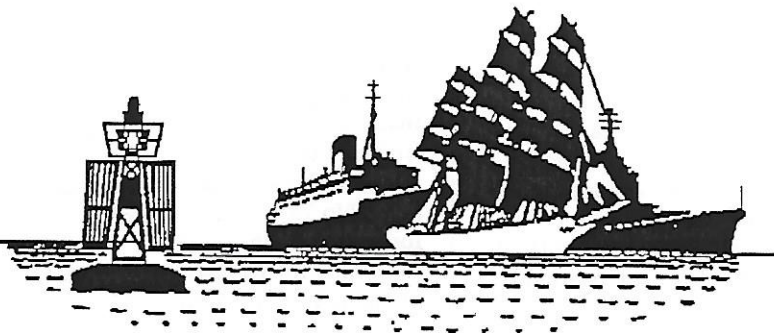


# BLACK JACK

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY



Summer 1995 No.93

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## A Visit to "Oriana"

By Doug Toogood



Photographs by Doug Toogood

**The wonderful new British cruise ship "Oriana" arrived in Southampton on 3rd April 1995, from extended sea trials.**

My wife and I were at the Town Quay to see the ship arrive, also there were Paul Gosling and Dave Hornsby, and a good gathering of spectators. With the weather not too bright, suddenly the ship was in view by Dock Head, with several helicopters and the escort of local tugs, some with their monitors going, the spray reaching right out and showering the 'Oriana' as if to say, "Welcome to Southampton". Making her way up towards the Western Dock, my first impression was of an extremely high vessel and looking altogether like a modern day Canberra. As 'Oriana' passed the sun began to shine and lit up the ship in all her glory. It was a most moving sight, one of which we will never forget, as we had been following her progress from her initial keel laying on 11 March 1993. Later in the morning I managed to get myself on a live interview with BBC Radio Solent Presenter, Nick Girdler. Nick asked my opinion of the new ship. I said it was a pity it was not built in this country, but nevertheless a most beautiful ship.

On Friday 7th April 1995 we were invited onboard 'Oriana' for a visit, by kind permission of P&O. This was the day after HM The Queen had named 'Oriana' at the naming ceremony at berths 43/4. We were taken by coach into 41 shed, inside was erected a large marquee and much carpet and potted shrubs were in evidence. We were given identity passes, and then slowly made our way towards 'Oriana', passed the dias where the Queen had named the ship the previous day. 'Oriana' looked huge and awe-inspiring as we made our way towards her. We made our way up the covered gangway and into the Garrison Court, from there we were given a self tour guide (a booklet) with instructions and a route to tour the ship. We took the lift to the Sun Deck and we viewed the Medina Room, Crows Nest Bar and Iberia Room, all very resplendent with watercolours of past P&O liners and other nautical memorabilia. A model of the 'Ranpura' behind the bar in the Crows Nest was set off by a beautiful white grand piano.

One deck down to the Lido Deck was the health and beauty spa, known as 'Champneys at the Oasis', which also boasts the most modern hair salon afloat. Overlooking the bow

of the same deck was the Relaxation Area with saunas and whirlpool spas, one was tempted to go in for a nice relaxing dip. We passed through the fully equipped gymnasium, which made me feel tired just looking at it, we came to the evening Disco Area and into the Riviera Bar and Pool heated to 75°F which had easy access for the less mobile person. We then went onto the Crystal Pool, the largest afloat at 12.8m x 5.6m.

There are many open decks in evidence on 'Oriana', giving more deck space per person than any other cruise vessel afloat.

Into the Conservatory, an informal restaurant, we had a welcome cup of tea. This is a casual, self-service restaurant at its best and is open from Breakfast to Dinner and seats a total of 680 persons. Again wide access is given for people in wheelchairs. Outside into the Terrace Bar, down to Deck A we viewed a variety of cabins, single and 2-berth 'C' grade, these feature twin/double beds, private bath/shower, wc, sitting area, mini refrigerator, colour TV, 5-channel radio, safe, air-conditioning, telephone and picture window.

