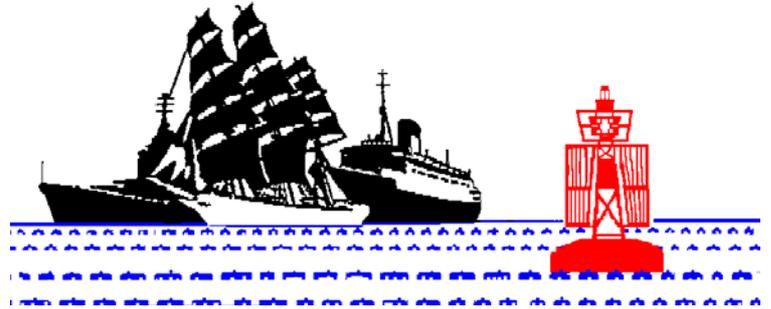


# Black Jack

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WORLD SHIP SOCIETY  
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Issue No: 153

Winter 2009



Photograph by Monty Beckett

On of last years regulars **Season Trader** is photographed returning again this year on the Canary Islands service. **Season Trader** has a cargo capacity of 439,000ft<sup>3</sup> and a deadweight tonnage of 9,011 tonnes. Southampton's Canary Islands Fruit Terminal at 104 berth provides 14,500m<sup>2</sup> of cool and cold storage with a temperature range of -2° C to +15°C.

## **Black Jack Winter 2009 No:153**

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*Black Jack is the quarterly newsletter for the  
Southampton Branch of the World Ship Society.  
Four editions available for £5 inclusive of postage.*

## **Branch Meetings**

### **Venue:**

**Main Lecture Theatre**

**Southampton Oceanography Centre**

Waterfront Campus

European Way

Eastern Docks

Southampton

All meetings commence 19.15 and the meeting  
room is to be vacated by 21.30.

### **Honorary Branch Secretary**

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Full details for all committee members can be  
found on the Southampton WSS website at  
[www.sotonwss.org.uk](http://www.sotonwss.org.uk)

## **2009 Branch Meeting Programme**

### **January 13<sup>th</sup>**

Around the Country - Steve Bigley

### **February 10<sup>th</sup>**

Bernard McCalls presentation to be rescheduled  
due to inclement weather.

### **March 10<sup>th</sup>**

Fifty Years of Hovercraft Development - Brian  
Russell

### **April 11<sup>th</sup>**

Cammell Laird 1903-1939 - Philip Welsh

### **May 12<sup>th</sup>**

Shipping in Singapore - Andrew Hogg

### **June 9<sup>th</sup>**

Thames and Medway Shipping, Past and Present -  
Steve Spouse

### **July 14<sup>th</sup>**

Ten Members, Ten Minutes – Members

Participation

### **August 11<sup>th</sup>**

Members' Image Gallery - Competition

### **September 8<sup>th</sup>**

Scandinavia, Many Happy Returns – Bernard  
McCall

### **October 13<sup>th</sup>**

In Search of I.O.W. Ferries - David Oldham

### **November 10<sup>th</sup>**

Preserved Lake Titicaca Steamer **Yavari** - Meriel  
Larkin

### **December 8<sup>th</sup>**

AGM + Short Programme by Bill Lawes

All contributions to BJ either by post, email, floppy  
disk or CD are most welcome. Any article with a  
connection to the Solent area would be much  
appreciated. The BJ Editor could reproduce  
magazine or newspaper articles but preference is  
given to articles 'by the branch – for the branch'.  
Any member who would prefer to receive the  
Branch Magazine Black Jack by email please  
contact the Editor. Colour printing costs are  
relatively high so all recent Black Jacks can be  
viewed all in full colour via the Branch website in  
pdf format. [www.sotonwss.org.uk](http://www.sotonwss.org.uk)

## **Ship Visits**

Ship visits though rare these days often become  
available at short notice and more recently during  
the week due to the nature of shipping these days.  
Those wishing to participate should ensure their  
details are held by the Visits Organiser and kept up  
to date. All members participating in visits  
organised by the branch do so entirely at their own  
risk and be aware that ships and dock areas may  
have trip and other safety hazards and advised to  
use personal protective equipment when  
appropriate. All participants must accompany the  
'guide' at all times unless instructed otherwise and  
follow any instructions from the party leader.

