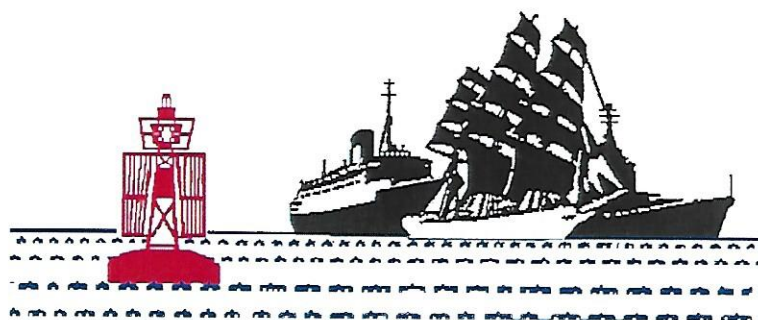


# Black Jack

QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY



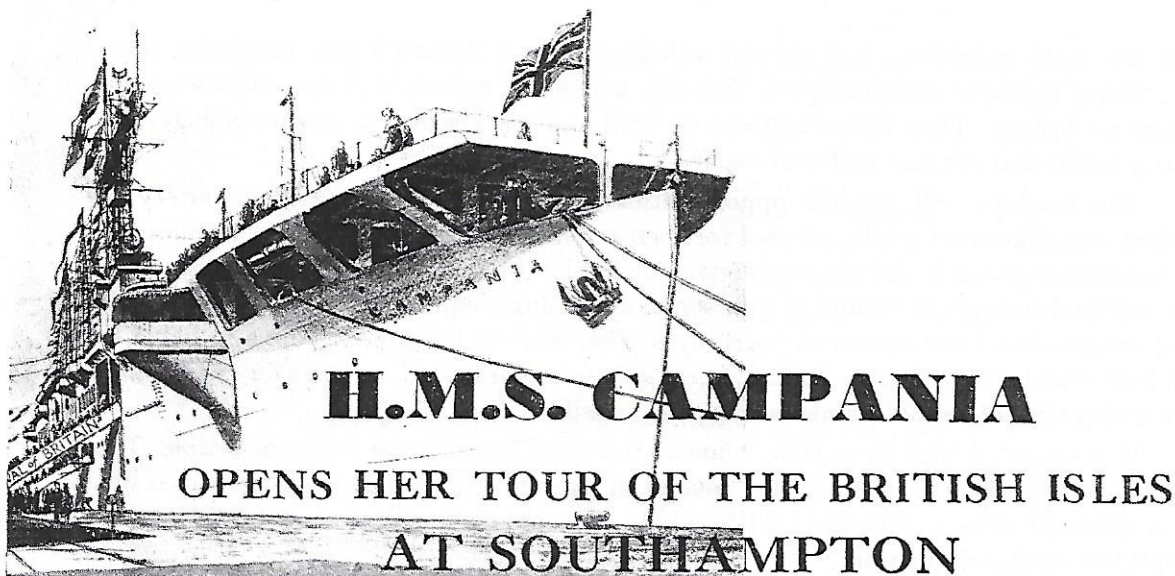
Issue No: 117

Summer 2001

50<sup>th</sup> Anniversary of the Festival of Britain



ONE SHILLING



**H**.M.S. *Campania*, which will be at Southampton from May 4 until May 14, is probably the first warship ever to be converted into a travelling exhibition. This 16,000-ton aircraft-carrier begins her cruise at Southampton and by the end of September she will have visited Dundee, Newcastle-on-Tyne, Hull, Plymouth, Bristol, Cardiff, Belfast, Birkenhead and Glasgow.

Lent by the Admiralty, the *Campania*, during her time as a Festival ship, will fly the Red Ensign and be manned by a Merchant Navy crew. In the hangar and on the flight and shelter decks will be displayed exhibits based on those to be seen at the main exhibition at Thames Bank, London.

The flight deck will carry open-air exhibits, including motor boats and yachts, and there will be an area for recreation and amusements. Amidships, a large awning-covered space will house demonstrations and sports displays, and may be used on occasions for dances and other social events. The forward part of the deck will be used as an open-air café with tables set among the exhibits. Refreshments will also be obtainable in the hangar deck restaurant, and there will be a licensed bar on the gallery deck.