Also on show were the staterooms with private balconies, extras include a mini bar and separate dressing area. The suites with balconies boasted a Jacuzzi bath. After viewing other cabins on show we viewed the Tiffany Court on D Deck, covered by a glass dome and offering full bar service, it is at the top of the spectacular 4 deck Atrium with sweeping staircase and waterfall. A first aboard any ship. Next we saw the Curzon Room which recalls P&O's link with India. It is a venue for afternoon tea and classical concerts, a most pleasing room. Chrichtons Card Room was next and can seat 100 people. The Library was well-stocked and featured furniture by Viscount Linley. The Thackeray Room, a writing room, includes further works by Viscount Linley. Next the Chaplins Cinema, seating 189 people, shows feature films and classics. Two life size sculptures of Charlie Chaplin stand outside the main entrance. Aft of this is the Outer Space arcade room with all the latest in video games. Next is Decibels, the teenagers disco and out onto the Terrace Pool 9.2m x 4.0m, this is normally reserved for children.

On E Deck is the Oriental Restaurant, this seats 524 passengers at a combination of 2, 4, 6, and 8. Floor to ceiling windows give a good ocean view.

The Promenade Deck is open and almost encircles the entire ship, a good place for ship photography. The Pacific Lounge on the same deck seats 450 and during the day lectures, classes and conferences can be held here. It is also the venue for the pre-dinner cocktails and an open dance area in the evening. Lords Tavern, again on the Promenade Deck, is a tribute to Lords Cricket Ground and features a life size mural of that world famous ground. Cricket memorabilia decorates the whole room. It seats 160. Alongside, in a well sound-proofed room is Jackpot, some 70 slot machines features in this venue.

The Photo Gallery display area and Photo Shop sells and develops films.

The Harlequins, again on the Promenade Deck, is a versatile dance floor, for both Ballroom/Night Disco dancing, but also can be used for the Stadium Theatre Company's late night revues.

Andersons club style lounge is named after Arthur Anderson, one of the founders of P&O. A bust of him sits in an alcove in the centre of the room, its club style lends itself for pre and after dinner drinks, it seats 150. Next the Monte Carlo Club offering Roulette and Blackjack. The Royal Court and Knightsbridge Shopping Area sell an extensive range of goods.

Theatre Royal is the first West End Theatre at sea, complete with orchestra pit, a revolving stage, each seat is individually air-conditioned, its seats 664.

Down one level to Deck E are more excellent cabin areas, and the Peninsular Restaurant which seats 454 in combinations of 2, 4, 6, and 8. The Restaurant boasts a 16 metre oil painting entitled Journey of Odysseus.

On Deck F is the Garden Court, the lower level of the 4 deck Atrium, the Main Reception Desk and Pursers office. A portrait of the Queen and the P&O crest adorn the walls (sorry bulkheads!). Along the passageway are the cabins with facilities for the disabled plus more two and three berth cabins. After lunch in the Conservatory Restaurant we ended our tour of 'Oriana'. We found our tour of 'Oriana' very impressive, she is a well built ship, very British throughout and a ship on which young and old can enjoy themselves.

