

In May 1850 she carried the Prime Minister of Nepal to Britain with his large collection of animals which included the first hippopotamus to be seen in England.

In December 1851 she left Southampton for Le Havre with the crews for the newly purchased vessel "Behar", "Ellora", "Orissa" and "China". These were all screw steamers. On arrival at Le Havre it was found that the "Ellora" had broken down at Brest and the "RIPON" then proceeded to that Port to tow her back to Southampton.

Again the "RIPON" was withdrawn from service to Money Wigram's Yard at Blackwall where she was further lengthened to 276 ft. 8 ins. b.p. New engines were installed which gave 200 I.H.P. and a speed of 12 knots. She re-entered service in 1862.

During 1864 she again carried a notable figure to England, that of Garibaldi of Italy. On the 28th October 1870 she was sold to Caird and Company of Greenock for the sum of £15,000.00. This was a part payment for the "PEKIN" which cost some £119,500.00. The "RIPON" was converted into a sailing brig and landed up as a hulk at Trinidad in 1880. Her Owners were Gregor Turnbull. Later she was found to be unfit for further service and was taken out to sea and scuttled, a sad end for such a ship.



An artists impression of one of the newest ships to grace the worlds oceans; the Marco Polo

DRAYSON'S DATA

From May 1993 - Maersk Line in Southampton, will add 9 EAC/BEN line vessels to its existing far eastern fleet. Maersk will now deploy more than 29 container vessels to this route, giving 4 sailings each week, to and from the far east, with direct calls at Busan, Kobe, Nagoya, Shimizu, Yokohama, Keelung, Hong Kong, Port Kelang, Singapore and Kaoshiung. This new arrangement will commence with the call of the LADBY MAERSK at Southampton on 3 May 1993.

Whilst on the subject of Maersk Line, a call was made on 29 April by a different caller on Maersk's services, and she was the Maersk Dubai, registered at Majura in the Marshall Islands. This vessel however, is no stranger to the port, as she used to call regularly in the later 1970/80's, to the old container quays at Berths 201/2, on Ace Lines Service, as the Seven Seas Bridge, 1975 -40,801G.T. She was then under the banner of "K" Lines of Japan.

* * * * *

Also on the subject of the container port, the latest addition to the NYK fleet made her maiden call on April 26 and she is the KAI, registered in Tokyo.

* * * * *

Also commencing on 1 May, is a new co-operative on the Irish Sea - European Services, trading under the auspices of Rheintainer Lines. This service is run jointly by Hamburger Schiffahrts (Rheintainer), and the Sea Wheel Ireland Ltd. An inaugural call was made on the 23 April 1993, by the Cypriot flagged vessel, WIELAND 1976 -1,599G.T. (ex WIELAND-1976-78), and this vessel is no stranger to the port either, as she called at the container berths as WIELAND during 1990, on the Macandrews Service.

The three main vessels to be used on this service are, RHEIN LIFFEY 1978 - 4,510G.T. (ex ANGLIA of Peter Dohle) which can carry 427 TEU's she too has called here before as ANGLIA; RHEIN LEE 1991 - 3,815G.T. (ex RHEIN TRADER of Germany) carrying 372 TEU's; and third vessel on the service, although not scheduled to call at Southampton, is the RHEIN LAGAN 1979 - 3,058G.T. (ex RHEINPILOT of Norway), she can carry 256 TEU's. The main ports of call are Rotterdam, Southampton, Dublin, Belfast and Cork.

* * * * *

SEEN ANY INTERESTING BUS NAMES RECENTLY?

by Bert Moody.

As the majority of local people are aware many of Southampton City buses now carry the names of ships. Such familiar names as AQUITANIA, BERENGARIA, NORMANDIE, EMPRESS OF BRITAIN, EXPRESS OF SCOTLAND, HOMERIC and CARONIA, just to mention a few, are now running (or should we say sailing) around Southampton.

Even the names of some of the smaller vessels of Red Funnel, including the pre-war paddlers GRACIE FIELDS and LORNA DOONE, and the tugs have been covered. There is also a HOTSPUR which could date back to the original HOTSPUR of 1889 or the second HOTSPUR of 1927 in the Hythe Ferry fleet. There is also the WYEPULL of the Itchen Marine. The names of Union Castle ships and the Red Funnel vessels have been allocated to the single deckers. With some of the names they have really dug deep into the past with such names as SPEEDWELL, GREAT EASTERN and the DANE of the Union Line.

