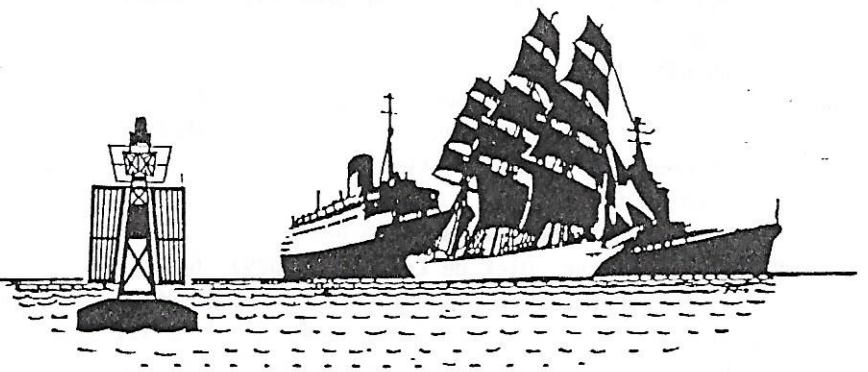
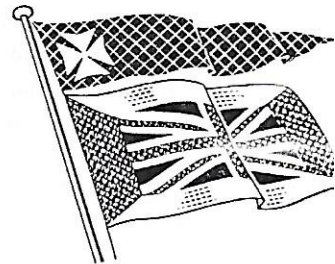
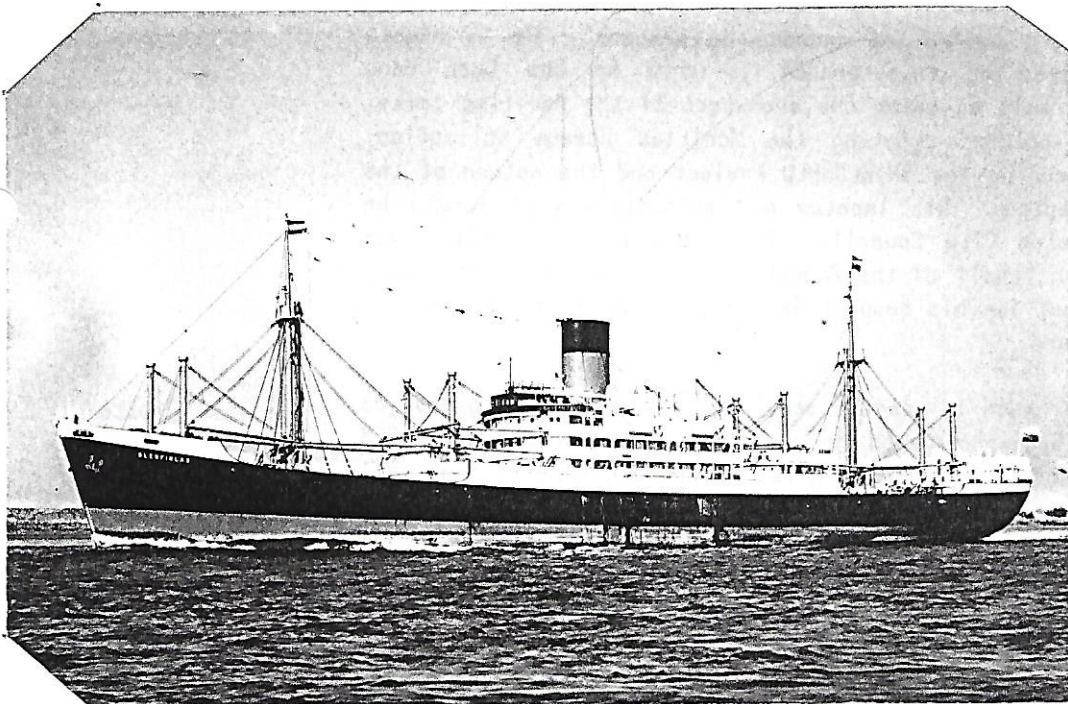


BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



70

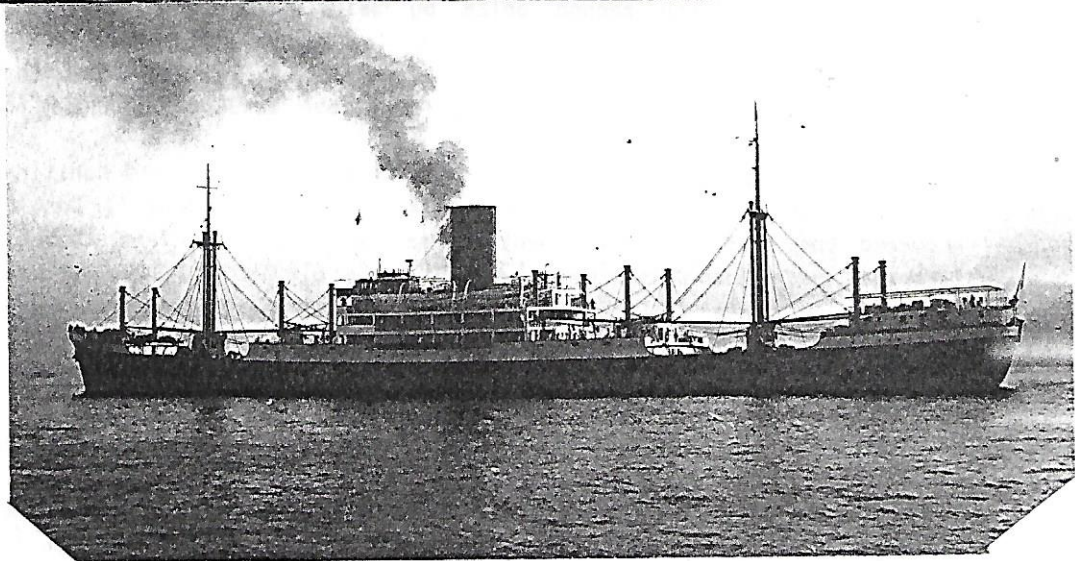


Above:

Glenfinlas

Right:

Breconshire



GLEN LINE LIMITED

See page 3

Both Glen and Shire Line ships wore the Glen Line house flag. The origin of the flag in the form above, is obscure but the Company's tradition was that the blue pennant bearing a white Maltese Cross was added to the existing house flag to commemorate the Glen Line's victories in the China tea race. The house flag dated back at least to 1874 in which year the Glenartney brought back the first teas of the season.

BLACK JACK

No.70

Spring 1989

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Departures -Bill Mitchell steps down after 5 1/2 years as Editor of BLACK JACK since the Summer 1983 edition. His will be a hard act to follow and one which the present incumbent has no intention of trying to emulate. A very big "Thanks" Bill for being at the helm and building up a good team and pool of contributors.

The recent news that Nigel Overton, former keeper of Maritime and Aviation History has ceased his employment with Southampton City Museums was met with an air of sadness by members. He is highly regarded and admired by this branch to whom he has been very accommodating. As well as being the architect of the Maritime talks, his achievements included updating the Maritime Museum collection, instrumental in securing the SHIELDHALL Project and the return of the CALSHOT to Southampton. His impetus and enthusiasm will surely be missed by Southampton City Council. Even though the Secretary has written to Nigel on behalf of the Branch I'm sure you will join with me in thanking Nigel for his support in the past and wish him well in his future endeavours.

Branch Happenings

Dave Hutchings, much in need of sea time, landed a prestigious job on the QE2 last September when he gave a lecture about the QUEEN ELIZABETH (1940) on board. Hopefully the branch may benefit from this by its inclusion in some future programme. Report on Dave's trip in "Tailpiece" on back page.

The 1987 Photo Competition took place in December 1988, with a complicated voting system which must be similar to elections in the Irish Parliament. Monty Beckett won 1st prize in the picture section. He would have won 2nd and 3rd but sportsmanship on Monty's part enabled Rod Baker to clinch second prize by default. In the slides, Ron Richardson's excellent H.M.S. HERMIONE won hands down, with David Oldham's slide coming second. Complicated it may have been but the atmosphere was relaxed, light-hearted and gave members a chance to mingle.

At the January meeting Carola Ingall, formerly with the Maritime Div. of Southampton Museums, gave a talk on "A Ship's Woman." Carola covered the time that she spent at sea with the P&O from 1958-61 starting as a Woman Assistant Purser on the STRATHMORE. Her slides were a veritable time capsule and, augmented by her enthusiastic commentary, left us all hungry for more.

Comment

It seems many faces that were present when the Branch met at the Nuffield Theatre have disappeared since we moved to our present venue. It is appreciated that for some of our more elderly members, the passage of the time has discouraged travel which proves arduous. If transport is a problem please contact the Secretary. Some of the more agile may be a bit sensitive to the title of our present establishment. Well it's an apolitical organisation with an attractive room. The only disadvantage is that ladies may not use the bar. The building is full of history; R.J.Mitchell, designer of the spitfire, was chairman here 1936-37. So let's see the old faces, as well as new ones, again please.

Ed.

I remember

ON A SLOW BOAT FROM CHINA

Hong Kong to England

by

Glen Line

Member, Ian Glenday recalls the voyage in his younger days. The notes are from a diary kept by his mother

.....

One late June afternoon in 1958 our family of four embarked on the passenger/cargo liner Breconshire. We had lived in Hong Kong for three years and as we crossed the harbour to Kowloon Bay where our ship lay at anchor, we took a last look at the Peak.

The Breconshire was a 9,000 gross ton Glen liner, built in 1942 at Dundee by the Caledon Shipbuilding Company. The familiar handsome outline of this era of Glen liners was already obvious.

The ship was well appointed, the cabins for twelve passengers being large and airy. Apart from one other lady we were the only passengers to Singapore. Of course, the twelve passenger limit was aimed at not requiring a doctor on board and so we hoped not to need one!

The trip was uneventful, except for very rough weather off the Paracel Islands and their reefs, not unusual in this part of the China Sea. On arrival at Singapore we learnt that the ship was to be boiler-cleaned and would need a week in port. We made the most of our time there, visiting friends at the naval base, the Tiger Blam Gardens, the Van Cleef Aquarium and other places. The variety of ships of many nations coming and going was stunning, including very elderly ships of Royal Dutch Lines serving Indonesia. Bales of latex rubber and general cargo were loaded with the ship's derricks - those were the days! Then the other passengers boarded and, now twelve in number, we sailed for Port Swettenham.