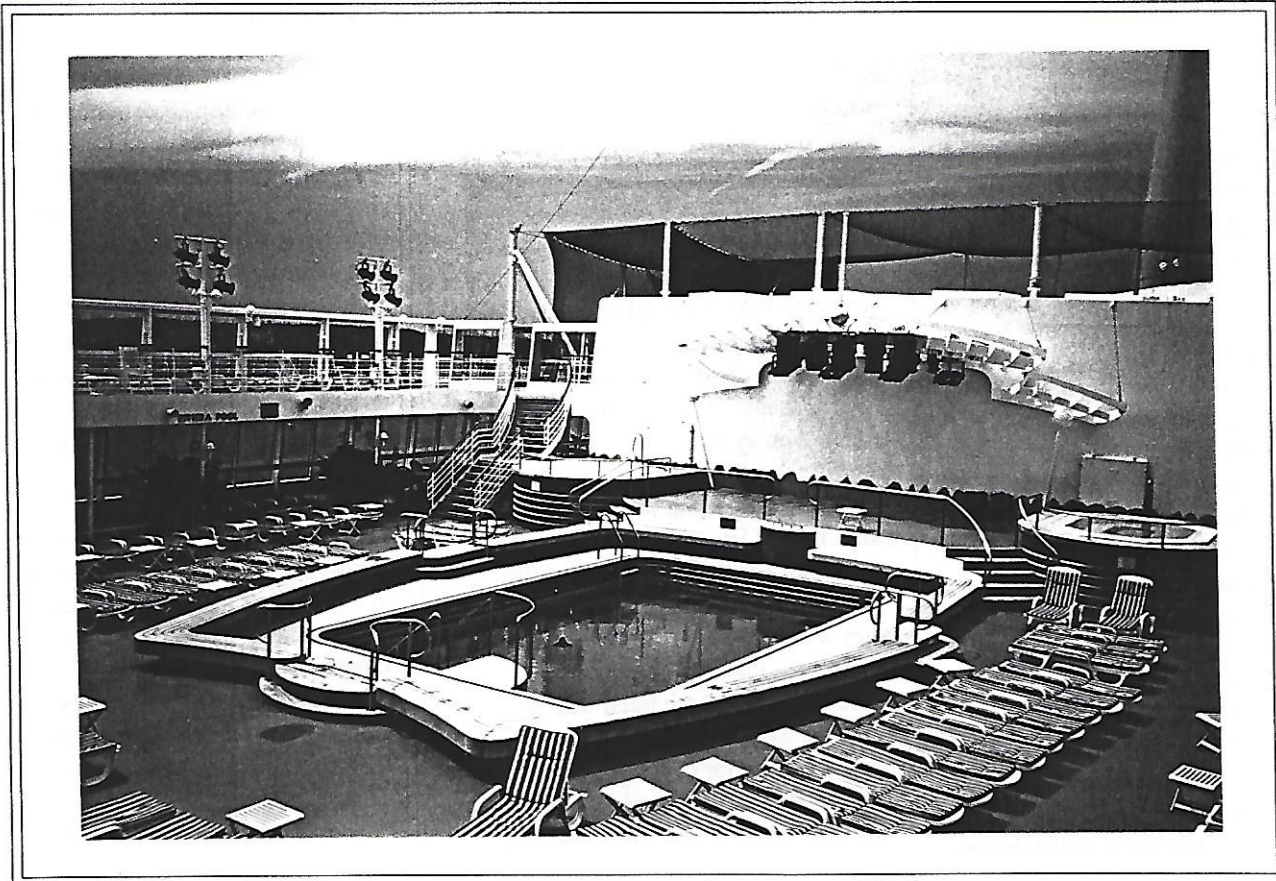
On the evening of 9th April 1995 we stood at Dock Head with a huge Union Jack to watch saw the 'Oriana' sail on her maiden voyage.



Above: Andersons Club Lounge.

Photographs by Don Baker

Below: Riviera Swimming Pool.





# A SHIPYARD AT WAR - HUSBANDS YACHT YARD 1939 - 1945

At the time of the D-Day commemorations I wrote an article outlining the part local boat builders played in producing a variety of small vessels needed for the invasion of Europe. With the attention this year focused on the 50th. anniversary of the war's end I thought it might be fitting to look at just one of these companies in greater detail.

Husbands Yacht Builders moved from Teddington on the Thames to Marchwood in 1928 to establish their yacht building company in this area. In addition to this, they were also engaged in some ship repair and maintenance work, particularly with Oil Tankers calling at Fawley.

Because of their expertise at wooden boat construction their war orders were for this type of building. Their first order was for the Motor Minesweepers. These were built two at a time, end to end, in two large sheds. ( One of the earliest covered building yards. ) Each vessel used about 250 tons of oak which was required for the 6in. frames and lower planking. The upper planking utilised larch or similar timber. Husbands did much of the development work on these craft and their staff often advised other builders working on the programme. Modifications to the design

or building technique initiated in the yard were frequently received from the Admiralty months later as an official alteration, much to the amusement of the builders. Husbands were responsible for obtaining the materials required for the vessels under construction. This often involved many miles of travelling and difficult negotiations with firms attempting to maintain or hoard supplies for their own use " when the war was over ". Due to the shortage of seasoned wood many of the ships used " green " wood which reduced their working life. The search for suitable timber was complicated because, as in the days of " wooden walls " sections of wood with curved grain had to be used for the " knees " that strengthened joints. To cope with the increased work load Husbands had to take on extra craftsmen. They retained their own shipwrights but also employed joiners from many of the local House Builders. This had an unexpected bonus for these firms as it prevented their men being called up into the armed forces, and they had a full workforce at the end of the war ready for the post war building boom. Extra workers were also brought down from Glasgow, but they found the bombing raids too much of a hazard and returned to their own area.