## **MONTYS NOTEBOOK**

A round-up of new or infrequent recent callers to Southampton Docks. Details and photographs supplied by Monty Beckett. T-B **Athena, X-Press Monte Bianco, Sendai Spirit.**

**Berths 204/7:** CMA CGM Musca 128600/09, NYK Vesta 97825/07, X-Press Monte Bianco 7642/05, X-Press Matterhorn 7642/04, APL Finland 88089/08, Hanjin Lisbon 65918/03, NYK Theseus 76928/08, Clonlee 3999/96, MOL Cosmos 88089/08, CSCL Kobe 66058/01, MOL Celebration 86692/08, Electron 5056/98, Komet III 4169/90

**RoRo Vessels:** Morning Crown 57692/05, Autobay 19094/97, Autobaltic 18979/96, Autobank 19107/98, Morning Wind 68701/08, Baltic Ace 23498/07, Pleiades Spirit 60330/08, Lord Vishnu 51917/08, Graceful Leader 57692/07, Yohjin 29933/83, Zeus Leader 61000/09, Amethyst Ace 60143/08, Sunshine Ace 58917/09, Morning Lucy 68701/09, Toscana 61238/09, Grand Dahlia 59217/09, Tomar 61325/08, Istra Ace 41000/07, Autosky 21010/00, Georgia Highway 56973/07, Cronus Leader 61804/08, Tirranna 71673/09, Aegean Highway 58989/08, Michigan Highway 56951/08, Dyvi Puebla 37237/99

**Marchwood Bulk:** Ancora 1010/81, Sospan 718/90

**Berths 107/9:** Saligna 39308/94, Bulk Pacific 23536/81, Sendai Spirit 39895/08, Isis 3990/07, Karina G 2545/07, Ran 1943/86, Aspen 1999/89, Magdalena 2371/90, Stapelmoor 2164/06, Osa 1782/85, Artisgracht 7949/90, Swami 2839/95, Sisu Cursa 2599/98, Hav Dolphin 2075/94, Muros 2998/08

**Berth 204:** Columbia 6399/91

**Berth 102/3:** Aristote 1426/83

**Berth 50:** Prince 11209/66, Axiom 2 2316/77

**Berth 36:** Irtysh-1 2086/96, Nomadic Bergen 5629/09, Anja C 5604/06, Sofie N 2999/99, Helsinki 2810/97.

**Berth 24/5:** BBC Ohio 9618/09, Moana 2992/09, Lifter 4990/07

**Dibles Wharf:** Irtysh-1 2056/96, Britannica Hav 1521/85, River Trader 794/89  
**Princes Wharf:** Arklow Venus 2829/00, Norderau 2446/05

**Passenger Vessels:** Athena 16144/48, Ocean Majesty 10417/66, Albatros 28518/73, Marco Polo 22080/65, Black Prince 11209/66, Thomson Spirit 33930/83, Crystal Symphony 51044/95

**Misc Cargo:** Julietta 7406/02, Stros 3220/07



## Coastal Forces Craft of World War 2 - Part One by Bill Lawes

This year marks the 70th anniversary of the start of the Second World War. Therefore it might be of interest to look back at part of the Naval activities at that time.

During the first World War the Navy realised that there was a need for two different types of coastal craft. These evolved into Motor Launches (ML) for escort duties with the coastal convoys and Coastal Motor Boats (CMB) for attacking enemy vessels. The latter were of wooden construction with a stepped hydroplane hull form and capable of speeds up to 40kts. They carried 1 or 2 -18in torpedoes which were launched from the stern, the boat then using its speed to turn to one side to allow the torpedo to pass it. These craft were developed by Thornycroft at their yard on the Thames. Most of these coastal craft were withdrawn from the Navy after the war ended.

The financial constraints during the 1920's and 30's meant that the Navy paid little attention to coastal craft till the mid 1930's they then started to sound out various companies to see what type of vessels could be obtained. Most of these companies were those who were already involved in the building of fast pleasure craft for the general public. Many of these firms were also based on the coast in our local area. The two main companies were British Power Boats at Hythe and Vosper at Portsmouth, but J.S. White at Cowes, Camper & Nicholson at Portsmouth and Thornycroft at their Hampton Yard also played an important part in the development and construction of coastal warships. All of the craft built by these companies were of wooden double diagonal construction, most of them designed with a hard-chine hull.

