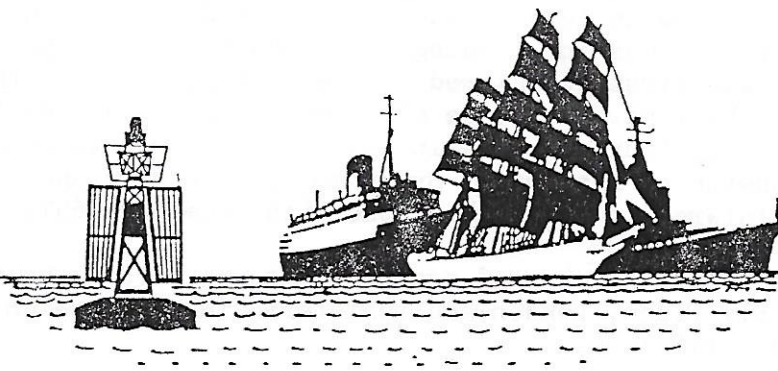


# BLACK JACK

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY



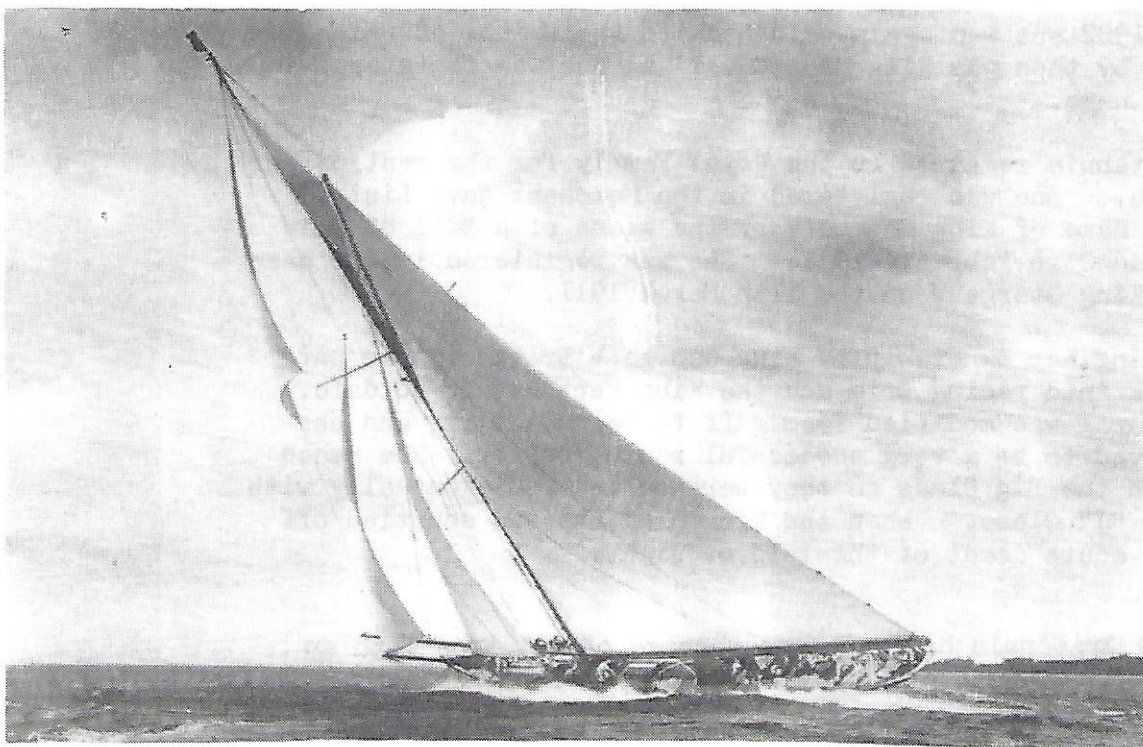
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WINTER

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THE ROYAL CUTTER "BRITANNIA"

This fine craft, which was generally known as the King's Britannia, was in fact built in 1893 for the then Prince of Wales who later became King Edward VII, and it was not until his death that King George V became her Owner.

2

The Britannia was built by D. & W. Henderson and Company of Glasgow in 1893 to the designs of G. L. Watson who, at that time was the leading Architect for this type of craft. She was first registered on the 19th May 1893 in the name of Albert Edward Prince of Wales. He in fact kept her for only four years as in 1897 she was sold to John Lawson Johnston of Kingswood, Sydenham Hill, London and was registered in his name on the 16th December 1897.

The Ownership changed again as she was sold to Martin Rucker of Ely Place, London and registered in his name on the 2nd April 1898.

She was mortgaged to The British Maritime Trust Limited of Fen Court, Fenchurch Avenue, London on the 15th April 1898. The mortgage was dated 12th April of that year to secure an account current with interest at 12%.

In July of 1898 the Britannia was sold to Daniel Cooper of Warren Tower, Newmarket, Suffolk and registered in his name on the 20th July 1898. The mortgage with the British Maritime Trust was discharged on the 4th August 1898.

In 1899 she was repurchased by the Prince of Wales and registered by him on the 20th May 1899.