Husbands suffered an early set back to their war work when on the night 29/30 th. Dec. 1940 the yard was bombed and both building sheds set on fire, two of the minesweepers in them were too badly damaged to be repaired. It was also realised that when the slips were greased prior to launching a ship it made them very conspicuous from the air and encouraged even more bombing. For this reason as soon as a minesweeper was launched it was towed around to Bailey's Hard on the Beaulieu River for fitting out. In addition to hulls completed by their own work force, Husbands also built them for completion by other local firms such as the Southern Railways depot in the Docks which prewar had maintained the Channel Island vessels. Although the Motor Minesweepers lacked the power to tow sweeps for contact mines they were suitable for handling equipment for combating magnetic mines and later were fitted with an acoustic hammer on an " A " frame over the bows for countering the acoustic mine. The suitability of wood for their construction was illustrated

when one of the vessels built at the yard was damaged by a mine which witnesses claimed lifted it clear of the water, but due to the wood's natural flexibility, the damage was repairable. The crew were not quite so fortunate, they all had broken ankles. The Motor Minesweepers had limited use post war so they were quickly scrapped, but Husbands did convert two for the Salvesen Whaling Fleet for the duty of towing dead whales to the factory ship.

The MFV's ( Motor Fishing Vessels ) were smaller vessels based on the Seine net fishing boats. Also of wooden construction, they were widely used as tenders, small store carriers and a variety of other uses. Their smaller size meant that 5 or 6 of them could be built diagonally in each shed at the same time. They were launched sideways. When the MFV's were completed " ferry crews " were used to take them to their destination. The officer in charge of one such crew, who made several trips from Marchwood was C.H. Lightoller who as a 2nd Officer had survived the sinking of the Titanic. These small vessels were much more useful after the war, a number remained in Naval or Army ( RCT ) service and many were converted as fishing boats. A few still survive to the present day.

In addition to building wooden warships, Husbands were also fully involved with the repair and maintenance of a wide variety of ships. They repaired a large number of damaged Landing Craft but because these were steel hulled they had to bring in boilermakers from other shipyards. This didn't always work out too well as the strong union background of these workers created problems when repairs needed to be done quickly.

After D-Day Husbands were fully engaged with the maintenance of the U.S. Army vessels tasked with laying the " Pluto " oil pipeline across the Channel. The American armed services had expanded so rapidly that many of the men involved in this job had little or no marine experience, so the yard had to carry out some basic training with them.

Post war, construction of boats decreased, but the firm expanded its shiprepair interests and the name became Husbands Ltd. Even today however, they have a

reputation for repairing wooden vessels and sailing ships of this type can often be seen at their yard.

I would like to thank Mr. Richard Husband for his help in producing this article and hope it has given some insight into the wartime activities of one of our areas shipyards.

So many such companies have disappeared over the years that it is a reflection of the strength of this family firm that it has continued in service until the present day.

To complete the picture here is a list of the vessels they built at that time.

**Motor Minesweepers (MMS) 105 ft. Class :-**

MMS No.	Completion Date	Fate
7	?	?
22	22-11-41	3-46 listed "For sale"
23	?	?
65	27-07-42	14-5-46 Sold to Turkey. Renamed Lima.
67	29-11-42	1945-47 to French Navy as D375. Sold 30-1-1948
137	08-03-43	?-5-46 Sold, renamed Brattas
138	10-05-43	139th.M/S till 1946. Disposal unknown.
309	27-09-43	6-46 listed "For sale"

These vessels had the following details :-

Displacement 165 tons.  
 Dimensions Length 119 ft. (o.a.); Beam 23 ft.; Draught 9.5 ft.  
 Engines Diesel 500 b.h.p.  
 Speed 11 kts.  
 Complement 20

