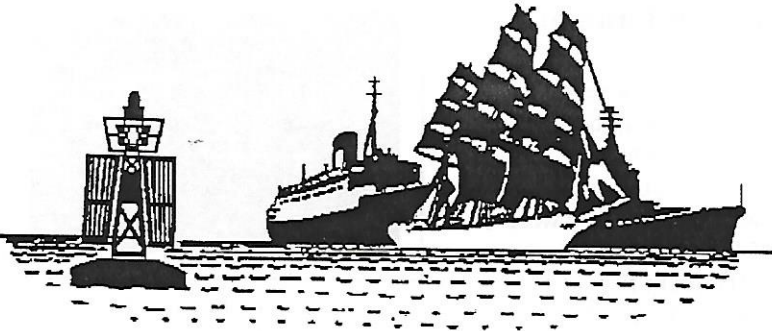


# BLACK JACK

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY



Summer 1996 No.97

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## Red Eagle

in service

Red Funnel's new £8 million flagship, **RED EAGLE**, has arrived in Southampton, completing an investment of some £25 million in new car ferry tonnage by the Isle of Wight operator.

**RED EAGLE**, the replacement for the **NETLEY CASTLE** 73/1188, sailed into Southampton late on Good Friday after a three day passage from Ferguson Shipbuilders in Port Glasgow, Scotland.

She entered service on the Southampton to East Cowes route with a Celebration Cruise on 17.04.96, with a water display send off from Red Funnel's latest tug **REDBRIDGE**, she sailed with 217 persons onboard.

Fergusons has built all three of Red Funnel's new "Raptor" class superferries which set new standards on the Solent routes to the Isle of Wight. **RED EAGLE** has the highest specification of the three, extra facilities including the Top Deck Lounge and extended saloon accommodation. Flags, the onboard shop, is double the size of the shops on **RED FALCON** and **RED OSPREY**, and **RED EAGLE** is two metres taller than her sisters.

The Farewell Cruise of the **NETLEY CASTLE** was on the 26th April 1996, no firm news of her fate being available at the time of going to press.

## OOCL Britain

named in Southampton

'**OOCL BRITAIN**' - the latest vessel to be delivered as part of Hong Kong-based Orient Overseas Container Line's newbuilding programme, **OOCL BRITAIN**, has been named at 106 Berth Mayflower Terminal Southampton by Lady Purvis, the wife of Sir William, the Chairman of the Hong Kong Shanghai Banking Corporation (HSBC).

Balloons, fireworks, white doves and fire tugs setting off celebratory water cannons were on hand to mark the occasion, after Lady Purvis cut the cord to smash the traditional bottle of champagne against the hull of 276m long, 4,960teu ship.

The vessel is the first major newbuilding to emerge from the Kobe shipyard, which was devastated by a massive earthquake in January 1995, represents a significant feat for the builder, Mitsubishi Heavy Industries.

The **OOCL BRITAIN** is the sixth of eight identical vessels commissioned by the line at a cost of £350m and will operate on its three times a week Asia-Europe service to major European and Asian ports.

The Hong Kong-registered ship has a service speed of 24.9 knots to and will operate with a crew of nine officers and eight ratings. It is certified for one-man bridge operation. OOCL operates 31 containerships world-wide, with a total capacity of 82,000teu.

L.List



# Motor Liners Rio Bravo & Rio Panuco

These two ships have a very distinctive place in Southampton liner history, they were the first motor passenger liners built. To be placed on a regular trans-atlantic service they were completed in 1924 by Krupps of Kiel, Germany for the Hamburg firm of H. Schuldt - a company founded in the 19th century.

Both ships were placed on the companies mail-passenger service to the Gulf of Mexico - Hamburg via Southampton called the Ozean Line. The **Rio Bravo** made her maiden voyage from Southampton in August 1924, making her the first motor passenger ship to sail from the port. The **Rio Panuco** followed her in mid October, they made passage in 17 days in what was some excellent accommodation for 90 first class passengers all in outside cabins, the price for a deluxe cabin for 2 was £180 for the single fare from Southampton to Vera Cruz.

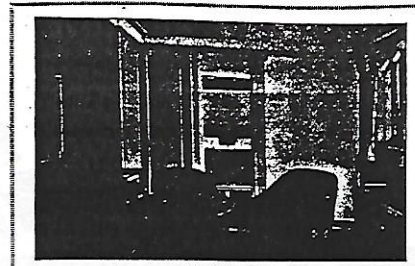
The ships were 5900 tons gross, 410 feet in length with 52 feet beam, they were powered by 2 Krupp 6 Cyl diesel engines driving twin screws to give 13 knots. With their blueish hulls, white upperworks and buff funnels with a blue band that had a red "S" on a white diamond they must have looked splendid little ships. The Southampton agents were Wainwright Bros & Co. In 1930 the company withdrew from the Mexican trade and both ships were taken over by NDL and renamed **Merkur** and **Neptun** respectively. They continued on the same route until 1932 when they were laid up at Bremen, they were sold in 1934 to Burns Philip & Co. of Sydney retaining their names. The **Merkur** being placed on the Australian - Singapore run and the **Neptun** to Hong Kong where in Nov 1942. She was sunk by Japanese aircraft in Darwin, the **Merkur** continued service until 1954 when she was broken up. H Schuldt of Hamburg still operates today with 3 container vessels.