The Prince of Wales only kept her for a short time as on the 18th October 1900 she was registered in the name of Sir Richard Bulkeley of Beaumaris in Anglesey and registered in his name. This Owner shortened her spars and used her for cruising in the Menai Straits.

In 1902 she was again sold back to the Prince of Wales who by then was King Edward VII and she was registered in his name.

Britannia remained in the Royal Family for the rest of her life. She was registered in the Merchant Navy List in the name of King George V by the means of a Bill of Sale dated 23rd February 1911. She was registered in the name of King George V on the 11th March 1911.

During her ownership by King George V Britannia was put back into racing trim and the King kept her up to date. Her rig was modified from gaff to Bermudian rig and she proved to be a very successful racing cutter. She raced with the Big Class as they were called and eventually with the "J" Class. When the King died she was scuttled off the south coast of the Isle of Wight.

The Britannia had a Thames tonnage of 221 tons with an overall length of 122 feet, a beam of 23.3 feet and a draft of 15½ feet.

She gained twenty first prizes in her first year out of thirty eight starts and the following year she had twenty six firsts out of twenty eight starts and in 1895, her third year she had thirty eight firsts out of fifty starts. The picture of Britannia was taken when she was winning her 200th race in 1924.

In recent years there has been a suggestion to raise her from her grave, but this came to nothing. A syndicate now exists to raise money to build a replica.

F.B.