The Railway steamers have been catered for - ISLE OF SARK, BRITTANY (which is spelt incorrectly with two 'n's). There is also ALMA which presumably relates to the L.S.W.R. steamer of 1894 which, together with her sister ship COLUMBIA were the first L.S.W.R. cross channel vessels to be equipped with separate cabins. They were sold in 1912. Another early railway steamer is the SOUTH WESTERN which entered service in 1874 and lasted until torpedoed in March 1918. There is also a DUCHESS OF FIFE - one of the Portsmouth/Ryde railway paddlers. One bus carries the name PRINCESS IRIS. This presumably relates to the L.N.E.R. Train ferry No. 1 completed in 1917. She was requisitioned for war service in 1940 and was converted to an L.S.S. (landing ship, stern chute) and renamed PRINCESS IRIS. She was refitted in 1946, renamed ESSEX FERRY, being finally scrapped in 1957.

Some of the names used could raise some queries as to the vessel in question one PATHFINDER. A destroyer of this name took part in the Malta convoys of 1942, but a previous PATHFINDER was a British light cruiser which was sunk by U 21 on the 5th August 1914, within 24 hours of the war being declared. There is a CITY OF NEW YORK and also a NEW YORK. This could relate to the same ship as the Inman Line's CITY OF NEW YORK was renamed NEW YORK in 1893 when transferred to the American Line and was a regular visitor to Southampton. She originally had three funnels, but when refitted in 1901/2 these were reduced to two. There were, however, a couple of other NEW YORKs having links with Southampton, the 1927 vessel owned by Hamburg America Line and the Greek Line's NEW YORK which started life as Anchor Line's TUSCANIA in 1922 and in 1939 became the NEA HELLAS, commonly known by the troops during the last war as 'Nellie Wallace'. In 1955 she was renamed NEW YORK and was scrapped in 1961. SOUTHERN CROSS and CALYPSO could also be one and the same vessel - she is now operating under the name of OCEAN BREEZE.

There are a number of other names which could raise some queries - there is a MOUTICELLO, presumably this should be MONTICELLO, the name given to the Italian liner CONTE GRANDE, when she was an American transport during the 1939/45 war. There was an earlier

MONTICELLO for the N.D.L. KAISER WILHELM II of 1903 was renamed MONTICELLO in 1929 by the U.S. Ship Board - this was the vessel which was offered to the British Government in 1940, but it was refused although we were then in great need of ships but she was in such a poor state that it was not worth taking, so the Americans broke her up.

There is also a ST. LUIS which presumably should be ST. LOUIS named after the American Liner of 1895 or the Hamburg America one 1929. There is also a LOUISVILLE which was the name carried by the ST. LOUIS when she was trooping in 1917-19. Another bus carries the name PULASKI - a vessel of this name was operating under the Polish flag from 1930 until 1945. She started life in 1912 as the CZAR and was renamed ESTONIA in 1921 before being renamed PULASKI in 1930. In 1945 she was renamed EMPIRE PENRYN and was scrapped in 1949 at Blyth.

Another bus is named AGAMEMNON, incorrectly spelt with two G's - this could relate to several vessels ranging from Nelson's favourite ship - the 64 gun vessel built at Buckler's Hard in 1781, or the N.D.L. KAISER WILHELM II of 1903 (already mentioned) which was given the name in 1917 by the Americans, before being renamed MONTICELLO in 1929. Blue Funnel also had a cargo vessel named AGAMEMNON, which was taken up by the Royal Navy during the last war and converted to a Pacific fleet recreation ship being fitted with a cinema and theatre, a brewery and also swimming facilities. Another bus is named TRANSYLVANNIA (presumably incorrectly spelt for TRANSYLVANIA) Anchor Line had two vessels with this name - one completed in 1914 and lost in 1917 and the second built in 1925 with three funnels and lost in 1940

Another bus carries the name OCEANIA - at present there is a large bulk carrier of that name which was built in 1976 and has a gross tonnage of 74,635, but there were two Italian passenger/cargo vessels, one built in 1933 and sunk in 1941, and the other built in 1951 and broken up in 1977. However, in view of several mis-spellings it could be intended for the White Star's OCEANIC of 1899 - several other White Star ships of that period, such as CELTIC, CEDRIC and ADRIATIC are already covered. Another White Star liner the BRITANNIC is incorrectly spelt with two T's. Another mis-spelling is that of the Royal Mail's MAGDALENA which is spelt MAGDELENA.