Port Swettenham, now Port Klang, had little to offer in scenery or interest so during our three-days stay we took the opportunity to visit Kuala Lumpur. Somewhat of a surprise, was to see an ornate building with minarets, which turned out to be the Railway Station. There was also a black and white cricket pavilion and well kept pitch, reminding one of home and the village green.

The next day we went to a rubber plantation and tried our hand at tapping the tall rubber trees that grew near by. Then onwards to see tin being mined by the very laborious washing method. We sailed that evening for Penang. Arriving in Penang, a very lush and beautiful island, we made our way to Ayer Itam temple. A long climb up many steps took us past a small monastery to the temple. By the steps was a large pool filled with voracious young turtles, ready to snap at unwary fingers offering food. A short stay in Penang and we were on our way to Aden, despite the rumours that the ship may have to go via the Cape of Good Hope because of trouble between Egypt and Israel affecting the Canal.

The Breconshire was an Alfred Holt apprentice training ship and during the trip to Aden we got to know them better. There were about eight lads on board who lived in a shack-like structure aft, and who always seemed to be eating jam sandwiches or drinking tea. The apprenticeship involved lots of paint chipping, which the young members of the family appeared to relish.

A bad sandstorm at Aden cut short the hours ashore and after the usual oily water was taken on board we were once more on our way, through the Red Sea and the Suez Canal. All went well until we reached the Bitter Lakes, when trouble with the engines caused Breconshire to be left out of the convoy until repairs had been completed. Sadly, there was no time for a stopover at Port Said.

As we left Port Said the Egyptian royal yacht was seen escorted by two Russian-built destroyers. In view of the tension in the region it is still an interesting thought as to who was on board, and their destination.

Deck games, swimming in the pool fringed by the ship's crew and one or two social events proved useful in passing the time. Then, finally, we anchored off Southend for the night and made our way up river next day to the Royal Docks in London. So ended a pleasant trip of some six weeks duration.

The Breconshire

..... Shortly before war began, Alfred Holt & Company placed an order with the Caledon Ship & Eng Company Ltd., Dundee for a twin screw motor ship, sister to the Priam, already under construction at that yard. The new ship, to be named Telemachus, was laid down on 1 February 1940, but owing to naval priority, building progressed slowly. With the increasing menace of the U-boat towards the end of 1941 the need for aircraft carriers became urgent. Both the Priam and Telemachus were examined for conversion, but as the Priam was in an advanced state, it was decided to complete her to her original design. The Telemachus however, was still on the stocks and it was decided to acquire her and complete her as an aircraft carrier.

Conversion went on steadily and, renamed HMS Activity, she was completed in October 1942. For a time she was a deck-landing training ship, then saw service in the Atlantic and Arctic, her aircraft being instrumental in sinking several U-boats, in defence of Russian convoys. Towards the end of the war she went East and was used to ferry planes to the British East Indies and Pacific Fleets.

She became a storeship, then became surplus and in May 1946 was purchased by Glen Line and sent to Palmers (Hebburn) Co. Ltd where removal of her flight deck, aircraft hangar, gun emplacements, additional bulkheads, radar etc., took several months. On 23 May 1947, now renamed Breconshire, she was drydocked; trials were on 11 September and she was taken over by the Glen Line the following day, working in the Far East service until 26 April 1967 when she arrived at Mihara for breaking up.

The first Breconshire (2,544 gt) was built in 1883 and acquired from Porteous & Senior, London in 1886. On 30 April 1894 she was wrecked in Bethel Cree, Florida on a voyage from New York to Tampa

.....

The Glen Line

In 1869, James McGregor, a partner in Allan C. Gow & Company, sailing ship owners of Glasgow, decided to enter the tea trade. One of the first shipowners to realise the potentialities of the steamship in the Far East trade through the Suez Canal, he ordered the steam driven Glengyle (2,614 gt) which was so successful that another ten ships were built in the next decade for the partnership of McGregor, Gow & Company. One of these ships, Glenartney, made the passage home from Woosung to London in 44 days, then reduced this to 41 days in 1876.

Development continued over the next twenty years in the China tea trade, the ships built larger, and in 1897 the Glenloch and Glenturret, 4,700tdw were added to the fleet for the fortnightly service, which averaged 40 days to Hong Kong.

The Glen Line was incorporated in 1910 and the link with Jenkins & Co's Shire Line dates from 1911 in the Glen & Shire Joint service. In 1917 the operating company became McGregor, Gow & Holland Ltd. Six ships were lost in the Great War.