**Japan Senator** 90/18037 German Flag

**Arabian Senator** 90/18000 German Flag

**Choyang Sun** 85/16910 Philippines Flag.

Doug Toogood



A Suite-de-Luxe

### OFFICES and AGENCIES of the OZEAN LINIE:

**Head Office:** H. SCHULD, Flensburg.  
**Hamburg:** Th. & F. EIMBCKE.  
**Pass. Dept.:** EIMBCKE PASSAGE KONTOR,  
 "Brigghaus," Raboisen 5-11, Hamburg  
 Telegrams—"Wimcawler"

**Southampton:** WAINWRIGHT BROS. & Co.,  
 20, Queen's Terrace, Telegrams—"Outspeed"

**Plymouth:** WAINWRIGHT BROS. & Co.,  
 12, Princess Square Telegrams—"Outspeed"

**Havana:** LYKES BROTHERS STEAMSHIP AGENCY, S.A.  
 Telegrams—"Lykes"

**Vera Cruz  
Tampico** } AGENCIA COMERCIAL Y MARITIMA,  
 HEYNE, EVERSBUSCH & Co. Telegrams—"Acme"

**Galveston  
Houston** } WILKENS & BIEHL Telegrams—"Ricardo"

**Mexico City:** AGENCIA COMERCIAL Y MARITIMA,  
 HEYNE, EVERSBUSCH & Co. Telegrams—"Acme"

**London:** WAINWRIGHT BROS. & Co.,  
 General Agents for the United Kingdom,  
 71, Fenchurch Street, London, E.C. 3  
 Telegrams—"Outspeed"

For Passage and further information apply to—



STATISTICS & INTELLIGENCE SECTION

# OZEAN LINE

M.V. "Rio Bravo" and "Rio Panuco"

## Conditions of Passage.

EXPRESS MAIL AND PASSENGER SERVICE

FROM

# SOUTHAMPTON

TO

# CUBA—HABANA

# MEXICO—VERA CRUZ and TAMPICO

# TEXAS—GALVESTON—HOUSTON

OCTOBER, 1928.

Subject to alteration without notice.