**Motor Fishing Vessels (M.F.V.) 61.5 ft. Class**

MFV No.	Completion Date	Fate
129	12-1943	1944 to Mediterranean. 1945/46 to French Navy. Sold 1950.1951 named Marco Polo at Malta. 24-9-53 sold to Moroccan owners.
130	01-1944	1946 ? Sold. 1947 Edwin Halsall, Preston;1949 same name, registered as FR3; then as Golden Acres (BF336);1955 LK45;1967 BO 28
131	01-1944	24-3-44 to USN. 18-9-46 Sold to French Government.
132	11-1943	1944 to Mediterranean. 1945/46 to French Navy. 1952 San Giuseppe(F6) at Malta.
133	02-1944	14-5-73 sold at Portsmouth.
134	03-1944	7-1959 Sea Cadet Corps, SCC Kirkcaldy; 11-1967 SCC Stornoway
159	04-1944	Sold 2-1947
160	05-1944	12-1946 to War Dept. (i.e. Army) in Far East. 19--? War Dept. in U.K. as Yarmouth Seaman. 1975 Still in service.

236	02-1945	09-1945 East Indies. 3-1946 sold to Bengal Gov'n.
237	10-1945	1960 R.N. Fulmar. 10-4-75 sold at Rosyth.
238	?	02-11-1946 sold at builders, renamed Madam Sand.(SA 28) 1973 North Scarle.(H182) 239,240,241 Cancelled 30-8-1945

These ships had the following details :-

Displacement :- 50 tons . 48 grt.  
 Dimensions :- Length 64.5 ft. ( o.a. ) Beam 17.5 ft.  
 Draught 7 ft.  
 Engines :- Various diesel: Usually Blackstone or Widdop of 120 bhp.  
 Speed :- 8.5 to 9 kts.  
 Complement :- 6

**75 ft. MFV CLASS**

MFV No.	Completion Date	Fate
1061	07-1945	20-10-1963 sold at Plymouth. 1965 Balmaiden, Penzance 1969 Wheal Geever, Penzance
1062	01-1946	1975 Still in R.N. service
1149	?	7-2-1948 sold by builders as Calanus (GW25)
1150	?	26-6-1947 sold by builders as Abundance of Newhaven.
1201, 1202		Cancelled 6-9-1945

The details for this ships were :-

Displacement :- 114 tons. 77grt.  
 Dimensions :- Length 75.5 ft. Beam 19.75 ft. Draught 9.5 ft.  
 Engines :- 1 Lister Blackstone diesel, 160 bhp.  
 Speed :- 8.5 kts.  
 Complement :- 9

From these lists, hopefully, it can be seen that many of these vessels proved to be just as useful and essential to postwar owners as the larger and more publicised "Liberty" and "Victory" freighters were to deep-sea traders.

Bill Lawes

## STATENDAM (III)

By John S. Lindsay

## old southampton callers



Resulting from the success of the newly constructed **NIEUW AMSTERDAM** and **ROTTERDAM**, both Belfast built by the Harland & Wolff yard, the Holland America Lines placed an order for the construction of **STATENDAM II**. She was launched in July 1914 but owing to the outbreak of World War I in August, work was suspended for the time being. Owing to the shipping shortage she was requisitioned by the British Government and fitted out as a troop transport, her delivery being made in the Spring of 1917. Her new name was **JUSTICIA** and as her name implies she was to be managed by the Cunard Company. However, owing to the shortage of suitable personnel she was registered at Liverpool under the Oceanic Steam Navigation Co., which was the official title of the White Star Line.

Unfortunately, she had a very short career as on 19th July 1918 at 2pm she was hit amidships by a torpedo killing ten of her crew. She

After the war the Holland American Line ordered a replacement for the lost **JUSTICIA** (ex. Statendam) and her keel was laid down at Harland & Wolff Yard in Belfast under Yard No. 612 in 1921. She was a vessel slightly smaller than the previous one, her particulars being 29,511 gross tonnage, 697 feet oa, 674.2 feet bp x 81.4 feet x 49.4 feet, load draught 33.3 ft. Twin screws driven by S.R. geared turbines by Harland & Wolff (Parsons design), steam being supplied by six oil fired water tubed boilers at a pressure of 400 psi, giving a speed of 19 knots. She still retained the three funnels of the former vessel.

One of her main competitors was the Red Star Lines **BELGENLAND** which was often compared with as a later more up to date and sister edition. She was designed to carry 510 First Class, 344 Second, 374 Tourist and 426 Third Class passengers.