The object of this floating exhibition is to describe Britain's contribution to civilisation in science, the arts and industrial design. There will, appropriately, be a strong emphasis on the maritime aspect of the story.

The industrial design and arts theme will be developed in two main areas of the hangar. One, corresponding to the Upstream area of the Thames Bank Exhibition, will be concerned with the story of the British homeland; the other, corresponding to the Downstream area, will tell the story of the British people. The gallery display will represent in miniature the theme unfolded in the Dome of Discovery on Thames Bank.

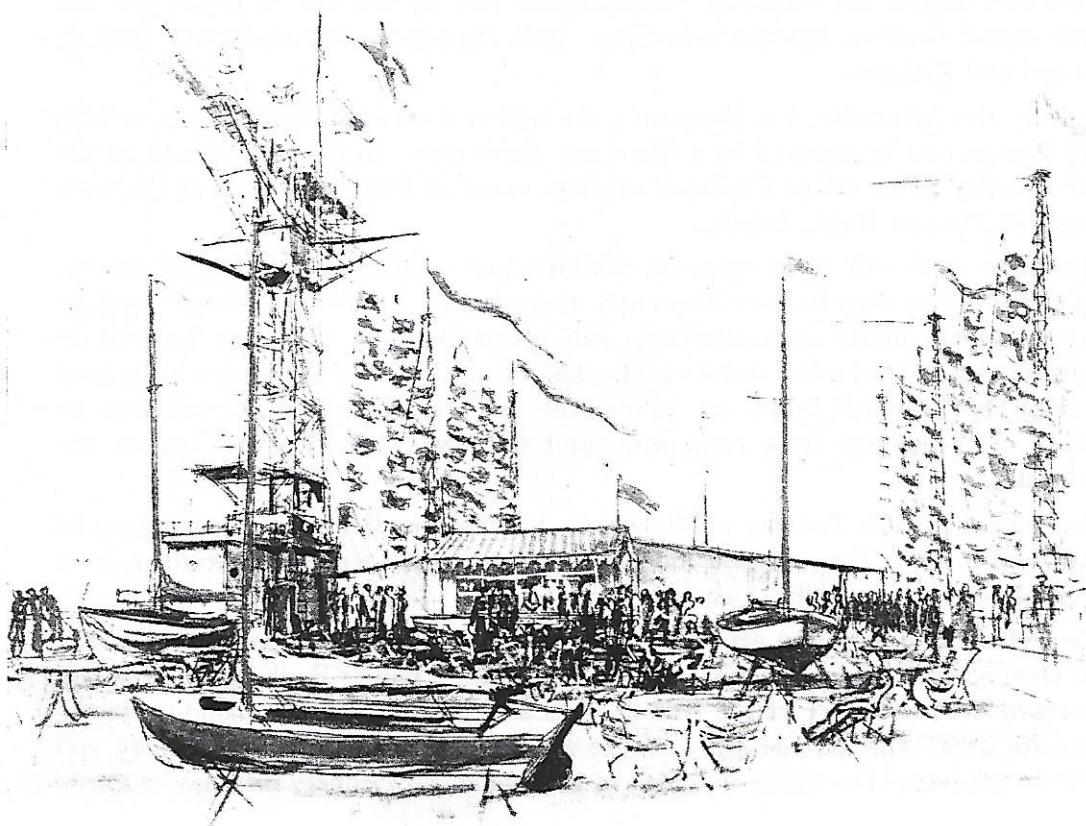


**I**N the main exhibition hall visitors will learn about Britain's raw materials, agriculture, industry and transport. The Sea and Ships section will concentrate on our maritime history. Then follow sections on land and sea discovery; marine biology, the living world and science; and outer space.

The displays will provide opportunities for showing a considerable variety of British manufactured goods, selected for their outstanding merit on artistic, engineering or functional grounds. All the equipment for public use in the *Campania*—deck, open-air café and restaurant furniture, and some of the ship's equipment, including lifeboats and davits—has been chosen as carefully as the exhibits themselves, the aim being to set high standards of design. In fact, the *Campania* will herself serve as an exhibit and her character will be maintained as much as possible.

It is expected that more than 2,000 visitors will be taken on board at a time. The top sides of the vessel, incidentally, have been painted white with openings picked out in a different colour. The Festival Symbol—Britannia's head on compass points—is displayed on the ship's side.