In 1936 the company was acquired by Alfred Holt & Company of Liverpool and eight new motorships were ordered, the first being delivered in 1938. In the ensuing conflict four were taken over by the Admiralty and converted to

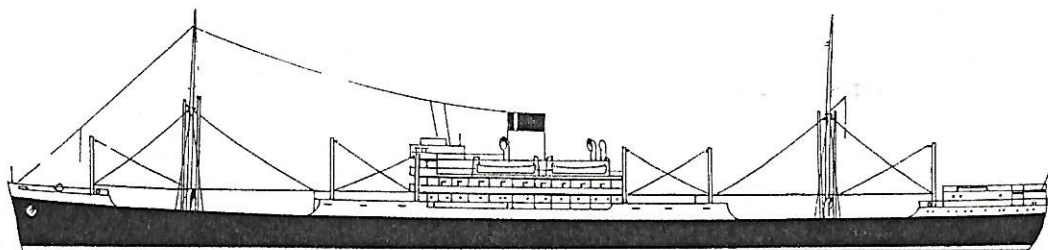
Landing Ships. Two were lost in the Malta convoys.

Over the years, Glen Line ships have called at Southampton, the calls being somewhat irregular and infrequent. However, in October 1961 the Glenearn called, in the first attempt at a regular general cargo service from Southampton on the 5th of each month. Loading was in North European and other United Kingdom ports, then to Port Said, Penang, Port Swettenham, Singapore, Hong Kong, Chinese ports as inducement offered, Yokohama and Kobe.

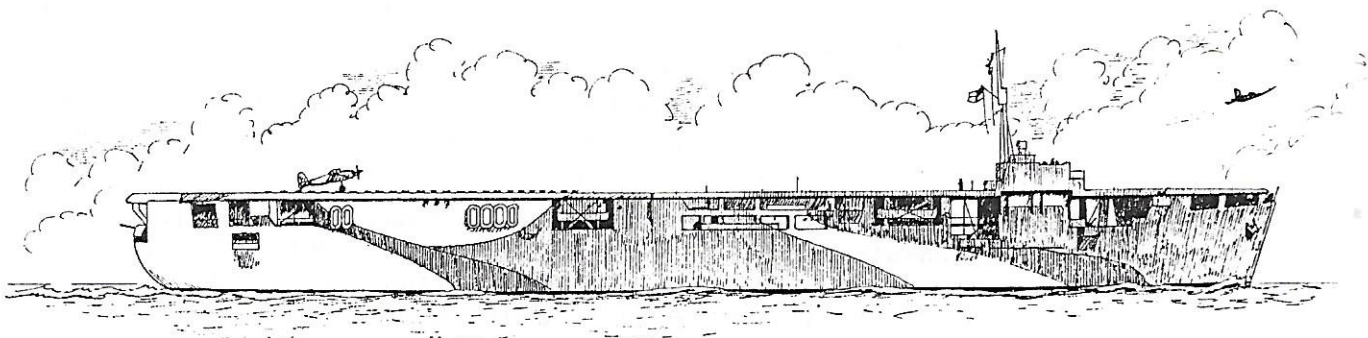
At that time the fleet comprised nine 'Glen' ships and five named after Welsh counties of the Shire Line's nomenclature.

Glenearn	1938	8,960 gt	Glenfruin	1948	7,648 gt
Glenroy	1938	8,959 gt	Glenshiel	1946	10,195 gt
Glengarry	1939	9,144 gt	Denbighshire	1939	8,983 gt
Glenartney	1940	8,992 gt	Breconshire	1942	9,061 gt
Glengyle	1940	8,957 gt	Radnorshire	1947	7,632 gt
Glenorchy	1941	9,324 gt	Cardiganshire	1950	7,724 gt
Glenfinlas	1947	7,633 gt	Monmouthshire	1943	7,868 gt

...



Glenartney 1940



HMS Activity
later Breconshire

Drawings: Nigel V. Robinson
Research: W.H. Mitchell

The loss of the
PS PRINCESS ALICE
Frank Phillips

Many people are still very shocked by the capsizing of the Herald of Free Enterprise, off Zeebrugge Harbour on 6 March 1987, with the loss of 193 lives so perhaps it would be fitting to go back some one hundred years and offer a few notes recalling an even more tragic disaster which befell the paddle steamer Princess Alice on the River Thames in 1878, with an even greater loss of life; past history to the elder folk and probably never heard-of by the younger generation.

The two-funnelled Princess Alice, 171gt, measuring 219.4 ft x 20.2 ft x 8.4 ft was built on the Clyde by Caird & Company under the name of Bute, to run as a passenger ferry between the spread-out towns and villages on the River Clyde. This she did successfully until 1871, although she was not considered by the locals to be a very stable vessel.

Meanwhile, on the River Thames pleasure craft were flourishing, connecting London (Tower Pier) with Greenwich, Gravesend, Southend and the River Medway towns and the Bute was bought by the Woolwich SS Company, later London SS Company in 1871 and brought south to earn her living as a pleasure craft on the River Thames instead of the River Clyde.

Her new owners fitted her out for her new duties, built an extra saloon-deck to accommodate the expected day-trippers and renamed her Princess Alice.

Whether this extra top-hamper affected her stability even further was a question that was very much to the fore at the subsequent enquiry, when her captain, William Grinstead, was held to be at fault and responsible for the collision which occurred.

She was the largest ship put on this service and with her two funnels, created a good impression, becoming a popular ship with her passengers.