All of the British boats used petrol engines. Before the war British Power Boats had an exclusive deal with Rolls-Royce, Vosper therefore installed Isotta-Fraschini engines in their craft, while Thornycroft used their own machinery that was built at Basingstoke. With outbreak of war the Italian engines were no longer available, Merlin engines were needed for the aircraft, so most war built Coastal craft used US produced Packard engines. Thornycroft continued to manufacture their own. In contrast to the RN's reliance on petrol engines the German "E-Boats" (S-Boats) and MLs (R-Boats) all used diesel engines which were far less of a fire hazard.

BRITISH POWER BOATS This Company was started by Hubert Scott-Paine who had been the founder of Supermarine Aviation that built Flying Boats during WW1. In 1923 Scott-Paine sold that company and set up British Power Boats at Hythe on the site of the old Hythe Shipyard. His intention was to build high speed boats for the leisure market. In the mid 1930s he built RAF 200 which was a 37ft. hard chine seaplane tender, this was the craft that was tested by Aircraftman T.E. Shaw (Lawrence of Arabia). In 1935 Scott-Paine designed what was to become MTB 01 as a private venture. This craft had a length of 60ft and was powered by 3 Napier Lion petrol engines each of 600hp. On a full displacement this vessel recorded a speed of 33kts. The boat carried two 18in torpedoes which were carried on overhead runways in the engine room and were launched through ports in the transom. On the after deck were two lattice girders, normally hinged down onto the deck, but they could be extended over the stern to form an extension to the torpedo runway. To launch the torpedoes, their restraints would be removed, the boat would then accelerate, and inertia would cause the torpedo to run aft and hopefully land in the water. Following the trials the Admiralty placed an order for five additional craft to make up a flotilla at Malta consisting of MTBs 01 - 06. Later 12 more were ordered to form flotillas at Singapore and Hong Kong (these were numbered 07 to 19 as there was no 13). In service it was found that if the boats were heading into a moderate wind they could not sustain sufficient speed to gain a suitable position to launch their torpedoes. By the start of WW2 the Malta based boats had been passed on for other duties. Most of those in the far east were lost during the Japanese invasion.

In 1938 the RN became interested in a larger MTB that could carry 21in torpedoes. Vosper and British Power Boats both came up with their own private venture craft to tender for this concept. BPB's craft was referred to as PV70, she had a displacement of about 30 tons, an overall length of 70 ft and was powered by 3 Rolls-Royce Merlin engines which could produce a maximum speed of 40kts. Vosper's design became MTB 102. She was 68ft long, displaced 32 tons and was powered by 3 Isotta-Fraschini engines which also gave her a speed of about 40kts.

The Navy carried out comparative trials with these two vessels off St. Catherine's Point in a sea state 4 with the sea 6 points off the bow of the boats. BPB's boat was much drier under these conditions, but the Vosper boat had a stronger and more rigid bottom and therefore seemed better able to withstand pounding. The Vosper Boat was therefore selected as the basis of a production series of MTBs. MTB 102 is fortunately one of the few Coastal Craft that has been preserved.

Scott-Paine then took PV 70 to America where Irwin Chase of Electric Boat Co. (Elco) was impressed by its potential and used it as the basis of their PT Boats. A similar project was also set up in Canada. Scott-Paine remained in America, so most of the development work after this time was done by BPB's chief designer George Selman.

In addition to the work on MTBs in 1937 the Admiralty was also concerned about the possibility of German U-boats operating in the English Channel. They thought an answer might be fast motor boats fitted with Asdic and armed with depth charges. Five 60ft boats were therefore ordered from BPB. These craft were very similar to the