*Historical Note:* H.M.S. *Campania* had a distinguished wartime career, having been the flagship of Admiral Sir Rhoderick R. McGrigor, K.C.B., D.S.O., when as a Rear-Admiral he was engaged in fighting a convoy through to Russia early in 1945.



H.M.S. *Campania*—open-air café on the flight deck

## H.M.S. CAMPANIA

In 1942 three fast cargo liners that were under construction were acquired by the Ministry of War Transport and allocated for conversion to 'auxiliary' aircraft carriers. These three vessels were to become **Vindex** ( ex Port Sydney building at Swan Hunter ), **Nairana** ( ex Port Victor at John Brown ) and **Campania** ( un-named, for Shaw,Savill & Albion at Harland & Wolff ). The names had all been used by mercantile ships converted to sea-plane carriers during the First World War.

Mass produced American escort carriers of the type transferred to the Royal Navy under the Lend- Lease scheme had welded hulls with open sided hangers under wooden flight decks. The three British conversions had riveted hulls, steel flight decks and plated in hangers. The Admiralty therefore considered that these ships would be far more suitable for use in northern waters as cracks in their hull plating would be less likely to spread across the riveted joints.

**Campania** was launched on 17th June 1943 and completed in March 1944. She spent most of her active career on the Russian Convoys, which as one of her officers described:- " The convoys varied from the disagreeable to the perfectly horrible ." In February 1945, in a hurricane force storm, **Campania** rolled to 48° in one direction and back to 45° in the other. The safety limit of the ship was considered to be 40° so she was in considerable danger of capsizing.

The ship proved it's worth however. In October 1944 her Swordfish aircraft sunk U 922 and two months later they dispatched U 365. Her Wildcat fighters also had successes against Blohm & Voss reconnaissance planes and Ju. 88 torpedo bombers. These were not achieved without a cost. Several aircraft, and their crews, were lost, most of them due to the extremely' difficult flying conditions experienced in Arctic waters.

After the German surrender, **Campania** operated for a time in the Baltic and was then placed into reserve. In 1950 she was taken out of lay-up to be refitted by Cammell Laird as a floating Exhibition Ship for the Festival of Britain. As such she was managed by Furness Withy and sailed under the red ensign to visit ten ports around the British Isles during 1951.

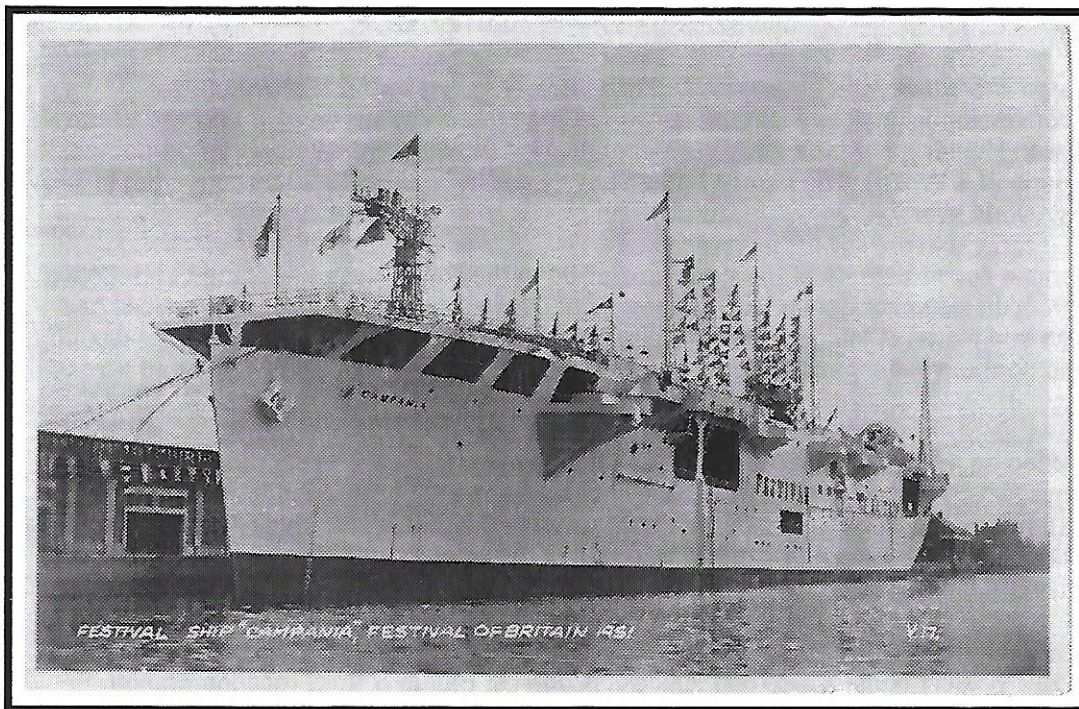
1952 saw another refit when **Campania** was used to carry scientific equipment to the atomic bomb tests on Montebello Island. Following this duty she was returned to reserve status in December 1953. In November 1955 **Campania** was towed from Chatham to Blyth for breaking up.