However, she was returning to Tower Bridge from an excursion to Gravesend and Sheerness in the evening of 3 September 1878 when, about 7.30pm, she collided with the screw collier Bywell Castle and was holed forward of the starboard paddle. The damage was so severe that water poured in and she rolled over and sank in just five minutes. She had 802 passengers on board, too few lifeboats and life-jackets, and in the ensuing panic, 650 people lost their lives, the remainder having remarkable escapes, eventually being rescued and taken ashore at Woolwich where the collision had occurred. Crowds on the banks of the Thames watched, aghast, at the tragedy.

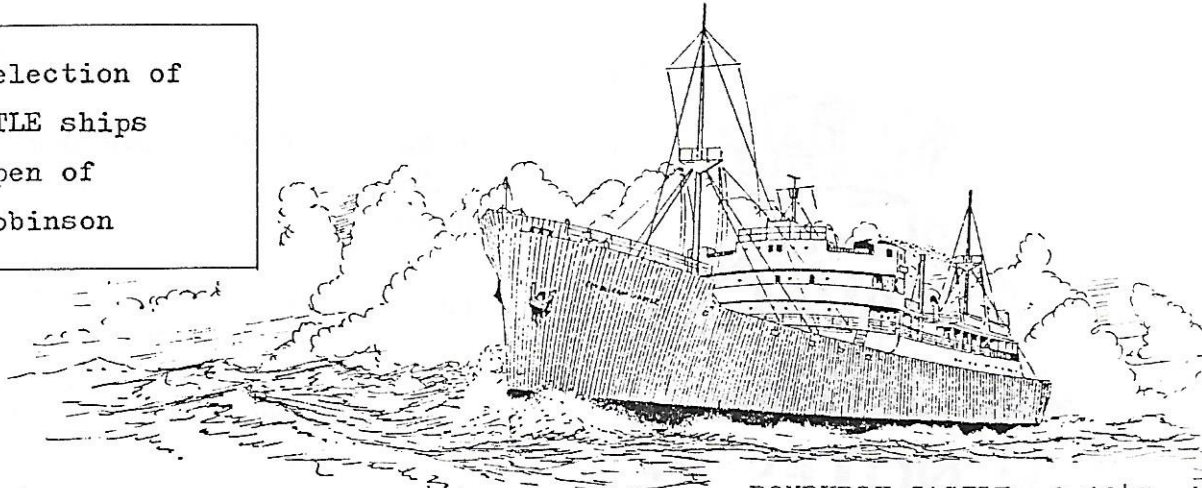
This disaster had a dramatic effect on the public, who shunned the service for some time but, gradually, the better-built ships of the General Steam Navigation Company restored confidence and with the famous 'Eagle' ships Royal Daffodil and Queen of the Channel, the service flourished for another 75 years before the motor-car took over.

In coincidence there was another paddle steamer named Princess Alice of that era running between Portsmouth and Ryde for The Port of Portsmouth & Ryde S.P. Co.Ltd. Of 95gt, she was 136ft in length x 14 ft breadth.

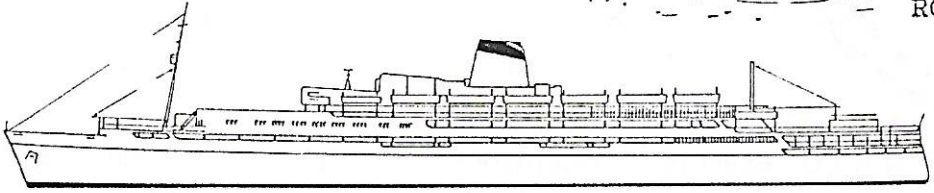
She was launched by Money Wigram on 20 June 1869 and completed in that year. The company amalgamated with the Southsea & Isle of Wight S.P. Co.Ltd in 1876 to become the Port of Portsmouth & Ryde United S.P. Co.Ltd., until 1880, when the London, Brighton & South Coast Railway and the London & South Western Railway assumed joint control.

The Princess Alice was withdrawn in 1881 and broken up in the following year.

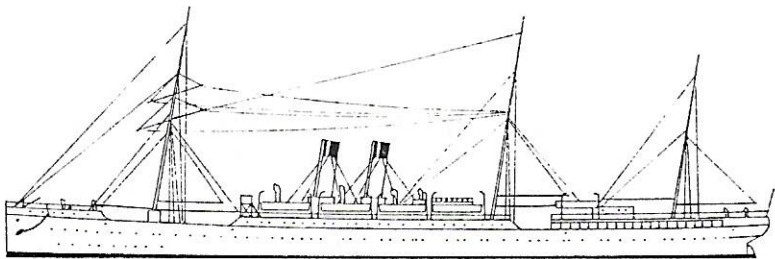
another selection of
UNION-CASTLE ships
from the pen of
Nigel V Robinson