It is of interest to note that Southampton buses are not the first to carry the names of ships. Apparently those in Ipswich at one time were given the names of Thames barges.

There is no doubt that the namings of the Southampton City buses have created some interest for those people interested in ships, but it is somewhat doubtful whether it will encourage more people to leave their cars at home and get on a bus!!!

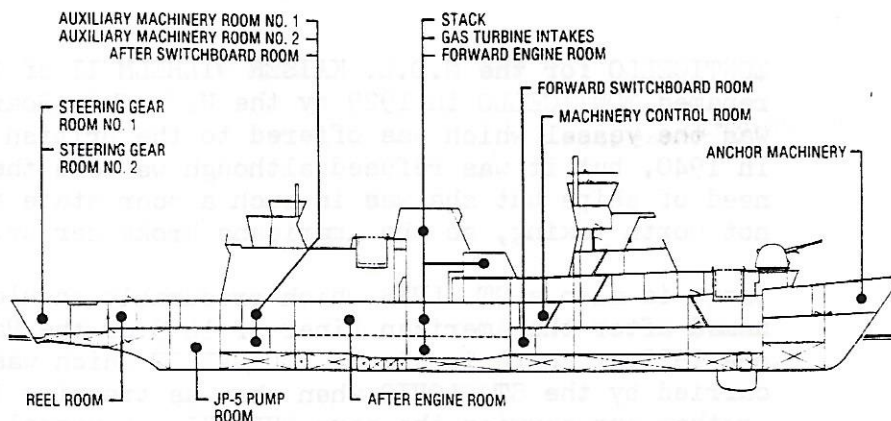
First Israeli Sa'ar 5 corvette launched at Ingalls

THE first of three new Sa'ar 5 class corvettes for the Israeli Navy was launched at Litton's Ingalls Shipbuilding Division, Pascagoula, Mississippi on 9th February 1993 and was named *Eilat* at a ceremony attended by the Israeli Ambassador on 19th March. This was the first launching at Ingalls of a warship other than for the US Navy. The Commander-in-Chief of the Israeli Navy described INS *Eilat* as the 'first of a new generation of ships that the Israeli Navy will sail through the 1990s and into the next century'. The Sa'ars are the largest ships yet built for the Israeli Navy.

The 1,275t *Eilat* is claimed to be the world's first combatant ship designed entirely by computer aided design (CAD) techniques linked to a computer aided manufacturing (CAM) shipyard network. Ingalls performed the detailed design of the Sa'ar 5 for the Government of Israel. Production began in September 1991 using modular techniques and the keel was laid in February 1992. Upon completion of outfitting, sea trials and crew training programmes, the corvette will sail for her home port of Haifa next year. Two further Sa'ar 5 corvettes for Israel are on order from Ingalls for probable delivery over 1995/6 but an option for a fourth vessel is unlikely to be taken up.

The Sa'ar hull has 11 watertight subdivisions and a continuous main deck. The vessel is designed for low radar cross section, low IR and noise signatures and high speed. Twin masts are arranged fore and aft on the superstructure for maximum separation. The corvette is equipped with a hangar, helipad and full support facilities for a Dauphin helicopter and will have a very compact, powerful, multi-mission combat system capable of countering air, surface and sub-surface threats.

INS *Eilat* is powered by a CODOG



Inboard profile showing the machinery spaces.

arrangement of two MTU 12V 1163 TB82 diesels and a cross-connected GE LM-2500 gas turbine driving twin KaMeWa cp propellers to give cruising speeds over 20 knots and a boost speed in excess of 33 knots with the gas turbine driving both shafts. Special modes include the gas turbine driving one shaft and one diesel driving the other. One diesel can also drive both shafts and there is a silent mode. Range at 17 knots will be 3,500nm. Total electrical power plant capacity is 1,880kW, adequate to cover battle damage and repair scenarios. Manoeuvrability at high speed is provided by the large twin rudder design and at low speed by the reversible pitch propellers.