The other two escort carriers had longer, if less varied careers after the war. **Vindex** was re- converted for merchant service and renamed **Port Vindex**, till she was broken up in Kaohsiang in 1971. **Nairana** was transferred to the Royal Netherlands Navy between 1946 and 1948. When she returned to this country she was also re-acquired by Port Line and after conversion reverted to her original name Port Victor in 1949. She was also broken up in 1971, at Faslane.

**Campania's** technical details were :-

Displacement	15970 tons deep load:12450 tons standard.		
Dimensions	540 x 70 x 19ft.	Flight deck	515 x 70ft.
Machinery	2 x 6 cylinder Burmeister & Wain diesels, 10700 bhp.; 16 kts.		
Aircraft	18 ( Max. )		
Guns	2 x 4 in.	16 x 2 pdr.	16 x 20 mm.
Complement	700		





Arthur Cull writes...

"In 1951 Britain was getting back on its feet after World War 2. We had the Festival of Britain with Business being advertised, encouraging people to buy goods in Southampton.

We had a ship called the **Campania**, a former Aircraft carrier, displaying goods, which were available. Speaking as a young man then, I found it to be exciting. The hangers were used to display all goods to offer.

The ship was kept at Berth 101, then called, The New Docks, which was then accessible to the Community and Tourists interested to see the ship.

An interesting factor with the ship was the lift that brought aircraft up and down. I believe the ship was a former Escort Carrier.

When the ship left Southampton, it sailed on to other major ports in the country to show the British Flag.

I felt very proud and honoured to be British and of course to have been onboard this ship which was a major success"

There you are, we can engender excitement and pride in an Exhibition but perhaps they didn't have a slighted press determined to destroy a national event!

Anyhow that's enough of my thoughts, Arthur Cull's are far more interesting and to the point of this **FESTIVAL of BRITAIN** edition of Black Jack. 50 Years ago the nation made a statement to itself and the World that we are trying to establish a new identity after the effort of World War 2 and the ensuing austerity.

Southampton made a contribution to this and this edition & our joint **WSS/CITY EXHIBITION** at the MARITIME MUSEUM from May 1<sup>st</sup> to October 6<sup>th</sup> is devoted to 1951.

We hope Arthur's memory and others interest is aroused by this edition.