initial MTBs and also powered by 2 Napier Lion engines which gave them a speed of 28kts on trials. They could carry 8 depth charges. It was soon realised that these craft were too small for their function so BPB designed a 70 ft version with the same hull as the PV70 boat but powered by 3 Napier Lion engines, and capable of carrying 12 depth charges. In practice these boats were slower than the 60ft.design. These boats were classed as Motor Anti/Submarine Boats (MA/SB). At the start of the war in 1939, the 5 early MA/SBs were converted to Air Sea Rescue boats, but the 18 larger ones were re-engined with Packard engines, rearmed, and became Motor Gun Boats (MGBs), fitted with a one 2pdr gun and two twin 0.5 power operated turrets abreast the bridge. This armament tended to overload the boat's hull. To overcome these problems, BPB with the help of Mr. W.J. Holt of the Royal Corps of Naval Constructors developed the 71ft. 6in MGB with a much stronger hull structure. Holt liaised closely with all of the companies involved in the construction of Coastal Craft to help them produce effective vessels. The 71ft. 6in. design proved to very successful and continued to be developed throughout the war, the typical armament for these MGBs was a power operated 2pdr gun forward and twin 20mm aft, plus 2 pairs of .303 machine guns. All of the early coastal craft had un-silenced engines because of the need to reduce weight, but the noise from the engines was easily detected from a considerable distance. To overcome this problem BPB produced a design by which the exhaust was expelled under water near the stern of the boats. This not only effectively silenced the engines it also increased their efficiency. The side effect however was that the exhaust gases tended to produce a cavitation effect on the boat's rudder that effected the steering of the vessel, a problem that was never completely solved.

By 1943 it was realised that very often the MTBs found that during an action they required greater gunfire to protect themselves, but the MGBs also found themselves in an ideal position to fire torpedoes at the enemy. It was therefore decided that all of these vessels should be fitted with a dual armament. Therefore the MTBs were fitted with heavier guns and the BPB MGBs then mounted 2 -18in. torpedo tubes.

BPB produced about 100 of the 71ft 6in type of MGB, the last 70 of which were classed as MTBs. At it's peak Hythe was building one boat a week, but towards the end of the war some orders were cancelled. In1946 the yard closed resulting in the loss of one of the finest small boat design teams & mass production yards in Europe. In 1948 Scott-Paine became a US citizen. (To be continued.....)



Photographed on the 25th November anchored in 'B' anchorage the LNG tanker **Methania** 78/81792gt. Prior to her arrival in the Solent she had been south of the IOW for a couple of days and prior to that in Falmouth Roads. **Methania** arrived in docks at 38/9 berth the following day for lay up with a suggested departure date of March 2010.

## Back to the 60's and 70's on the 2<sup>nd</sup> October a trio photographed by Bill Lawes



**Saga Ruby** 73/24492 was built as the cruise ship Vistafjord in 1973 by Swan Hunter Shipbuilders for the Norwegian America Line. In 1983 she was sold to Cunard Line, retaining her original name until 1999 when she was renamed Caronia. In 2004 she was sold Saga her current owners. The Vistafjord was built with a very traditional ocean liner profile, with the funnel placed amidships and a notable sheer on her hull. The superstructure is terraced both at the fore and aft of the ship. In two refits during her Cunard Line career additional structures were added to the rear and top of the superstructure.

The Fred Olsen cruise ship **Black Prince** 66/11209 arrived back at Southampton from her farewell cruise on 16th October, her last port of call being Lisbon. By 17th October, her funnel colours had been removed and the "Fred Olsen Cruise Lines" on the side of her bridge was being painted over. She has also had her bronze figurehead removed from her bow. On Tuesday 20th October she was be handed over to her new owners Savteca who will use her to provide cruises in the coastal waters of Venezuela. Savteca are expected to rename her **Ola Esmeralda**, she left Southampton having been renamed **Prince** early November.



**Marco Polo** 65/22080 was built in East Germany and was delivered in 1965 to the Baltic Shipping Company as Alexandr Pushkin to inaugurate a regular trans-Atlantic service between Montreal and Leningrad. Built to navigate through broken ice, she has greater hull strength, freeboard, and reserve stability than are normally specified in passenger ships. In 1991 the ship was sold to Orient Lines and renamed Marco Polo and after refit began a varying itinerary of cruises all over the world, including more unusual destinations such as Antarctica. Since 2005 she been the sole surviving Ivan Franko class vessel, the other sisters having either sunk or been scrapped.



The United European Car Carriers (UECC) vehicle carriers **Auto Bank**, **Auto Bay** and **Auto Baltic** have been calling at Southampton from the summer months. This trio were originally completed as the **Serenaden**, **Heralden** and **Transgard** respectively and operated by Transfennica of Finland. They were originally completed with an open vehicle deck aft of the wheelhouse. In 2007 they were converted to have closed vehicle storage and commenced a long term charter to UECC. The **Auto Baltic** is currently employed on a Nordic/Baltic service linking Southampton with the ports of Zeebrugge, Bremerhaven, Malmo, Gdynia, Hanko and Kotka and made her first call at Southampton on 29th June 2009. The **Auto Bank**, meanwhile, currently operates between Southampton, Montoir, Vigo and Le Havre. Her first call at Southampton was on 29th May 2009. **Auto Bay** links Southampton with Santander, Pasajes and Zeebrugge and made her first call at Southampton on 24th May 2009.