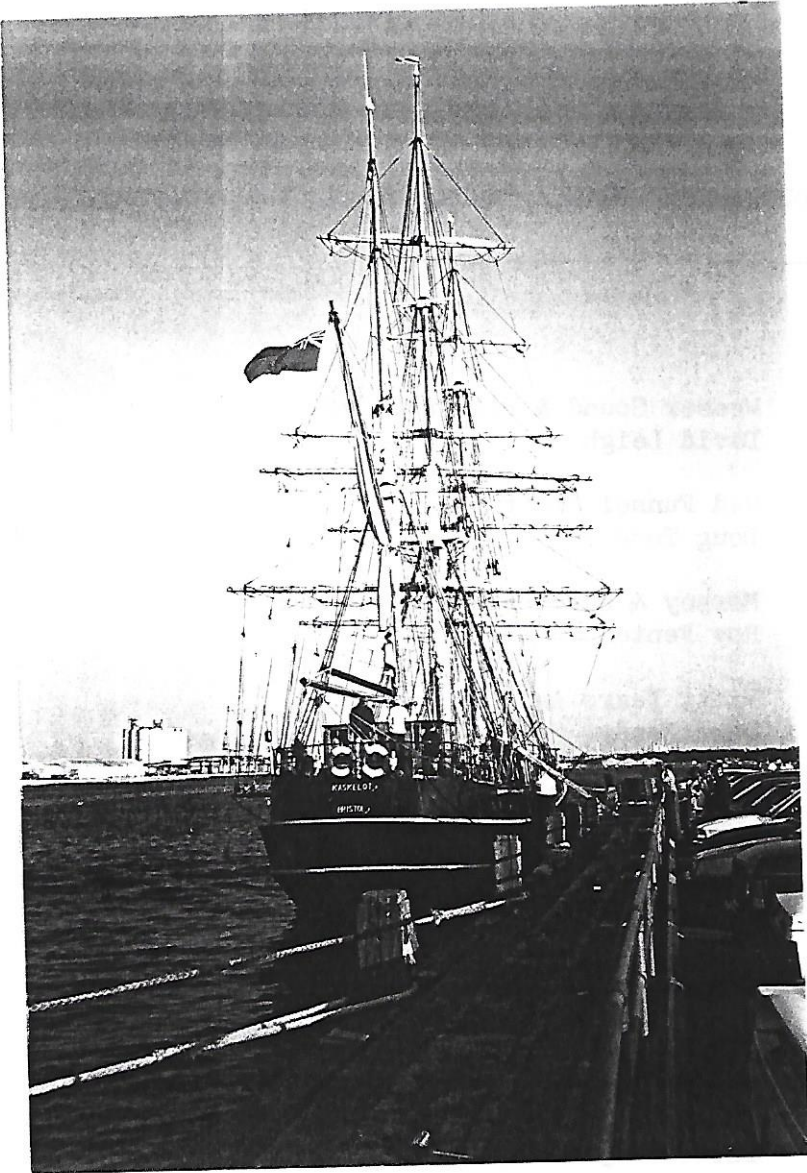


SOUTHAMPTON BRANCH PROGRAMME

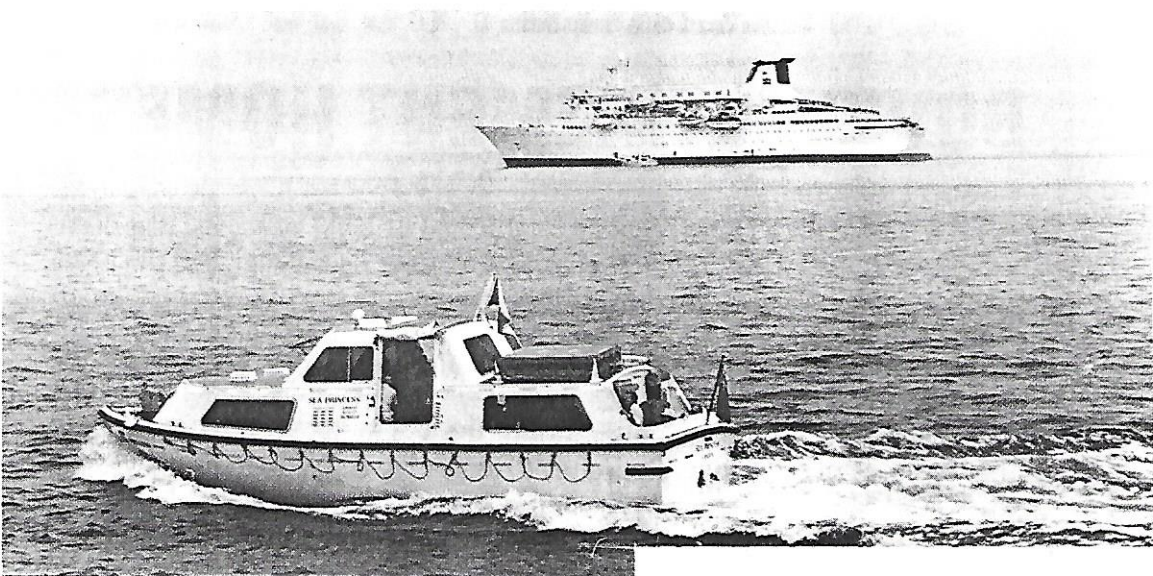
1995

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- Jan. 10th      Wessex Sound & Film Archive  
David Leigh
- Feb. 14th      Red Funnel Stuff  
Doug Toogood
- Mar. 14th      Mersey & Manchester Ship Canal  
Roy Fenton
- Apr. 11th      Fifty Years Ago  
Bert Moody
- May 9th        The Port of Poole  
WSS Tape/slide Show
- June 13th      The "Caronia"  
David Hutchings
- July 11th      A Lifetime of Ships  
Mike Lindsay
- Aug. 8th        Members evening
- Sept. 12th     Photo Competitions
- Oct. 11th      Branch A.G.M.
- Nov. 14th      Warships for export/ Turret Ships  
& Torpedo Boats  
WSS Tape/Slide Shows
- Dec. 12th      Mini talk evening  
Various members



THE "KASKELOT"  
SEE PAGE 5



■ The Sea Princess launches go to work.

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SOME RECENT CALLERS

What you like in ships is, like everything else, a matter of personal preference. A number of interesting vessels have called at Southampton during the spring and summer months and I leave you to work out which I think are preferable.

Undoubtedly the highlight was the "JEREMIAH O'BRIEN" in June but she has been described already in this journal, and many others. It was a rare treat to see her in Southampton Water again. Later in the same month and in the same Dock the Venezuelan sail training vessel "SIMON BOLIVAR" was to be seen and visited. (Publicity was kept to a minimum) Built at the Spanish yard of Celaya in Erandio, Biscayin 1979 she is a barque of 1,248 tons, designed for cadet training for the Venezuelan Navy. She has a length of 82.4 mts. width of 10.6 mts. and a draft of 4.4 mts. She has a diesel engine and can carry a full set of 23 sails for her 3 masts. She has a total complement of 235 men of which 201 are cadets.