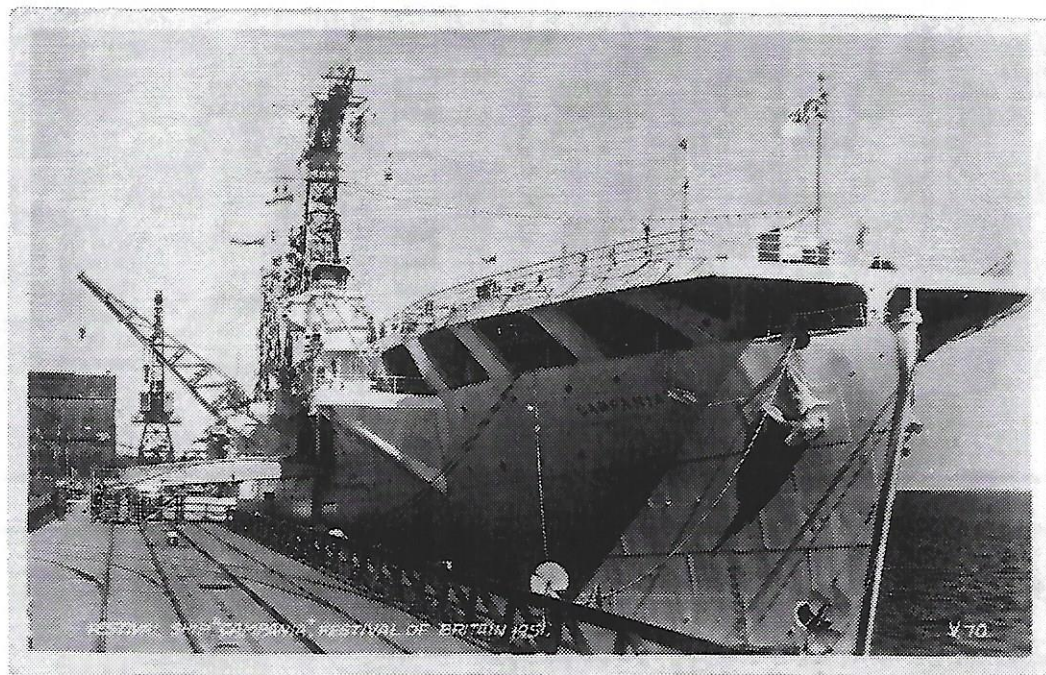
Rodney Baker



# **Festival of Britain**

## **a 50th Anniversary**

### **Exhibition**



## **1 May - 6 October 2001**

*Southampton Maritime Museum, Town Quay Road, Southampton*

Open: Tuesday - Friday 10am - 1pm 2pm - 5pm  
Saturday 10 am - 1pm 2pm - 4pm  
Sunday 2pm - 5pm

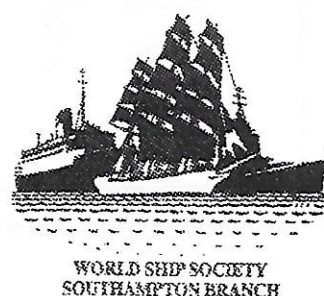
### **FREE ADMISSION**

**Enquiries: 023 8022 3941**



Stairs to exhibition

Black Jack - 6

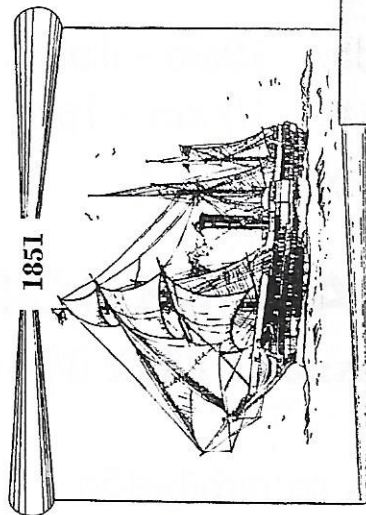




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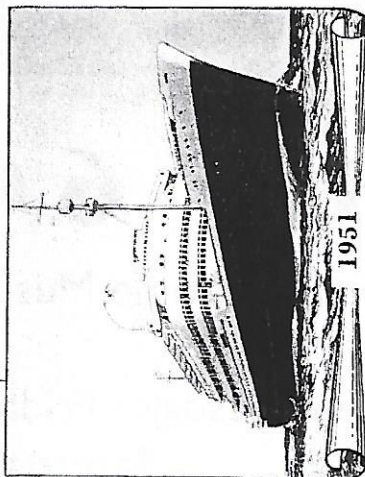
Early in 1851, some months before the opening of the Great Exhibition in Hyde Park, the steamer "Teviot" had sailed from Southampton and completed her epoch-making round voyage to South America, inaugurating the Royal Mail service to that continent—a service which the Line has proudly maintained ever since. Today, the flagship "Andes" and other vessels of the Royal Mail fleet, offer travellers to Brazil, Uruguay and Argentina a degree of service and luxury that is still unsurpassed.

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## In the SPOTLIGHT

SOUTHAMPTON will constantly be in the news during this momentous festival year.

AS the many and varied events take place the *Southern Daily Echo* will faithfully record them. These reports, many of which will be fully illustrated, will be read and treasured by tens of thousands of readers not only in Southampton itself but in the widespread territory the *Echo* also serves.

THE world's leading citizens will come and go, the town's on view, and barely a day will pass that does not hold some contribution to the great celebrations, be it exhibition, pageant, concert, display or sporting contest—the front door of Britain is wide open and the carpet of goodwill spread to welcome our many visitors.