Photographed by Andy McAlpine

A

ship such as the **Oasis of the Seas** will obviously find its place in the record books and as the ship entered the Solent albeit briefly now finds its place in Black Jack. I have compiled some details available primarily from the internet and have resisted the temptation this time to make comparisons with other vessels dimensions whether above or below the waterline, how long lifeboat drill might take or cubic capacity (grt) again!

The **Oasis of the Seas** is the first of the Oasis Class (formerly the Genesis Class or project Genesis) luxury cruise ships in the Royal Caribbean International fleet. The ship was ordered in February 2006, and the keel was laid in December 2007. The **Oasis of the Seas** is due to enter service in December 2009, sailing from Port Everglades, Fort Lauderdale, on Caribbean itineraries.

The 16-deck ship, which has an estimated build cost of \$1.24bn, will be the largest cruise ship afloat with a tonnage of 220,000gt (but actually weighs 100,000t) and a double occupancy capacity of 5,400 passengers in 2,700 state rooms. The ship is was built at the Aker Yards Turku in Finland and will be followed by her sister vessel the **Allure of the Seas**, which will enter service in 2010

Royal Caribbean International took delivery of the **Oasis of the Seas** on 28 October 2009 in at the builders. On 2nd November late in the afternoon the ship made a brief stop at 'B' anchorage in the Solent en route from Finland to land personnel before it prepared to cross the Atlantic. The official naming ceremony for the **Oasis of the Seas** was due to take place on 30 November and the ship will embark on its maiden voyage on 5 December 2009.

The vessel will have an overall length of **1,181ft (360m)**, a beam of **154ft (47m)**, a height above the waterline of **213ft (65m)** and a draft of **30ft (9m)**. The ship will be powered by eight Wartsila V12 diesel engines generating 17,500hp each. The main propulsion system will be three 20MW azimuthing Asea Brown Boveri Azipods, which will give the ship a cruising speed of 20.2kt.

Aside from the normal range of bars and restaurants the ship will have a number of facilities never before seen on a cruise ship.

There will be a full size carousel (27 figures), zip-line cable (nine decks high), Central Park, two rock climbing walls and the AquaTheatre amphitheatre (the largest freshwater pool on any cruise ship) as well as the Rising Tide bar which will move up and down three decks in Central Park.

The ship will be divided into seven neighbourhoods with different themes, including Central Park, Boardwalk (reminiscent of a seaside pier) and the Royal Promenade.

The ship will have an enormous range of accommodation including suites to accommodate family suites, and staterooms. The majority of suites and staterooms will have a view of some sort or other. However, a new concept being introduced on Oasis is the loft suite. There will be 25 of these two level accommodations (crown lofts) with private balconies and floor space of around 51m<sup>2</sup> (545ft<sup>2</sup>).

There will be 52in LCD televisions, two bathrooms, fog free mirrors, and limestone tiles. There are also three other types of loft. The Royal Loft Suite (1,524ft<sup>2</sup>) will sleep six, have its own baby grand piano, inside and outside dining room, private wet bar, Jacuzzi, library and 843ft<sup>2</sup> (78.3m<sup>2</sup>) balcony.

The two corner Sky Loft Suites will be larger than the standard lofts giving up to 770ft<sup>2</sup> (71m<sup>2</sup>) of floor space and separate dining room and spacious balcony. There will also be two accessible crown lofts which will be slightly larger than the standard and with better access for disabled passengers.

## THE A - Z OF SAIL - Michael Page

This month I will try to tell you the story of the 2 sailing ships called 'George Stage'.

The first **George Stage** was launched in Copenhagen in 1882. She was built of iron by Burmeister and Wain for Stiftelsen George Stage Minde for use as a schoolship.

The ship was named after George Stage who died in 1880 of TB.

In 1934 she was sold to author Alan Villiers who fitted her out for a voyage round the world and renamed her **Joseph Conrad**. The voyage commenced on 22<sup>nd</sup> October 1934 and crossed the Atlantic Ocean to New York City, then down to Rio De Janeiro, Cape Town and across the Indian Ocean and through the East Indies. After stops in Sydney, New Zealand and Tahiti the **Joseph Conrad** rounded Cape Horn and returned to New York on 16<sup>th</sup> October 1936, having traveled a total of some 57,000 miles. (Phew !)