The integrated combat systems for the

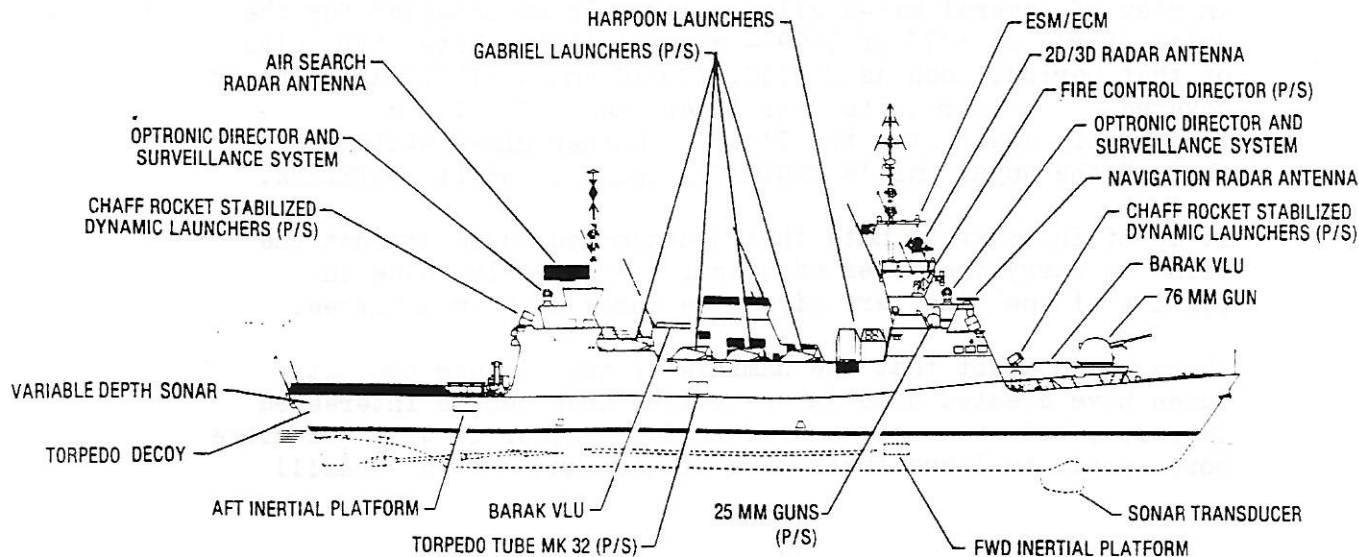
Sa'ar 5 were developed and are being provided by leading Israeli defence and US companies including Astronautics, EDO, Elbit, Elisra, ELOP, Kerfott, MBT, Norden, Rafael and Tadiran.

Weapons will include eight long range (130km) Harpoon SS missiles in two groups of four, eight medium range (36km) Gabriel Mk.2 SS missiles and new short range (10km) Israeli vertically launched Barak SAMs in two groups of 32 missiles. The ship will also be armed with an Oto-Melara compact type 76mm gun forward (range 19km) and two Sea Vulcan/Phalanx 25mm CIWS guns port and starboard (range 1km), supported by Cardion 2D and 3D search radars, Elta fire control equipment and comprehensive ESM/ECM equipment. ASW capability is provided by two sets of triple 324mm tubes for Mk.46 torpedoes, a torpedo decoy system, hull mounted sonar and a towed array.

Accommodation is provided for 64 ship's crew and ten air crew. Food stowage is adequate to supply the full complement for 24 days. Two water generators operate on heat supplied by diesel generator water-jackets to provide for all fresh water needs. ①

PRINCIPAL PARTICULARS *EILAT*

Length overall	85.64m
Length bp	76.60m
Beam, waterline	10.39m
Beam, extreme	11.88m
Draught	3.17m
Displacement, std	1,062 tonnes
Displacement, fi	1,275 tonnes
Propulsion power (sustained)	1 x 25,000shp
Speed max	2 x 3,000bhp
Speed, cruise	33+ kts
	20+ kts



Outboard profile showing the combat system arrangement.