## M.V. "Rio Bravo" M.V. "Rio Panuco"

### FARES from SOUTHAMPTON FIRST CLASS

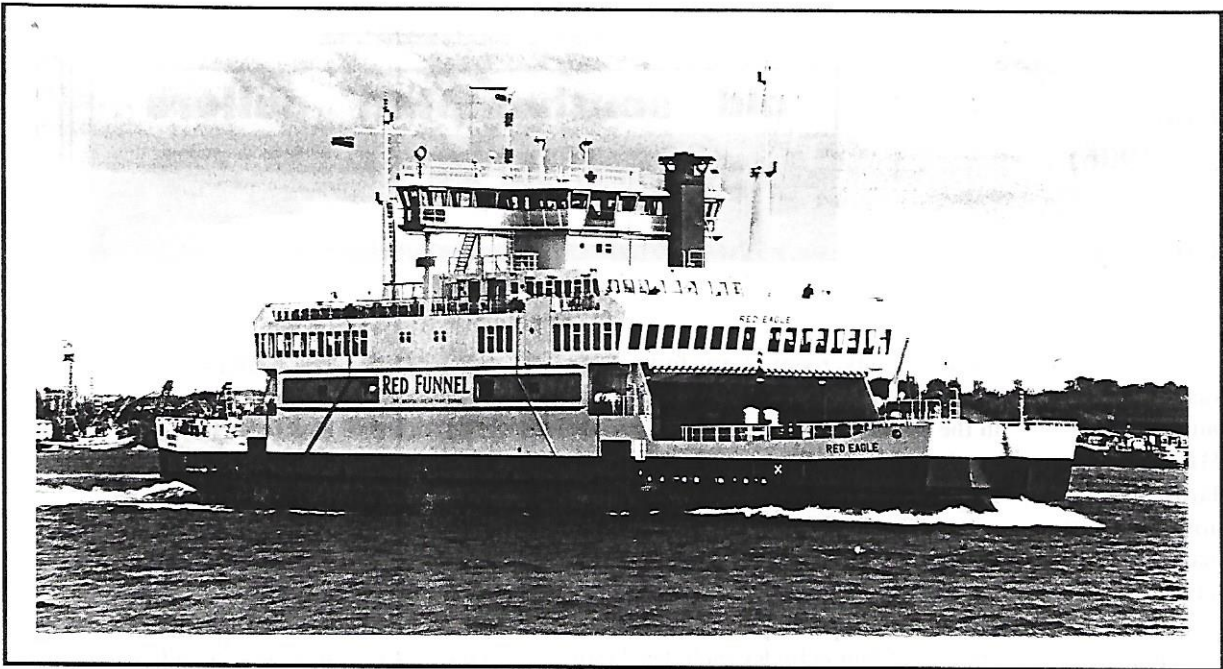
ACCOMMODATION	Havana	Vera Cruz	Tampico	Galveston and/or Houston
<b>BOAT DECK "A"</b>				
Special Cabins ... ..		By arrangement		
Room 6a, for 1 person (with bath)	£73	£75	£76	£77
Do. (without bath) ...	£63	£65	£66	£67
Do. (with bath) for 2 persons, per bed	£60	£62	£63	£64
Do. (without bath) for 2 persons, per bed	£54	£56	£57	£58
<b>PROMENADE DECK "B"</b>				
Single Rooms ... ..	£54	£56	£57	£58
Suite-de-Luxe, No. 67/9 (Bed, Sitting & Bath Rooms) for 2 persons	£180	£180	£180	£180
for 1 person	£100	£100	£100	£100
Room 65 (with bath) for 2 persons, per bed	£62	£64	£65	£66
Room 63, 2 beds and Sofa, for 2 persons, per person	£58	£58	£59	£60
for 3 persons, ..	£48	£50	£51	£52
<b>UPPER DECK "C"</b>				
Single Rooms ... ..	£52	£54	£55	£56
<b>MAIN DECK "D"</b>				
3 Bedded Rooms and Sofa,* Nos. 179, 181, 183, 185, per bed	£44	£46	£47	£48
2 Bedded Rooms, Nos. 151, 159, 161, 167, 169, 171, 173, 175, 177, per bed	£50	£52	£53	£54
2 Bedded Rooms and Sofa Nos. 157, 163, 165, for 2 persons, per bed	£56	£58	£59	£60
for 3 persons, ..	£44	£46	£47	£48
Inside Rooms, Nos. 152, 155 per berth	£32	£36	£37	£38
<b>INTERMEDIATE CLASS</b>				
2 and 4 Berth Rooms, per berth	£21	£24	£25	£26
6 Berth Rooms, per berth	£19	£22	£23	£24

\* These Cabins contain two beds and an upper berth.

HEAD TAXES (additional):—

HAVANA 5/-, VERA CRUZ and TAMPICO £2 1/6 (payable upon arrival), GALVESTON and HOUSTON £1 15/- per Passenger  
(All Fares subject to alteration without notice)