Villiers was broke as a result of this expedition (although he did get 3 books out of it) so sold her to George Huntington, Hartford , U.S.A. who added an engine and used her as a yacht.

In 1939 he transferred the vessel to the Maritime Commission, who used her for training until 1945. After being laid up for 2 years she was taken out of service and ended up as a museum and static training vessel at Mystic Seaport Connecticut.

PS: From 1882 to 1934 this sailing ship made an annual cruise during which some 4000 young men benefited from sail training (Each voyage took 63 trainees from 17 ½ to 22 years of age).

PPS: It is said that the **Joseph Conrad** is haunted by the ghosts of 22 male cadets who died on board in 1905 when it was run down by another ship. She was salvaged and put back into service.

The second **George Stage** was launched in 1935 in Fredrikshavn at a cost of less than £25,000.

This 3 masted full rigged sailing ship built of steel was built for the Stage Foundation to carry on the work of the predecessor (George Stage 1) as a schools hip for the Danish Merchant Marine.

This was one of the small original groups of tall ships which took part in the first race in 1956, and is still in service today seen regularly at Festivals of Sail all around the world.

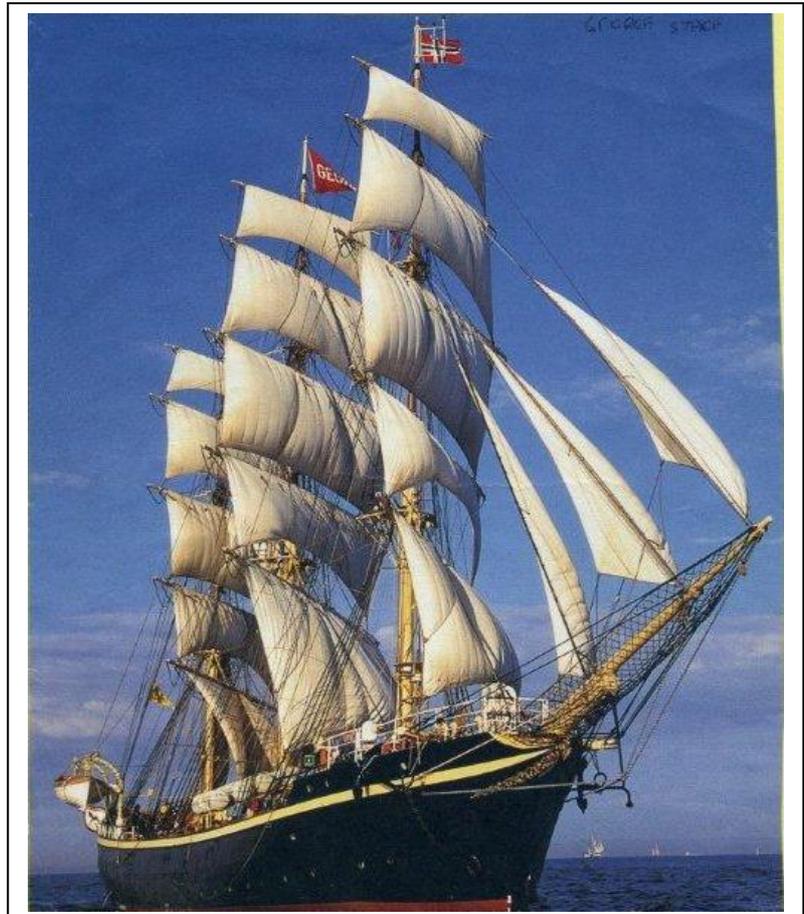
### Vessel Specifications:

#### George Stage 1 (Joseph Conrad)

Spar length:	118 ft (36m)
Length on deck:	100.8 ft (30.7m)
Beam:	25.3 ft (7.7m)
Draft:	12 ft (3.7m)
Displacement:	213 tons.

#### George Stage 2.

Length:	177.2 ft (54m)
Beam:	27.9 ft (8.5m)
Draft:	12.4 ft (3.7m)
Displacement:	289 tons.
Sail Area:	860m <sup>2</sup>









Photograph from the Rod Baker collection

Acknowledgements for extracts from sources the following sources – ABP, DP World and Shipfoto