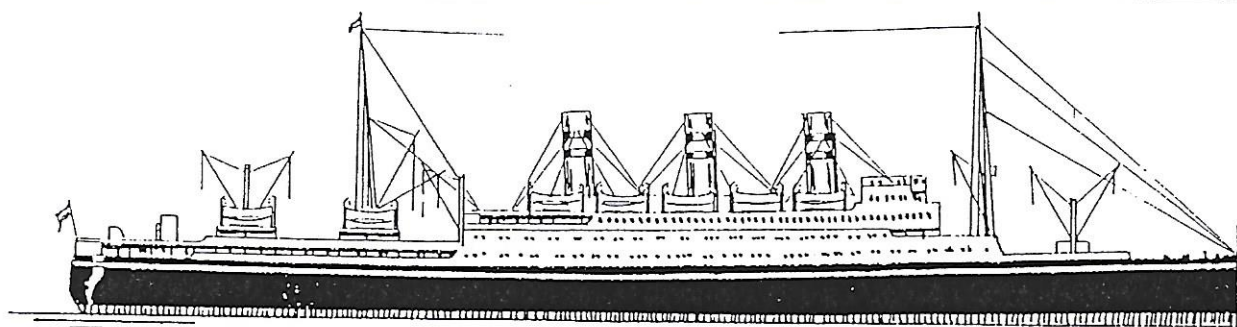
Owing to the depression in shipbuilding she experienced many

Work was finally finished on 16th March 1929 and bearing her name **STATENDAM**.

She started her maiden voyage from Rotterdam on the 11th April 1929 proceeding to Boulogne - Southampton - New York was a major event as it coincided with the 300th anniversary of the arrival of the first Dutch ship the **HALF MOON**.

She was a very successful and popular ship on the North Atlantic service with the fluctuation of the trade she took to cruising on the off periods making trips to the West Indies, Latin America and the Mediterranean.

With the outbreak of World War II the **STATENDAM** was one of the company's many ships which helped to convey many of the stranded American tourists in Europe back to the States in 1939. Making her final westbound voyage in September of that year she rescued thirty six of the crew of the torpedoed cargo ship **WINKLEIGH**, landing them in New



STATENDAM (III) - 1929-40-

JOHN S. LINDSAY.

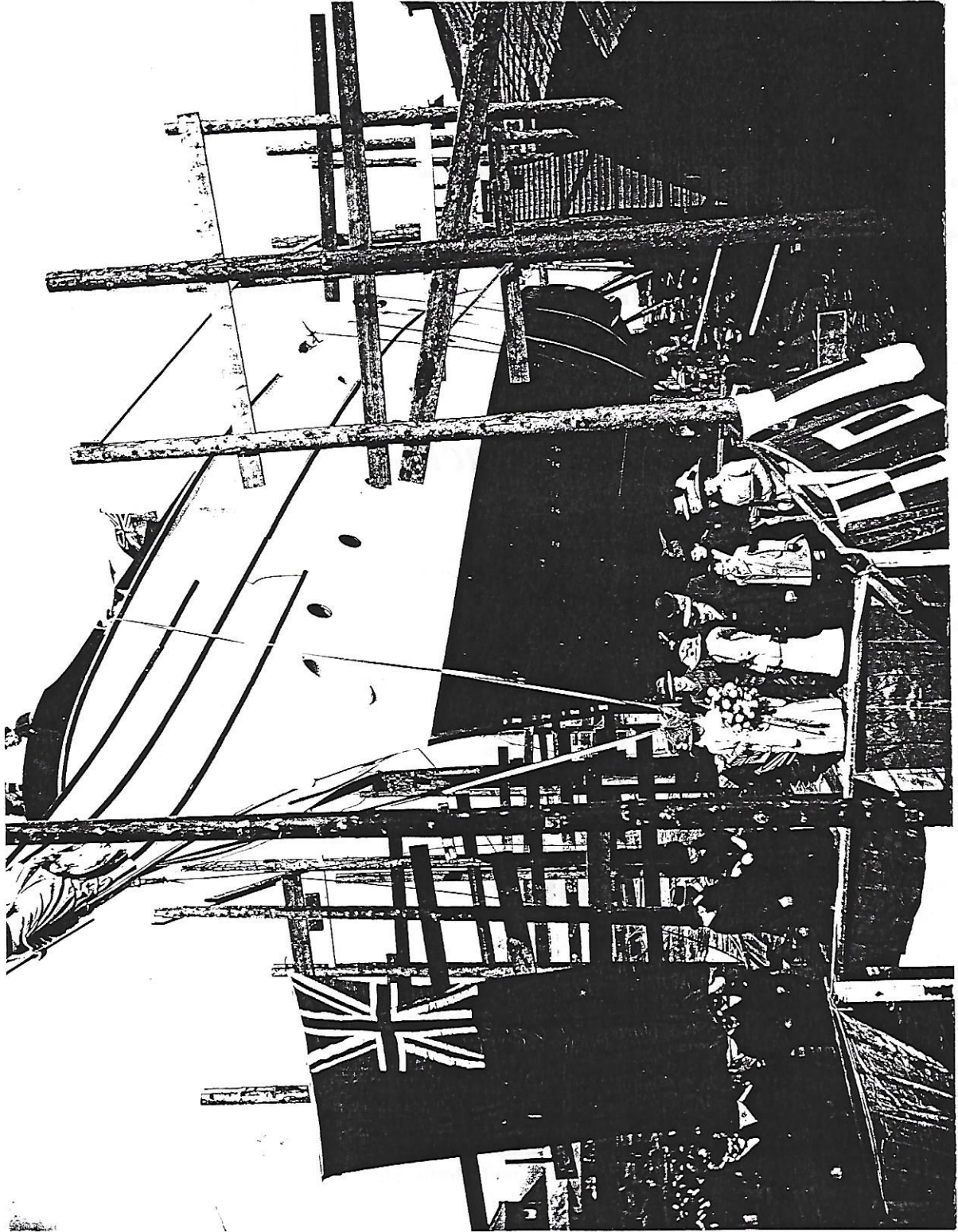
was attacked by three U-boats which fired some seven torpedoes into her fore she sank the next day at 12.40pm.