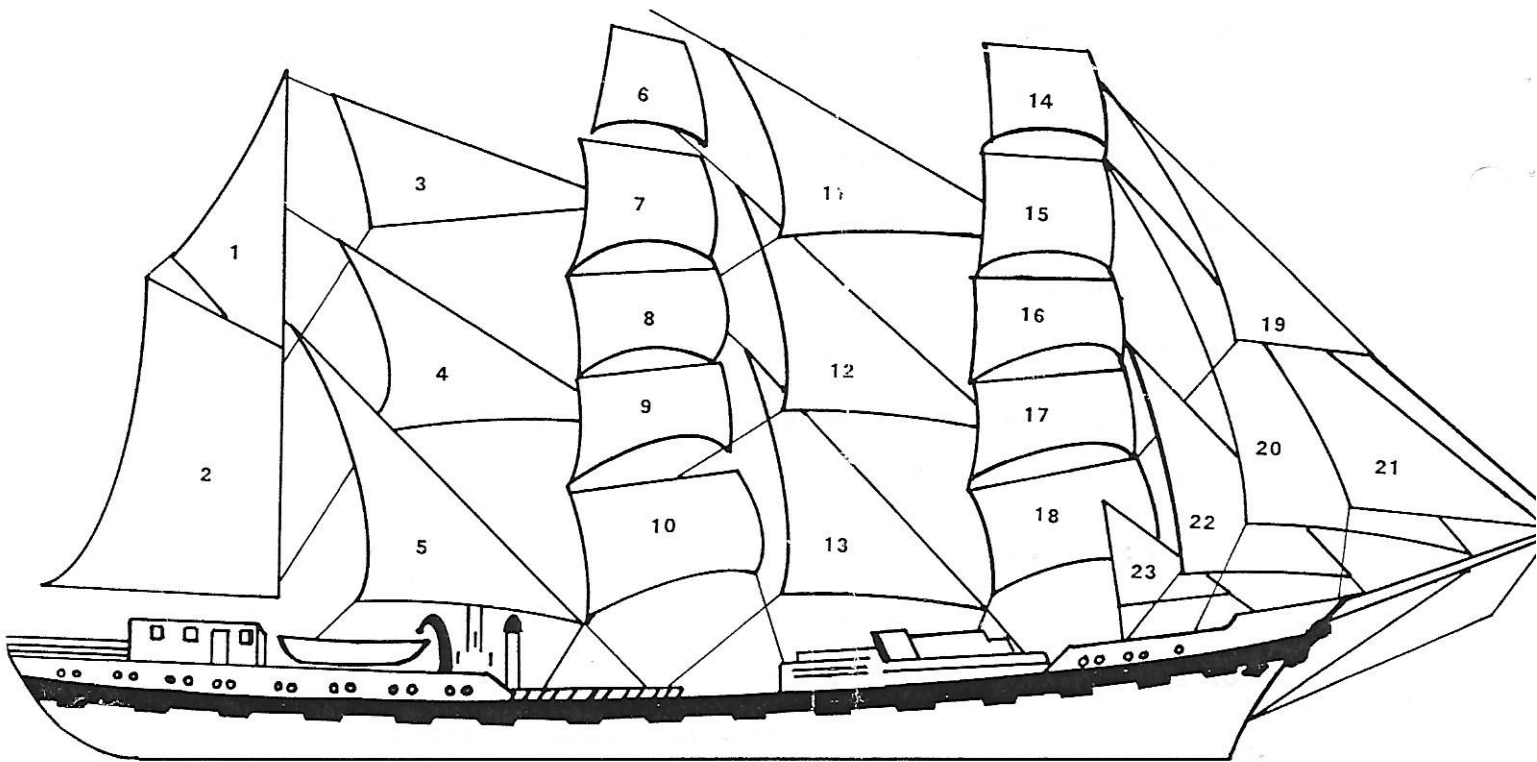
Another sailing vessel to call this summer was the privately owned and British registered "KASKELOT" Built in 1948 at the Danish Yard of Ring Andersen she was traded for a number of years between Denmark and the Faroes and Greenland as a fully rigged sailing ship. Now a 3 masted barque she earns a living for her Owners in film work for the cinema and T.V.

Altogether different was our visitor of July 9th, Carnival Cruise Lines "FASCINATION" and she was certainly that! Built at the Mass Yard in Helsinki, Finland the "Fascination" is Panamanian registered and has an international crew of 920. She can accomodate over 2,000 passengers and boasts

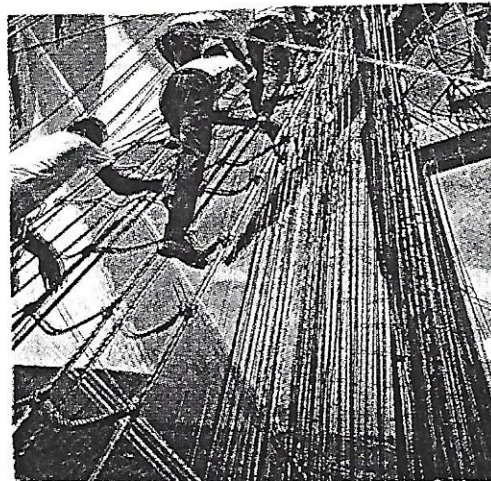


a very wide range of facilities for those people taking a scheduled 8 day cruise on her from San Juan and back via St. Thomas, Guadelope, Grenada, La Guiara, Aruba . Other statistics are Gross tonnage 70,367. Length 855 feet, Beam 118 feet. She certainly lived up to her name and we had a fascinating ship visit.

Rod Baker.



"SIMON BOLIVAR"



Up the rigging.

Can you name  
the sails?