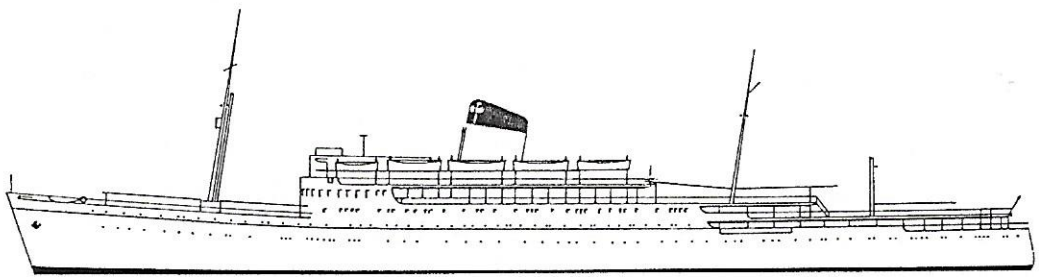
ROXBURGH CASTLE of 1945



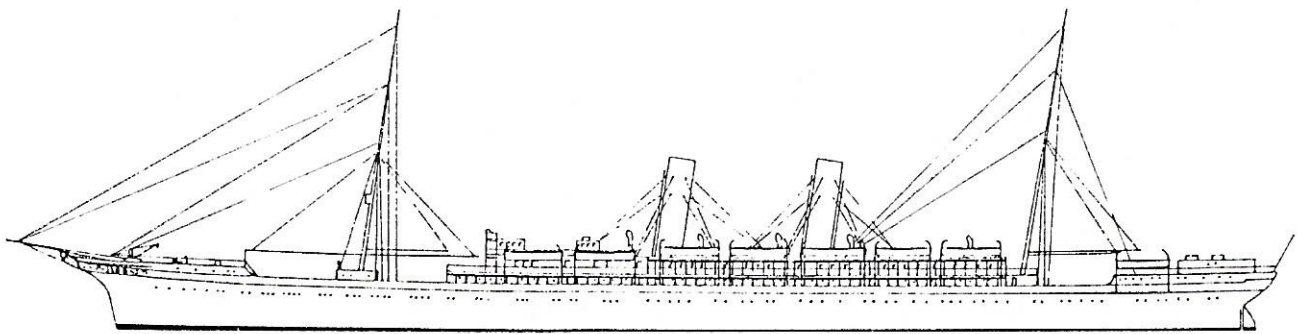
REINA DEL MAR of 1956



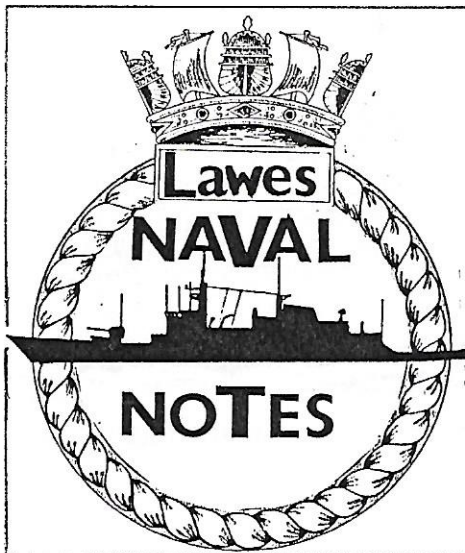
DUNOTTAR CASTLE of 1899



BRAEMAR CASTLE, KENYA CASTLE &
RHODESIA CASTLE of 1951-52



SCOT of 1891 after lengthening



The Autumn months have been notable for the number of collision casualties that have occurred.

H.M.S. SOUTHAMPTON was returned from the Gulf to Portsmouth aboard the Heavy Lift vessel MIGHTY SERVANT I, to await the decision regarding her repair.

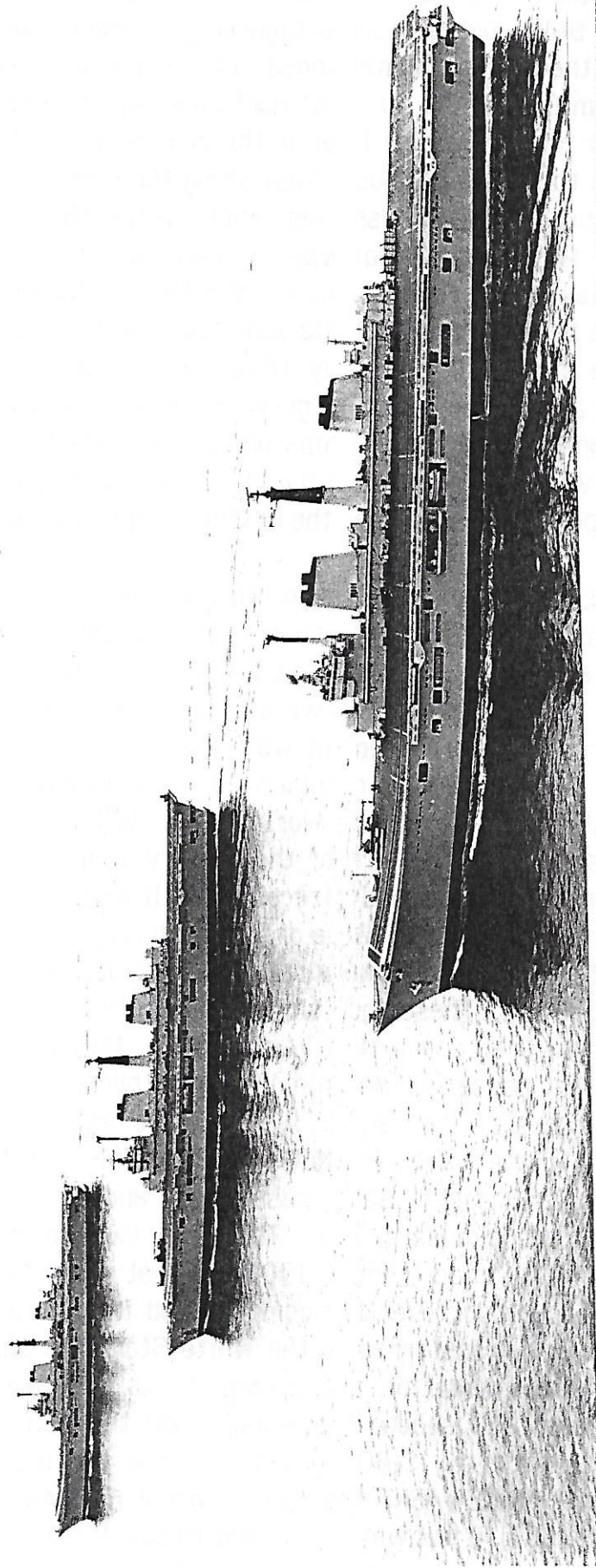
Thew Engineering were awarded the contract to repair H.M.S. PENELOPE,