BEHIND every occasion one of the stimulating forces will be the local newspaper—

THE

## SOUTHERN DAILY ECHO

4 PORTLAND STREET, SOUTHAMPTON  
London Office: 69 FLEET STREET, E.C.4 Tel.: CEN. 4352

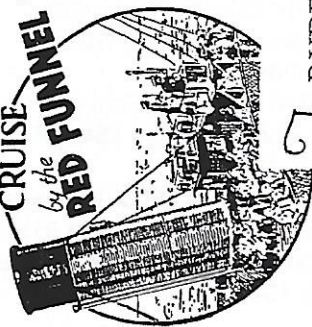


Festival Ship Campana

Drawing by J. S. Holland, F.R.S.A., the designer



## CRUISE by the RED FUNNEL STEAMERS



"Lorna Doone"  
"Solent Queen"  
"Balmoral"  
"Princess Elizabeth"  
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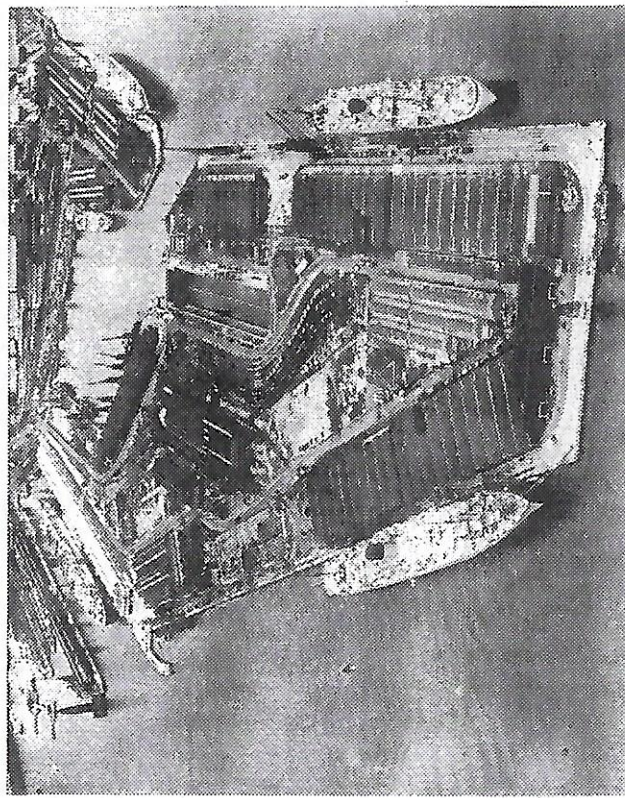
12 BUGLE STREET, WESTERN ESPLANADE, SOUTHAMPTON

CAPTAIN W. V. J. CLARKE, D.S.C., A.M.I.N.T., Assoc.I.N.A.  
General Manager.

Telephones: Southampton 2042-3  
Telegrams: "Siwepaco," Southampton

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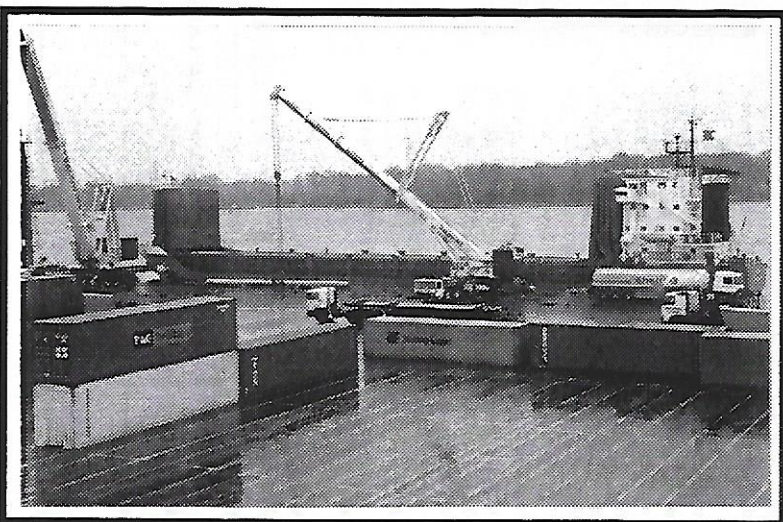




**R Eight** inward bound photographed from Calshot, built Chantiers de l'Atlantique St Nazaire.



The reefer vessel **Ivory Cape** having her new name of **Ivory Nina** being having been renamed in port.



The small Spanish vessel **Laudio** unloading new crane parts at 207 berth for two new cranes.