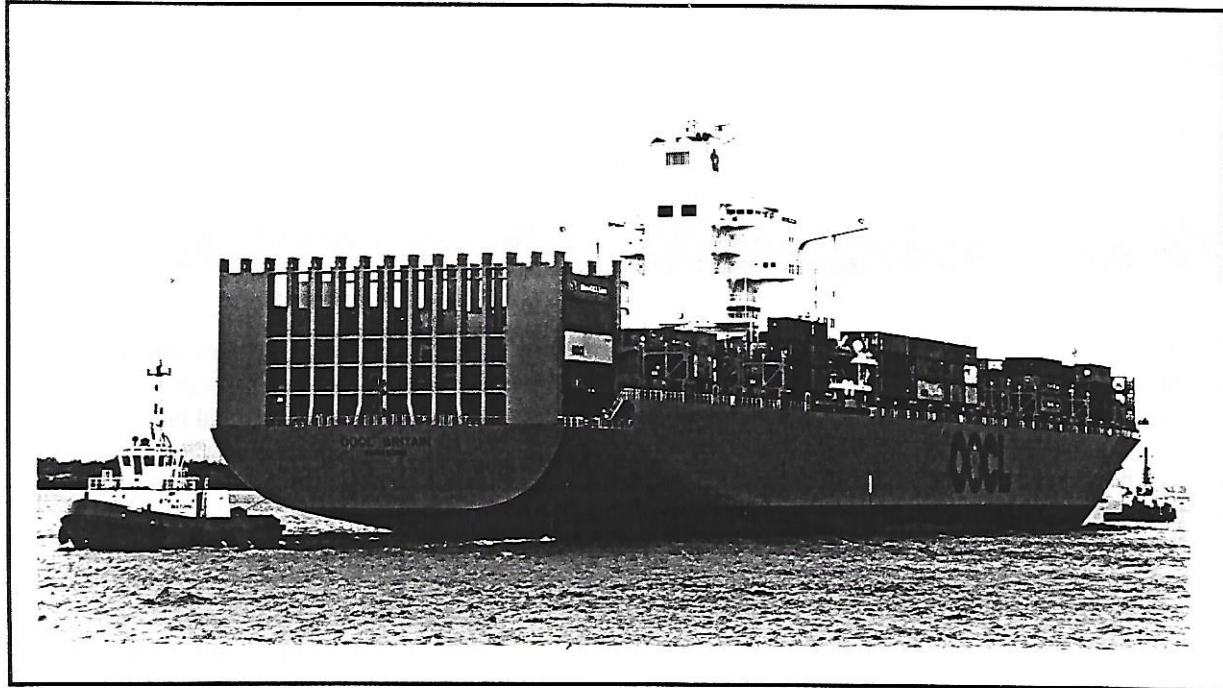




Red Eagle



Crystal  
Symphony



OOCL  
Britain

Photographs  
John Kennedy



## White Star Line "ADRIATIC" (1906)

By John S. Lindsay

## old southampton callers



With the arrival of the **OCEANIC** in 1899 it was decided by the White Star Line to build a sister ship to be named **OLYMPIC** and the order was placed with Harland & Wolff at Belfast. However, before work was commenced Thomas Ismay died on 23rd November 1899 and the director cancelled the order and requested that a design be produced to build four large liners, to be the largest ships in the world which, when built, were known as the "Big Four" class.

The first to be launched in 1901 on the 4th April was named **CELTIC**, pronounced 'sel-tic', not in the Gaelic way. The second, a sistership named **CEDRIC**, pronounced 'see-dric', but commonly called 'sed-ric' on 21st August 1902. The final pair were redesigned and lengthened to give an extra life boat around the fore funnel which increased the gross tonnage by some 2000 tonnes odd. The **BALTIC** was launched on 21st November 1903 to be followed in 1906 by the **ADRIATIC**, the largest of the four models and two funnelled 'Big Four'.

The **ADRIATIC** was ordered in December 1903 at Harland & Wolff's Belfast yard, she was eventually

spotless engine room. I was fortunate enough to have an uncle who was a Chief in the White Star Line who gave me the conducted tour. An experience never to be forgotten.

The **ADRIATIC**'s gross tonnage was 24,541 tonnes, 15,638 net and 49,790 disp., the twin screws were driven by two sets of quadruple expansion engines of four cylinder each developing 5,000 ihp, steam being supplied by eight double ended boilers giving a pressure of 210 psi, fixing a service speed of 16 knots. Her coal consumption was 260 tonnes per day. The boiler and machinery were built by the builder. The hull was steel with four decks plus a shelter deck. The cargo capacity was for 17,000 tonnes.

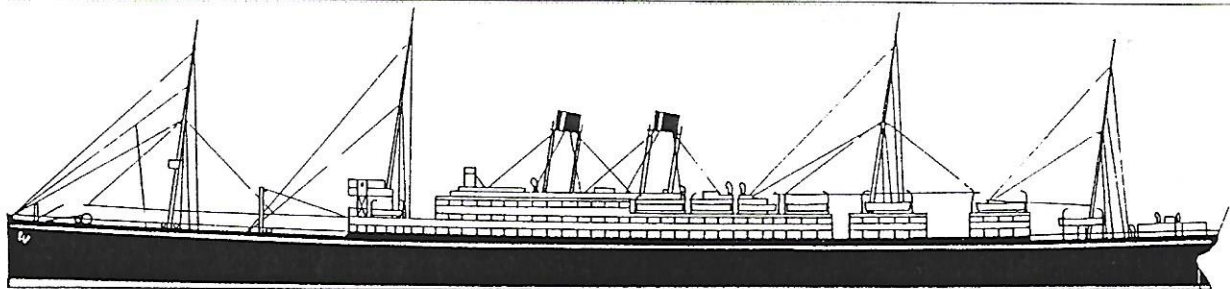
The accommodation catered for 425 First Class, 450 Second Class and 2,000 Third Class passengers and the crew was 560. Her dimensions were 729 feet oa, 709 feet bp x 75.6 feet x 52.6 feet with a draught of 37.3 feet. At the time of launching she was the largest ship in the world and the only one of the 'Big Four' to have Samson posts between the fore mast and bridge. She was the first ship to have an indoor swimming pool and Turkish Baths.

to Liverpool. The **ADRIATIC**'s consorts on this route were **TEUTONIC**, **MAJESTIC** and **OCEANIC**. On 19th June she was transferred back to Liverpool to be replaced by the new 45,324 grt **OLYMPIC** with her four large funnels.

After the **TITANTIC** disaster all the lifeboats on the bridge and the Mizzen Mast deck were double banked to give the extra carrying capacity required by the new regulations.

At the outbreak of the war in 1914 she remained on the Liverpool-New York passenger service. In 1917-18 she operated under the Liner Requisition Scheme, remaining on the New York service but carrying oil cargo onboard in the double bottom. In February 1919 she was re-conditioned and her forward promenade deck was plated. She returned to Southampton on the 3rd September and resumed her commercial service on the Southampton-New York route carrying 400 First Class, 460 Second Class and 1,320 Third Class passengers.