Answers next  
issue

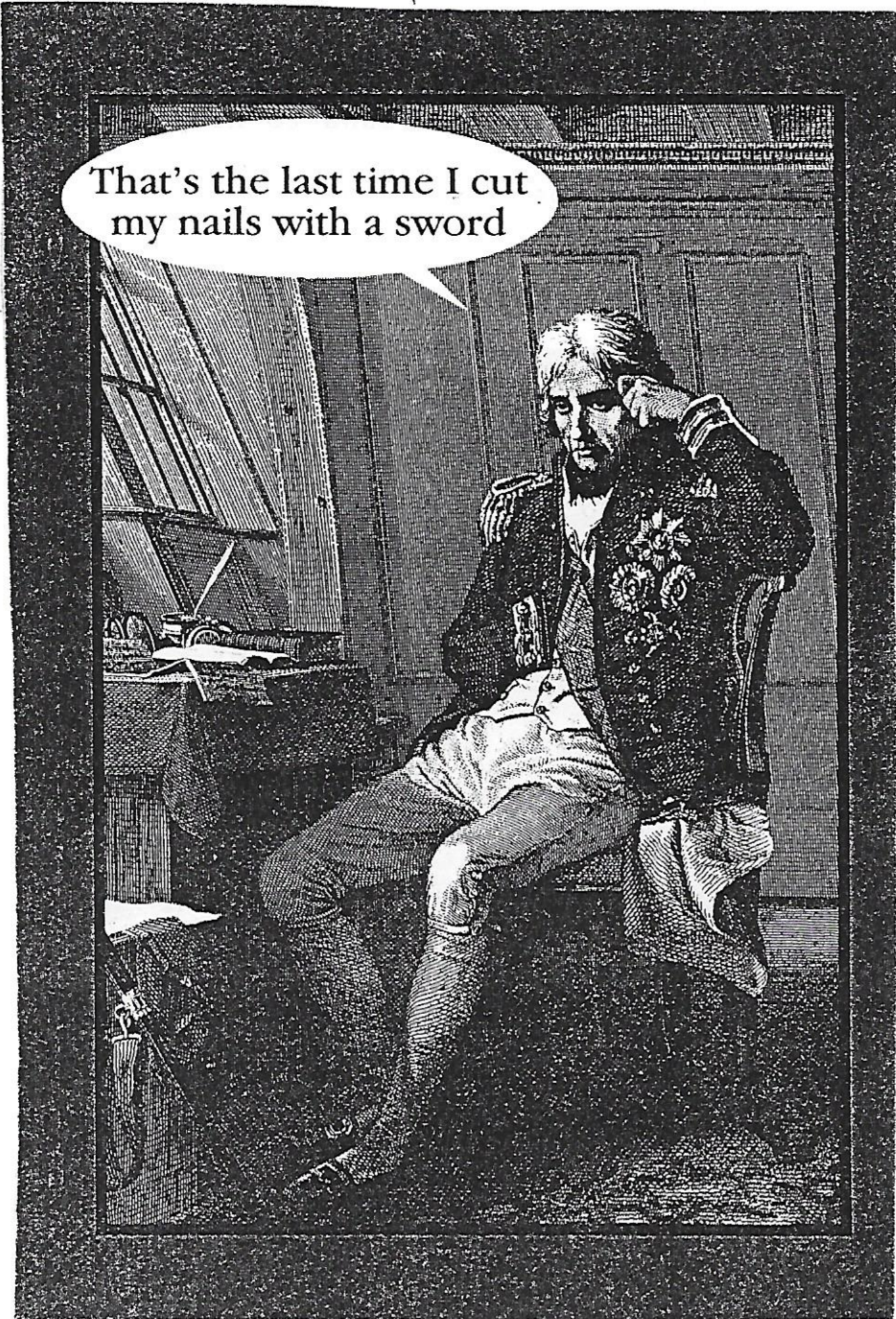


A PLEAS FROM THE SECRETARY

WILL MEMBERS PLEASE NOTE WHEN PAYING THEIR SUBSCRIPTIONS THAT THE TOTAL AMOUNT DUE IS £23-, made up of WSS SUB£20 and BRANCH SUB £3. PLEASE SEND TO THE BRANCH TREASURER AS THIS MEANS A PERCENTAGE FOR THE BRANCH.

MANY MEMBERS ARE STILL NOT GETTING THIS RIGHT AND IT DOES CAUSE EXTRA WORK FOR OUR TREASURER, AND IN SOME CASES EXTRA EXPENSE IN CHASING IT UP. FINALLY IT IS MUTUALLY HELPFUL IF YOU PAY YOUR SUB ON TIME--MARINE NEWS IS BEING CUT OFF QUITE QUICKLY THESE DAYS!

HAVE YOU EVER GIVEN SERIOUS THOUGHT TO LIFE MEMBERSHIP?



A HAPPY CHRISTMAS  
AND NEW YEAR TO  
ALL.