## Monty's Notebook

A summary of new or new or infrequent callers to Southampton.

**204/7 Berths:** MOL Loire 58531/95, MOL Tyne 59622/95, MOL Advantage, APL Malaysia 54437/00, APL Garnet 53519/95, APL Jade 58519/95, APL Iris 63900/98, APL Coral 65475/98, P&O Nedlloyd Stuyvesant 80600/01, P&O Nedlloyd Shackleton, P&O Nedlloyd Marseille 31333/98, OOCL San Francisco, Brazilian Express, Antwerpen Express, Hamburg 3466/91, Laudio 2909/96.

**RoRo Vessels:** Grande Argentina 56642/01, Hual Asia 56853/00, Autosun 21010/01, Verona 37237/00, Frontier Ace 52276/00, Cassiopeia Leader 57455/99, Orion Leader 57513/99, Sirius Highway, Sea Hanna, Tamerlane, Toba, St Elmo

**RLC Marchwood:** Socol-3 6030/92, MN Eclipse 10142/79, Afrostar 3120/84, Clipper Conway 6714/98, Dart 10 22748/80, Dart 1 9071/84, Baltic Eagle 14738/79.

**109 Berth:** Aasfjord 3086/78, Transitorious 2999, reda 1949/76, Swan Land 1978/77

**107/8 Berth:** Blankenes 4061/78, Volga-35 4855/95, Ladoga 101 1853/88, Kalliope 5624/93, Ingrid Maria 1211/85, Heereweg 2035/96, Kapten 1595/67, Borelly 571/71, Amur 2537 3086/91

**106 Berth :** R Eight 30277/00

**102/3 Berth:** Danica Sunrise 1087/89, Iris-1 1582/80, Osterhusen 1297/85, AB Lubeck 2844/97.

**102 Berth:** Scarab 3136/83, Nordstrand 1960/91, Mermaid Stream 2201/77

**36/47 Berth:** Devon 14070/81, Zara, Fribulk 1840/71

**46 Berth:** Shun-ei -1 15183/83, Star Bird 3351/93, Socol-6 6030/92, Ivory Nina 10405/90

**40/41 Berth:** Hansa Lyon

**38/39 Berth:** Ocean Challenger 4800/00, Geco Bluefin 4716/80, Western Atlas

**30/31 Berth:** Koningsgracht 4921/83

**25 Berth:** Porto Express 18400/00, Britta Oden 16947/78

**Dibles Wharf:** Peru 3500/98, Feducia, Michelle Trader 994/83, Lucie 919/68

**Princes Wharf:** Radesforde 2606/90, Polterberg 1945/83



## Branch Officers and Committee

**Chairman - John Lillywhite**  
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**Reprographics**  
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Fair Oak  
SO15 7JY 02380 694558

## Forthcoming Programme and Events

**Venue:** 1<sup>st</sup> floor  
Portswood Conservative  
Club 127 Highfield Lane  
Southampton

Meetings are held on the  
2<sup>nd</sup> Tuesday of each  
month at 19.30.

### 2001 Programme

**8<sup>th</sup> May**  
An Evening of Tugs  
**David Preston**  
**June 12<sup>th</sup>**  
The London Thames  
**Peter Symes**  
**Saturday 7<sup>th</sup> July**  
**Annual Solent Cruise**  
**July 10<sup>th</sup>**  
The return of Bernard McCall  
**Aug 14<sup>th</sup>**  
Photo Competition  
**Sept 11<sup>th</sup>**  
German Built – Jimmy Poole  
**October 9<sup>th</sup>**  
Ten Favourite Ships a Photo  
bourse – Members Evening  
**November 13<sup>th</sup>**  
AGM + Auction  
**December 11<sup>th</sup>**  
IOW Ferries in World War 2  
Hugh Compton

## Branch Notice Board

### Notes:

Please remember that visits to ships are arranged at quite short notice. If you wish to be included in ship visits please ensure that the Visits Organiser – Adrian Tennet has your telephone and email details.

Any articles that you can contribute to Black Jack are most welcome in any format. All that is required is that the material some sort of connection with Southampton.

The next committee meeting for the branch has been arranged for Thursday 19<sup>th</sup> July at Holbury.

Reminder – that the numbers for the Annual Branch Cruise on Saturday 7<sup>th</sup> are limited for the benefit of photographers. If you are interested in coming along please book with the Treasurer.