Her IMMC consort was **CAPLAND** until **OLYMPIC** finished her refit. On 13th May 1922 she was transferred back to Liverpool, all the



ADRIATIC OF 1907

NIGEL V ROBINSON 1992

launched on 20th September 1906, the same day the Cunard Line **MAURITANIA** was launched on the Tyne.

The **ADRIATIC** was a beautiful ship and I can still remember her lines when I visited her in the Gladstone Dock at Liverpool in 1929. I can still see in my mind's eye the shining quadruple expansion engines in her

The **ADRIATIC** made her maiden voyage from Liverpool to New York on 8th May 1907 and then with a number of other large White Star ships. She was transferred to the new IMMC to inaugurate the White Star Lines on the Southampton-Cherbourg-New York route, departing from Southampton on 22nd May. On 5th June she replaced the **CELTIC** on that route and she returned

'Big Four' were now running from there. On 11th August an explosion in a reserve coal bunker killed five members of the crew, it was presumed gas had accumulated and a naked light caused the explosion. In 1923 a call at Boston was introduced and in 1925 she made her fastest eastbound crossing of 7 days 6 hours. With the fall off of Atlantic passengers



she was sent on to Winter cruising. On the 10th July 1927 she was the first vessel to enter the new Gladstone Dock, Liverpool, after its opening by King George V. No. 2 Branch, North Quay, became the White Star Berth. The dock was named after Robert Gladstone, the Chairman of Mersey Docks Harbour Board.

In 1928 she was made into a Cabin Class ship carrying 506 cabin, 560 tourist cabin and 404 Third Class cabin passenger's and on 28th April she made her sailing in this class. In the off season she made cruises to the Mediterranean. In 1929 she was laid up for the winter in the new Gladstone Dock, with only Summer work in mind. At the end of August 1931 she was laid up in Liverpool and her September cruise was cancelled. During the Summer of 1933 she made cruises from Liverpool known as seven days for seven pounds. These cruises were to Cousma-Lisbon-Madeira-Liverpool.

At the end of August she was again laid up in Liverpool. On 24th February 1934 she made her final voyage from Liverpool to New York. On 29th March she did a 'Scouters and Guides Cruise' with the Chief Scout, Lord Baden-Powell onboard. With the amalgamation of Cunard-White Star she was made redundant but in September she made her last cruise from Liverpool and in October she was up for disposal. She was sold to the Japanese for £48,000 and on 19th December 1934 she left Liverpool for Osaka where she arrived on 5th March 1935 to be broken up and the proceeds being used for their rearmament program.

### In Port.....

Recent renamings: - **UB LIBRA** 84/9273 a reefer calling at 104 berth ex Libra-96, Izumo Reefer-95. **PLANET** 72/3454 a small bulker loading grain at 36 berth ex Bellatrix-95, Polar-88, Fortune Founder-86, Sansei Green-84, Elysian Pine-84, Taisei No1-83, Olympian Baroness-80, Kichiko Maru-76. On the weekend 27/28 April were two ships with similar names. The **WIEBKE**, 93/5792 registered in Hamburg, 44 Berth and the **WIEBKE K** 94/1589, that had arrived on the Saturday from Wismar to discharge at Dibles.

## SCHEDULED MAJOR PASSENGER SHIP MOVEMENTS

<u>Arrivals</u> <u>Sailing</u>	<u>Time</u>	<u>Ship</u> <u>Berth</u>
Thu 13 Jun	0800	Funchal
Thu 13 Jun	1900	38/39
Thu 13 Jun	0700	Canberra
Thu 13 Jun	2030	106
Sat 15 Jun	0700	Oriana
Sat 15 Jun	1900	106
Sun 16 Jun	1630	QE2
Mon 17 Jun	1130	38/39
Sun 16 Jun	0545	Canberra
Sun 16 Jun	1900	106
Fri 21 Jun	0800	Victoria
Fri 21 Jun	1830	106
Sun 23 Jun	0630	QE2
Sun 23 Jun	1400	38/39
Wed 26 Jun	0700	Canberra
Wed 26 Jun	1800	106
Thu 27 Jun	0700	Oriana
Thu 27 Jun	1900	106
Wed 03 Jul	1930	QE2
Thu 04 Jul	1400	38/39
Thu 04 Jul	0700	Victoria
Thu 04 Jul	2030	106
Sun 07 Jul	0700	Victoria
Sun 07 Jul	1800	106
Mon 08 Jul	0700	Canberra
Mon 08 Jul	1800	106
Tue 09 Jul	0700	Oriana
Tue 09 Jul	1900	106
Wed 17 Jul	0630	QE2
Wed 17 Jul	1500	38/39
Wed 17 Jul	0500	Island Princess
Wed 17 Jul	1700	106
Sat 20 Jul	0800	Victoria
Sat 20 Jul	1800	106
Sun 21 Jul	0700	Canberra
Sun 21 Jul	1800	106
Mon 22 Jul	0700	Oriana
Mon 22 Jul	1900	106
Sat 27 Jul	1630	QE2
Sun 28 Jul	1200	38/39
Wed 31 Jul	0600	Island Princess
Wed 31 Jul	1700	106
Fri 02 Aug	0700	Victoria
Fri 02 Aug	1800	106
Sat 03 Aug	0700	Oriana
Sat 03 Aug	1900	106
Sun 04 Aug	0700	Canberra
Sun 04 Aug	1800	106
Wed 07 Aug	0730	Minerva
Wed 07 Aug	TBA	38/39
Thu 08 Aug	0730	QE2
Thu 08 Aug	1600	38/39