The loss of this liner had caused much needed jubilation in Germany as they thought it was the **VATERLAND** they had sunk, a German liner which had previously fallen into American hands.

hold ups while on the stocks, but at last on 11th September 1924 she was finally launched. Still her troubles were not over and a further temporary stoppage of work took place owing to the new U.S. immigration instructions. On the 13th April 1927 she was towed from Harland & Wolff's yard to Schiedam in Holland for completion work to be carried out by Wiltons.

York. At the end of her return voyage she was laid up in Rotterdam.

On 11th May 1940 the Nazis were occupying Rotterdam, the **STATENDAM** was bombed and caught fire, by 14th May she was completely burnt out and gutted. During August she was towed to Hendrik Ido Ambacht and scrapped.



Frank Bibbys "JASON". Day Summers Circa 1910. Was she launched there ? If so when ? answers to Doug Toogood please.

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## *Forthcoming Programme*

Meetings are held at:  
1st Floor  
Portswold Conservative Club  
127 Highfield Lane  
Southampton

On 2nd Tuesday of each month for  
a 19.30 start.

*September 12th 1995*

Annual Photographic Competition

*October 10th 1995*

Annual General Meeting &  
Supporting Programme

*November 14th 1995*

Warships for Export &  
Turret Ships and Torpedo Boats  
WSS Tape/Slide Shows

*December 12th 1995*

Mini Talks by Branch Members

## **BRANCH NOTES MARINE NEWS**

The Southampton Branch notes in Marine News each month are compiled by myself or the Branch secretary Rod Baker by the 15th of each month. They are then sent to a gentleman called George Cardener who is responsible for editing them into some readable form for insertion into Marine News, the contents usually consist of the of notes for the previous months meetings. If yourselves as members wish to contribute further items of Branch News we have missed please let Rod or myself know bearing in mind space is limited.

Doug Toogood

## *Black Jack*

Cut Off Dates for Articles for the  
December Edition:

**Friday 2nd December 1995.**

Cut off Date for March Edition:

**Friday 1st March 1996.**

## **Obituary**

It is with regret that we record the death of John Maber who died on 12th February 1995 aged 70, his ashes are to be scattered at sea towards the end of May. He had been a member of the Southampton Branch for sometime and was a founder member of the World Ship Society itself. During his lifetime he had amassed a vast amount of research information in many aspects of maritime history and was the author of "North Star to Southern Cross" and other books.