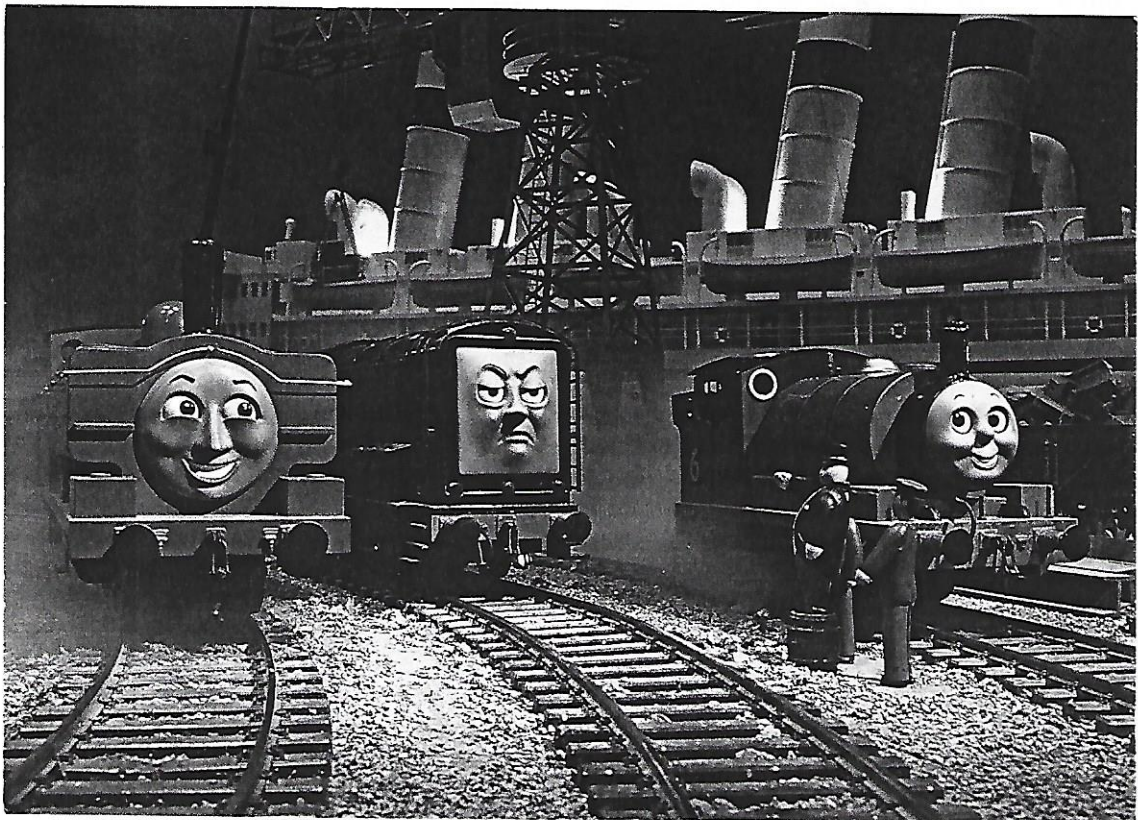
## CAN YOU HELP?

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Is this a Southampton photograph? Recently come across in a local shop is this hitherto unknown postcard view. The saddle tank engine and pannier tank would certainly have been unusual visitors to the port and their conjunction with a diesel shunter would seem to limit the date even more? The important point is what is the 4 Funnel liner in the Background? Is it the "AQUITANIA" on one of her last visits to the port, post war? Finally the crane is a puzzle, had she been brought here during the War? On the back is a possible clue, it says

' enjoy their work at the harbour pulling and pushing trucks full of cargo to and from the quay. But one morning the engines were exhausted. The harbour was busier than ever. The Fat Controller promised that another engine would be found to help them."

Answers to The Editor on a postcard please.





## Future trends in warship technology

by Erbil Serter

THERE are at present considerable threats from airborne related systems against surface warfare platforms. Elimination of these threats will depend largely on the use of low above water radar cross section (RCS) reflections, silent operation and extremely effective and accurate weaponry.

Furthermore, in addition to stealth and effective ordnance, when formulating future naval ships there must be considered minimum crewing, compact design with good seakeeping and stability, long range and speed. This will result in a very different kind of naval platform.

Future design must be formulated on strict mission profile requirements similar to those used in aircraft, not on traditions or past concepts, mostly derived from 20th Century warship thinking.

The surface warfare platform should be based on some concept where the destroyer, or ship of equivalent mission profile, must be able to operate under

semi-submerged mode as well as the traditional displacement mode. It is suggested that the hull design should make full use of sea environmental conditions to reduce the RCS reflections above water by submerging to the main deck level when needed.

The superstructures, heavily coated with radar absorbing materials, should be kept to a minimum, only housing essentials including electronic transmitting and receiving systems plus a small bridge. Full use of inclined surface geometry must be implemented.

In order to provide the required submergence to deck level a double-hull form concept similar but simpler to those used in submarines should be developed. This hull characteristic will improve not only seakeeping but will provide enhanced hull protection against soft kill weapons or shocks. The double skin hull will also provide extra fuel tank capacity when required for making long passages.

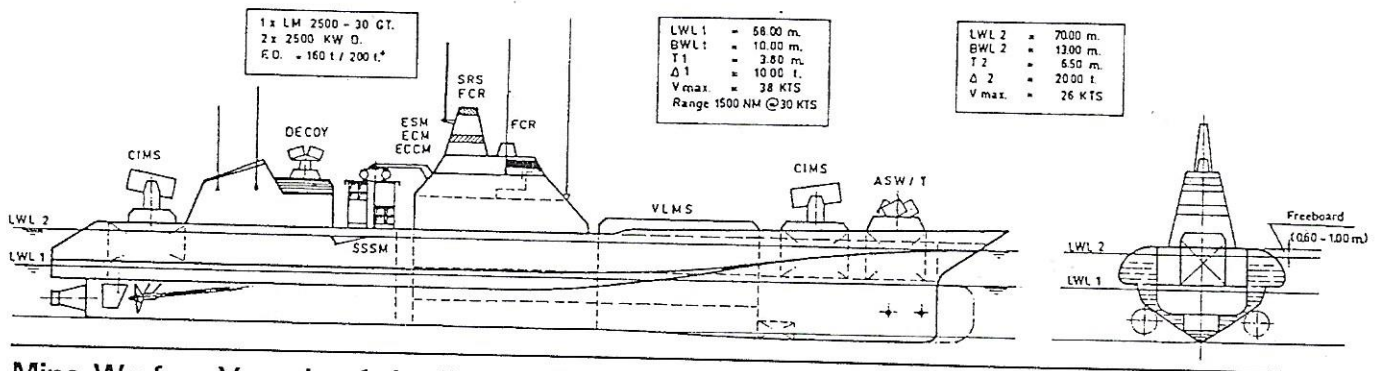
Vertical launch missile modules for

surface-air-underwater warfare should be installed along the full length of the available deck space, with special attention to anti-aircraft and anti-missile missiles.