All details are provisional and may be subject to change without notice.

Information supplied courtesy of Associated British Ports, Southampton.

## Here and There

### PRINCESS ORDERS CRUISESHIP

Princess Cruises, P&O's US subsidiary, has just confirmed it will build a third ship in the Sun Princess class at the Fincantieri shipyard in Italy.

The new ship, to be called **SEA PRINCESS**, will be a sister ship of the **SUN PRINCESS** already in service, and **DAWN PRINCESS** and has been contracted for \$300m.

This raises total investment in the series to nearly \$1bn. If the 100,000gt **GRAND PRINCESS**, also being built at Fincantieri, is included this puts P&O's total newbuilding commitment at \$1.4bn.

**SUN PRINCESS**, at 77,000gt, will be the largest cruise ship in the world for about a year until the autumn when Carnival's 100,000-tonner, **CARNIVAL DESTINY**, comes into service.

**SEA PRINCESS** is due to enter service early in 1999 and will be able to accommodate 1,950 passengers. Peter Ratcliffe, President of Princess Cruises said the **SUN PRINCESS** had been received enthusiastically by travel agents and passengers since her debut.

### Crystal Symphony

Early Tuesday 23 April the **CRYSTAL SYMPHONY** arrived in Southampton for the first time, she was completing the last leg of her maiden world cruise. The Finnish built, Bahamian registered ship completed last year and called at Tilbury Stage almost exactly a year ago, she is owned by Crystal Cruises.

The **CRYSTAL SYMPHONY** has all its 480 staterooms accommodating up to 960 passengers at positioned on the outside of the ship with either a verandah or window. The \$250m ship has a cruising speed of 22 knots and a crew of 530.

The ship spent 12 hours alongside at the QE2 Terminal before sailing for a ten day cruise to the Western Mediterranean.



# A Day Out on Trials

by Michael Page

At the end of November four colleagues and myself of the P & O Containers staff had the good luck to spend a whole day on the **Berlin Express** whilst she did her sea trials after a recent drydocking in Southampton.

This containership was originally **Remuera Bay** but now on a charter to Hapag-Lloyd hence the blue hull, orange funnel and a P & O house flag.

Our day started on the quayside at 0630 and going on board went straight to the captains cabin where we were all introduced to the "Great Man". After our first breakfast in the officers mess we proceeded up to the bridge to meet the pilot and officers and have our second breakfast of egg and bacon butties.

This vessel is employed on the Australia-New Zealand run with a capacity for 2110 teu of which 1151 are blown air reefers and 50 on electrical reefer points. The purpose of the day trip was to test all modifications, repairs and adjustments that had been made to the ship in the previous weeks, the ship did not have one single container aboard so we had an uninterrupted view from stem to stern.

We should have commenced our voyage at 0700 but due to engine problems did not in fact start until 0800 when it was becoming light. Upon leaving the quay the ship had to swing and we were assisted by some tugs including the new **Redbridge** which pulled and pushed us round.

At one point in this operation you felt that you could lean over the bows and touch the Wallenius vessel on the quay in front of us. The tugs followed us part way down Southampton Water... just in case...before waving us goodbye.

The sun by this time was climbing in the sky and on passing Esso Marine Terminal had an excellent view of the tankers alongside and the fire tugs. We proceeded past Calshot turned into the Thorn Channel before turning east to follow to deep water channel down past the IOW to the Nab where our pilot left us. This was quite a tricky manoeuvre to get off the ship as he had to use the combination of the ships gangway at 45 degrees before

clambering down a rope ladder and stepping onto the pilot launch matching our speed next to and touching our ship. In the flat calm conditions this appeared to present no problems to the pilot, but in choppy conditions rather him than me.