damaged during the N.A.T.O. exercise "Teamwork 88". Her port side was damaged when she was in collision with the Canadian Supply Ship PRE-SERVEUR. The PENELOPE is one of the Type 2B LEANDER Class conversions. Built by Vickers-Armstrongs, she entered service in 1963. Her conversion to carry four Exocet missiles in lieu of her twin 4.5" guns was completed in 1982.

In mid-November the N.A.T.O. Standing Force, Atlantic visited Southampton. Amongst these vessels was another LEANDER conversion - H.M.S. SCYLLA, the replacement in the force for the PENELOPE. SCYLLA'S conversion in 1984 brought her up to the type 3A standard. This involved fitting the Sea Wolf Guided Weapon System in addition to the Exocet S.S.M.. She was originally completed by Devonport Dockyard in 1970.

Other vessels in the contingent represented a variety of ages and designs. The oldest vessel, and therefore one soon to be withdrawn from service was the Canadian Frigate GATINEAU built by Davie Ship Builders at Lauzon in 1959. On a displacement of 2900 tons the class are armed with a twin 76mm D.P. gun and an ASROC A/S system. Dating from 1966 was the Norwegian TRONDHEIM of the OSLO class frigates. Although over twenty years old these vessels were rebuilt in the late 1970's and their Penguin S.S.M. and N.A.T.O. Sea Sparrow S.A.M. missile systems make them effective vessels, although like the Canadian ships, they are too small to operate A.S. Helicopters. The largest vessel present was the West German destroyer SCHLESWIG-HOLSTEIN, of the HAMBURG class. These 4700 ton vessels were the first destroyers designed in West Germany since the 2nd World War. The SCHLESWIG-HOLSTEIN was completed in 1964 by H.C. Stulcken at Hamburg. They were updated in the mid-1970's when one of the aft 100mm turrets was removed and replaced by four Exocet missiles. The Dutch frigate ABRAHAM CRIJNSSEN represented the most modern vessel present. Built in 1983 by de Schelde, she is one of the 336 ton KORTENAER Class armed with 8-Harpoon S.S.M., 1 N.A.T.O. Sea Sparrow S.A.M., 1 - 76mm D.P. Gun and Lynx ASW Helicopter.

Ironically the Flag Ship of the N.A.T.O. squadron, U.S.S. HAYLER was not present as she was at Rosyth for repairs following a collision with the West German replenishment ship RHON.



(Photo: Courtesy H.M.S ARK ROYAL)

For those who missed the above photo of the three carriers in unique rendezvous taken on 15th December 1988, and previously shown in the PORTSMOUTH NEWS and NAVY NEWS, here it is again.

Portsmouth's three jet carriers steam together in the Channel - a picture which is unlikely to be seen again. ARK ROYAL, Britain's newest and most expensive carrier, was returning home to Portsmouth from a six months' deployment to the Far East and Australia, and at the same time ILLUSTRIOUS was on the way home from the Caribbean.

When they met off Portland there was the third ship in the class, INVINCIBLE, on sea trials after a long refit. A naval photographer was sent aloft to capture a unique picture. ARK ROYAL is in the foreground being passed by ILLUSTRIOUS (centre) and INVINCIBLE.

Government policy allows only two of Britain's vital anti-submarine aircraft carriers to be operated at one time. When INVINCIBLE rejoins the Fleet in the spring ILLUSTRIOUS will have to languish in mothballs until her refit is due.

OLD SOUTHAMPTON CALLERS.
THE ATLANTIC TRANSPORT LINE.

By John S. Lindsay.
MINNEHAHA (1900).