A helicopter system may be housed within the hull and should be based on a combined lift/landing system so that bulky hangars causing excess RCS can be eliminated.

One of the most fundamental and critical factors is the hull form and relevant hydrodynamics for this semi-submerged concept. Low resistance, stability and good course keeping with high seagoing performance must be maintainable at different displacements with large variations in draught.

Concept studies for a 70m corvette are outlined here by Hydro Research Systems SA of Geneva in the form of the simple sketch below. Further studies involve a 120m gas-turbine powered destroyer with double-hull, submerged bulbous bow and alternative draughts of 5.5 and 9.5m.



## Mine Warfare Vessels of the Royal Navy — 1908 to Date

By M P Cocker. Published by Airlife Publications, Shrewsbury. Hardcover, 223 pages. Price £22.95.

This is a detailed tabulation of the many types and classes of mine warfare vessel used by the British navy between 1908 and 1993. It includes minelayers, minesweepers, minehunters, and allied vessels. The vast minesweeping fleets of the 1914-18 and 1939-45 wars are prominent in the text. One of the most surprising aspects of the book is the past use of some unusual craft for mine clearance including motor torpedo boats, rescue tugs, ex-river gunboats, landing craft as small as 36ft length for harbour work and the running of fast steam gunboats over suspected mined channels to trigger mine mechanisms.

But the brunt of British minesweeping was painstakingly borne by three principal types of ship; minesweeping and dual purpose anti-submarine trawlers, either specially built or commandeered from fishing with their crews drawn largely from the same source: specially designed fleet minesweepers and wood-

en motor minesweepers. Most of these ships were built in Britain. Some were built in Empire countries, mainly Canada and Australia, others in the United States of America and a few in unlikely and late-combatant countries such as Brazil and Portugal.

Given the attraction of the use of mines, which can be laid by an enemy at comparatively low cost by sea or air and the effect of them, even sparsely sown, the importance of mine countermeasures is obvious. But there are now only 30 or so modern MCMVs in the British navy and these are expensive and sophisticated. War emergency needs have in the past been largely filled from the once large trawler and drifter fleets, now all gone with their skilful and hardy crews. Where, in any future conflict involving mines and protracted anti-submarine warfare will Britain find the men and ships to fight successfully? As in the past there is great need for a large naval reserve and encouragement of training of volunteer yachtsmen.

British wartime minelayers have ranged from submarines and specially

built ships, some of exceptional speed, to converted 22,700 ton fast cruisers, requisitioned merchant ships, trawlers, motor torpedo boats and launches and other types. Despite this experience the capability to lay mines by almost any type of surface ship greater than about 45m length seems to be ignored by the Royal Navy, though other navies, particularly in Scandinavia and the former Soviet Union embody this capability in many ships to advantage.

In past conflicts large numbers of British mine countermeasures vessels have been built quickly but now neither the yards or skilled labour exist to produce sufficient numbers in time.

An adequate mine countermeasures force would enable substantial seaward defence forces centred around submarines and fast attack craft with stealth, minelaying and anti-air capability to operate from dispersed bases in Britain independently of other navies if necessary. Others will have differing views but it is now Britain which needs defending, not a vanished empire.

John Leather



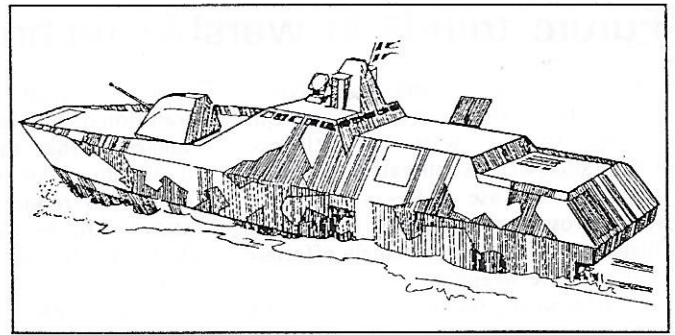
LARGE countries with correspondingly large resources for research and development do not necessarily produce results which are correspondingly more significant than those produced by smaller countries with more limited resources. And in particular, it usually takes much longer in a large country for results to be applied in practice, probably because red tape grows with the size of the country. This phenomenon is clearly demonstrated by the difference in development and application of stealth techniques as regards naval shipbuilding in the United States and Sweden.