Our route took us south of the IOW and down to Swanage before turning around, it would have been good to enjoy the views but this part of the journey was very misty. The compensation for this was that after an excellent three course dinner in the officers dining room we had an extensive tour of the engine room by one of the engineers. We were all issued with earplugs but at 3 foot you still could not hear what the engineer was saying. These vessels are self contained units with spare parts bolted down or stowed in boxes all over the place. The first thing we saw was the massive trunking about 12 sqft and crossed inside by pipes bringing in cold water one side and out the other as hot water to supply all their heating requirements, the change in temperature being made by the waste heat fumes passing up the trunking. Next we saw the filtration units which takes all the sludge and bits from the 3 different types of oil before it is pumped into use. Then there was a big blue box about the size of a transit van into which all sewage is pumped, it is pushed through netting, mixed with air, then finally chlorine before the liquid is pumped out to sea as clean water. However the ship also sucks in seawater, boils it at certain temperatures and removing the salt before sending it around the ship as drinking purposes etc.. and so the cycle goes on and on... We then went passed the massive engine and many control panels and into the bowels of the ship to a long room containing the propeller shaft. The engineer explained that in the old days coconut matting was placed on them to stop them rusting, but with the advent of Health & Safety regulations they must now always grease them.

We then returned to the bridge to find it once again nearly deserted, in the days gone past the bridge was always full of people and a hive of activity. You do not now need someone on the wheel (the ships wheel being the size of cars rather than the traditional large wooden one with spokes to which you lashed the man to in bad weather to stop him being washed overboard !!!) because with the

advent of modern technology and such things as automatic pilots the scene is completely different. The navigating officer on watch still plots his course on the chart in the time honoured way but then loads all this data into a computer which then shows on the two radar screens the plotted course, the actual course (allowing for wind and tide) and your course if you carry on in a straight line. One of the radar displays shows a greater range than the other in order to give the ship as much information as possible, but of course showing on the screens in addition to ships and land is a lot of "crud" (sea clutter) which are echoes from the sea in the vicinity of the ship. The other good addition is satellite navigation whereby at any time this little box shows your exact position anywhere in the world (although on some ships I believe they still do sightings to check).

On the bridge during the afternoon a large amount of laughter erupted when the First Officer rang down asking where his "black balls" were (sad, or in his case lucky to say they were in fact 2 black balls that are displayed when manoeuvring).

On this run the ships sometimes take young farmers - who work their passage - out to New Zealand where they gain experience in a different sort of agriculture. However one such lad thought the search lights on the bows of the ship where to navigate with in the dark.

Beer was 25p a half pint.....

We took the pilot back on at the Nab and at Calshot us five passengers retired to the officers mess for a three course waitered meal before going back up to the bridge to watch the berthing. This was quite difficult operation as the ship has no bow thrusters so even with the tugs pushing and pulling it took a long time.

During the day we had seen quite a variety of ships including ferries, tankers, tugs and a fleet auxiliary as well as the usual assortment of small craft.

It was a great day out, the Captain, crew and the pilot being extremely helpful in answering all our questions whilst going about their jobs. Apart from our meals and engine room tour we were able to spend the whole time on the bridge (approx 9 hours) just watching learning and enjoying a great day out.





At last there have been some naval movements to write about, thanks to the Royal Netherlands Navy. In February the new Dutch Fast Combat Support Ship **Amsterdam** visited Southampton, followed in March by the Frigates **Van Nes** and **Van Speijk**.

**Amsterdam** was ordered in October 1991 and commissioned on 2nd. September 1995. She was built by Kon Mij de Schelde, the design study was undertaken by the Netherlands navy and the Spanish naval builders Bazan. With today's military technology naval supply ships can no longer be based on mercantile vessels converted for service use. If they are to operate in the "front line", which they must do, if they are to fulfil their primary function, they must have many of the characteristics of warships such as low radar reflecting profiles together with low noise and infra-red transmissions. The anti-ship missile threat is countered in the **Amsterdam** by fitting her with the very effective 30 mm. "Goalkeeper" Close in Weapon System (CIWS). This is a Dutch version of the U.S. Phalanx system, it is carried by the R.N. **Invincible** class carriers and some **Type 22** frigates. Some anti-submarine facilities are provided by the helicopter complement of the ship. Their main function is to help with the provision of supplies by "Vertrep." ( Vertical replenishment) but the ship will usually carry A/S weapons that can be fitted to the helicopters.

The **Amsterdam** is fitted with supply stations for alongside and Vertrep duties and also has maintenance workshops. She can carry 6700 tons of diesel fuel, 1660 tons of petrol and 500

tons of solid supplies. Her full load displacement is 17040 tons, diesel electric machinery of 26330 hp gives her a speed of 20 kts. She can carry 3 helicopters. Her complement is about 136 plus 24 aircrew.

**Amsterdam** replaces the 1964 built **Poolster** which was a fairly frequent visitor to either Southampton or Portsmouth. A sister ship to **Amsterdam** is planned to replace **Zuiderkruis** (1975) in the early 2000's.

**Van Nes** and **Van Speijk** are members of **Karel Doorman** class Frigates. Both were built by Koninklijke Maatschappij De Schelde at Flushing, they were launched in 1992 and 1994 respectively. This class is slightly smaller ( 3320 tons full load ) than the preceding **Kortenaer** class ( 3630 tons ) but are of enhanced design with low radar and I.R. signatures. They are capable of operating with the earlier class. Their CODOG propulsion is supplied by 2 Rolls Royce " Spey " gas turbines of 41630 hp and 2 diesels of 8700 hp. Speeds are 30 kts on the " Speys" and 21 kts with the diesels.