The US programme with the test prototype 'Sea Shadow' has, it is now known, been running since the early 1980s, and the then secret night trials commenced in 1984. Yet it appears that the only practical results so far are some last minute adjustments to the design of the *Arleigh Burke* superstructure and, possibly, some influence on the design of the Israeli 'Sa'ar V' class corvettes.

The corresponding Swedish programme started in the late 1980s and the experimental stealth SES *Smyge* was launched in the spring of 1991. Nevertheless, the numerous tests since conducted are already now being turned to account in revolutionary designs of new Swedish naval vessels. The CinC Royal Swedish Navy, Vice Admiral Dick Börjasson recently forwarded a recommendation for the start of a building programme comprising two types of ships, a corvette-size, multi-purpose vessel referred to as YSM 2000 and a minesweeper/patrol boat designated YSB.

Preliminary artist's renderings of the two vessels reveal a marked resemblance to *Smyge*, in particular in the case of YSM 2000 which, like the test vessel, is of SES construction. This exterior resemblance, combined with the use of GRP sandwich construction and radar absorbing surface material should ensure a highly reduced radar cross-section. Other stealth features developed and tested in the *Smyge* programme have also been applied, resulting in low IR, sound and magnetic signatures and

Artist's impression of the YSM 2000, an SES combat ship of GRP foam construction for the Royal Swedish Navy.



modest wake and underwater pressure effect.

Whereas *Smyge* measured only 30.4 by 11.4m the YSM will be about 55m long and 14m wide. High-speed diesels will drive KaMeWa waterjets, providing high manoeuvrability and a maximum speed of 40 knots. The lift fans will be powered by their own diesel engines. The only visible armament will be a forward Bofors 57mm gun mounting with the stealth cupola which attracted considerable attention when it was first shown in 1980, and possibly a Bofors Trinity CIWS aft. However, a vertical launch missile based CIWS is being considered as an alternative. Such a system might use either an upgraded, navalised version of Bofors' RBS 70/90 laser-guided missile or a naval version of the ground-to-air medium range Bamse, under development by the same company.

A vertical launch air defence missile system would by nature be embedded in the hull. Other concealed weapons will be Saab's RBS 15 anti-ship missile, recently successfully fired from inside the *Smyge*, the coming long range, dual purpose Torpedo 2000, under development by Bofors Underwater Systems, and chaff and flare rockets. A considerable minelaying capacity will also be included, and an MCM system will provide a further capability.

Most sensor and communication aerials will be integrated in the hull, based on experience gained by CelsiusTech during the *Smyge* trials. This company will probably also supply a version of its current, advanced C<sup>3</sup>-system.

The YSB combined minesweeper/

patrol boat will have a displacement hull and be 35m long with a width of 8-9m. Its maximum speed will be 15 knots. Although not shown in the preliminary sketch it might well be armed with a Bofors Trinity CIWS fitted with a stealth cupola and mounted abaft the bridge house.

YSM 2000 will complement the existing *Stockholm* and *Göteborg* class corvettes and gradually replace the *Spica II* fast attack craft. YSB will replace patrol boats and coastal and inshore minesweepers of an earlier date.

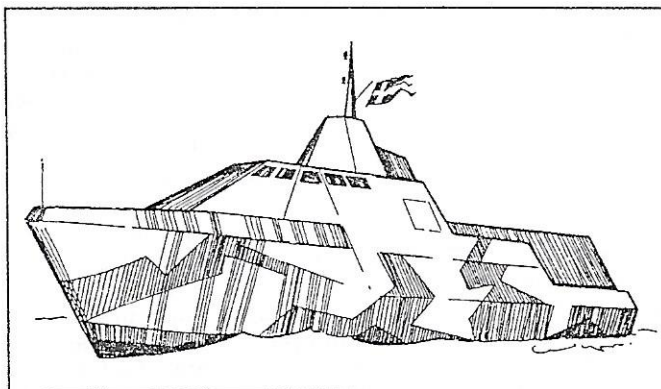
Vice Admiral Börjasson has recommended that initial building of four units of each type should be authorised, and as the funds required have already been reserved in the current Swedish five year defence plan, official approval is expected soon. Realisation of the programme can then commence, and it can hardly be doubted that the building yard will be Karlskronavarvet.

### Cancellation of Australian helicopter ship

The Royal Australian Navy's projected Training and Helicopter Support Ship (THSS) was cancelled at the end of August, as part of a round of defence budget cuts. The RAN had hoped to use the THSS as a combined training ship (replacing the mercantile conversion HMAS *Jervis Bay*) in peacetime and an amphibious assault ship in time of crisis.

The THSS was to have been the subject of studies to determine the merits of a mercantile conversion as against new construction. The Defence Minister has made no secret of his preference for the conversion option, so it is possible that the project will re-emerge in a different form. The concept of power-projection has powerful political opponents, but the RAN must reach a decision soon on a replacement for HMAS *Jervis Bay*.

Another victim of the budget cuts is the proposed class of Oceanographic Hydrographic Ships (OHS). Although funds for project-definition studies have already been allocated the PD phase has been deferred and long-term funding for construction will be reviewed. ①



The smaller YSB mine countermeasures or patrol vessel with a displacement hull. Both YSM and YSB reflect new stealth technology.