The missile armament of these ships consists of 2 - quad "Harpoon" SSM ( Surface to Surface ) and vertical launchers for " Sea Sparrow " SAM ( Surface to Air ). Gun armament is one 76 mm OTO Melera; one 30 mm Goalkeeper and two 20 mm Oerlikon AA weapons. For Anti-submarine use they carry a Lynx Helicopter and four 324 mm torpedo tubes.

The Royal Netherlands Navy must always have a ship with the name **Van Speijk** in commission. The previous vessel was an experimental ship ( ex minesweeper **Dokkum** ). Because this ship was still in use the names of the **Karel Doorman** class were rearranged so the the new ship was the last to be completed, but she carries the original pennant number, which is numerically lower than most of the earlier members of the class.

#### FOOT NOTE :-

In the Summer 1995 "Black Jack" I wrote about Husband's warbuilding programme. As a follow up to this, recently I was pleasantly surprised to see one their MFV's - No.

160 - renamed " **Yarmouth Seaman** " still afloat, and seemingly in good condition on the River Hamble near Warsash. So at least one of these vessels has reached her half century.

Bill Lawes

## FOR SALE

Bert Moody is selling on behalf of the family of the late Reg Garnett copies of Marine News for the years 1971 to 1995. These are loose copies but each year is complete. £3.50 per year.

Also available is the set of four books "From America to United States" by L.A. Sawyer and W.H. Mitchell. Complete set £10.

Buyer to arrange to collect or pay postage. Contact Bert on 01703 554316.



## Update

The latest update from Woolston yard. The third 56M Fast Strike Craft for Qatar the **AL-UDEID Q06** was launched on 21st Mar 1996.

The first Omani 83M Corvette **QAHIR AL AMWAJ Q31** was completed on the 27th Mar 1996.

At the time of writing the **HUWAR** and **AL MUA'ZZAR** have been out on trials. The pennant numbers for recently completed vessels and those under construction :-

#### Oman (83m)

**QAHIR AL AMWAJ Q31**  
**AL MUA'ZZAR Q32**

#### Qatar (56m)

**BARZAN Q04**  
**HUWAR Q05**  
**AL-UDEID Q06**  
**ADEEBEL Q07**



## About the Branch

### Officers & Committee

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#### Vice Chairman

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#### Reprographics

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## Forthcoming Programme

Meetings are held at:

1st Floor  
Portwood Conservative Club  
127 Highfield Lane  
Southampton

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

### SOUTHAMPTON BRANCH PROGRAMME 1996

11th Jun 1996

#### Modern Maritime Plymouth

John Brodie

9th Jul 1996

#### British Ports & Coasters (II)

Bernard McCall

13th Aug 1996

#### Members Evening

26th Aug 1996

#### Italian Liners

Bill Miller

10th Sep 1996

#### Photographic Competition

8th Oct 1996

#### AGM + Supporting Programme

12th Nov 1996

#### "Destination Canada"

WSS Slide Show

10th Dec 1996

#### Video Evening - Members Contribute

Extra meeting for August  
26th 1996 (Bank Holiday)

The Return of Bill Miller :  
Subject "Italian Liners".

Many of you will remember  
Bill from previous visits, an acknowl-  
edged expert he always gives even-  
ings of great style and humour !,  
for those who've not been before this  
should not be missed !. Venue as per  
usual, put in your diary.

Rod Baker

## OBITUARY

Reg Garnett

It is with very much regret that we record the death of Reg Garnett on the 7th March. Reg was one of the founder members of the Branch and was the first Chairman, holding the position from 1950 until 1954. He was a Customs officer and through his many contacts he was able to arrange many of the ship visits during the early years of this Branch.

BM

## JEREMIAH O'BRIEN

I have recently received a letter from Marci Hooper who some of you will remember when she visited the branch in November 1992. She is the business manager of The National Liberty Ship Memorial SS Jeremiah O'Brien based in San Francisco.

She thanked the branch for the WSS plaque which is now proudly displayed aboard the ship. The copy of Black Jack including Naval Notes by Bill Lawes will be kept in their archives.

She is very grateful for the interest shown by our members on the Jeremiah O'Brien and was glad that we enjoyed our visit in June 1994.

I shall continue to keep in touch with her and will let you know any further news.

Doug Toogood

## World Ship Society - Central Record Directory

The Central Record Directory is a guide to individuals within the WSS who can offer information to members. It lists the Central Record team (not all of whose names appear in Marine News) and those who have agreed to act as sources of specialist information, also listed are the Photo Library team. The Secretary has a copy of the latest edition and the ground rules for using the facility.