The Atlantic Transport Line was the brain child of an American Mr. Bernard Nadal Baker of the Baltimore Storage & Lighterage Company who started the line in 1881 when the newly commissioned iron screw steamer SURREY was launched by William Gray & Co., of West Hartlepool on the 6th April of that year. She made her maiden voyage later in the year on the 14th August from Barrow-in-Furness to New York thus establishing the newly formed Atlantic Transport Company under the British flag. Early in the 1870's Mr. Baker had an interest in the Pennsylvania Railway Company which in turn played an important part in laying the foundations for the American Line which opened up a shipping route between Philadelphia and Liverpool to trade with Britain. The American Line started in the early 1870's with four steamships under the American flag and as the business grew and more ships were needed it proved more economical to charter ships under the British flag. Using his experience gained with the American Line Mr. Baker had placed the ships of the Atlantic Transport Company under the British flag from the start.

Business was good, the company began to grow and the ships became larger with the expansion, the terminal port in Britain now became London and the routes traded on were London-Philadelphia, Baltimore and New York. In 1903 for the first time 11 westbound calls were made at Southampton to embark passengers and cargo. This arrangement was only repeated occasionally for the next six years but in 1910 was resumed normally during the Autumn and winter months, until the outbreak of World War 1. With the growth of the London-New York service at the turn of the century to maintain the weekly sailings it would require four good size ships. Although the company was American owned it was decided to place orders with Harland & Wolff, Belfast to build the new four ships and like most of the company's other ships to register them at Belfast. These four ships represented a great advance on any ships yet seen on the London-New York service, they had a large cargo capacity and excellent passenger accommodation hitherto not found in ships carrying large cargoes. The ships were to be named MINNEAPOLIS, MINNEHAHA, MINNETONKA and MINNEWASKA. The first three had accommodation for 250 first class passengers and the fourth had an improved design to accommodate 300. The first two entered service in 1900, the MINNETONKA joined them in 1902, in that year the International Mercantile Marine Group took over the company and the MINNEWASKA while still on the stocks was transferred to the White Star Line and launched as the ARABIA. Her accommodation and arrangements had been amended to carry 200 first class, 200 second class and 1000 third class passengers which raised her tonnage to 15,800 gross. As the service required four ships, a replacement, MINNEWASKA was laid down at Harland & Wolff which entered service in 1909. Meanwhile, the old MESABA (ex-WINIFREDA) was used to stop the gap until the new vessel was ready.

Returning to the chosen Old Southampton Caller the MINNEHAHA had quite a long stay in the port as we shall see later. She was one of the beautiful four masted ships built at the turn of the century by Harland & Wolff, Belfast. Laid down under the yard number 329, she was launched on the 1st March 1900 completed in July and made her maiden voyage on the London-New York service on the 11th August of that year. Arriving at New York the hand of fate struck when she was in collision with the New York tugboat AMERICAN which unfortunately sunk with the loss of two of her crew. She carried on successfully on the service until the hand of fate struck her for the second time when on the 18th April 1910 she was on the homeward voyage she ran aground off the Scilly Isles and was stranded on Seal Rock. For the time being it seemed as if she was doomed as she was stuck fast but after much labourious work removing all the cargo piecemeal she was refloated on the 13th May, a date that was looked on with suspicion by many of the salvage crew. After being temporarily patched and made watertight she was towed to Southampton where she was drydocked in the Trafalgar Dock and repairs were undertaken by the local branch of Harland & Wolff. Repairs completed she was returned to service on the 27th October. While she was fast on the rocks she still retained her appearance of majesty, the only sign of distress being the absence of all her lifeboats. After her resumption of service she carried on until the outbreak of World War 1, when her consorts were requisitioned for use as troop transports and she alone was left to carry on with the Atlantic passenger service. This she did until the hand of fate struck for the third and final timewhen on the 7th September 1917 while some 12 nautical miles off Fastnet she was torpedoed by the U.48 and sank in four minutes with the loss of 43 souls, a sad end for such a fine ship.

With regard to her profile and particulars as previously mentioned she was a four masted ship, she carried two fore sails and a jibsail on the fore mast and also a jibsail on the mizzen mast, and one funnel amidships. The gross tonnage was 13,443 on length 616'o.a., 600'b.p. x 65'6" x 39'7" depth of hold. She had twin screws driven by two sets of 4 cylinder quadruple expansion engines with cylinder dimensions of H.P.30" x I.P.43" x I.P.63" x L.P.89", stroke 60"developing 9,800 IHP and 1,227 NHP. Steam was raised in four double-ended boilers and four single-ended boilers giving a steam pressure of 180 psi. and a service speed of 16Kts, all built by her builders. The hull was built in steel with four decks and a shelter deck. Passenger accommodation for 250 first class, nine hatches for cargo with exceptionally good handling gear catered for by twenty derricks and nineteen steam winches. Several of the derricks were capable of lifting 8 tonns. Her funnel was painted in rich red with black top, the hull was black with a red sheer line and boot topping a reddish brown. The upperworks were white with light brown deck fittings, mast a milk chocolate brown and lifeboats white. The ventilators were white except those around the funnel which were in black, the inside of cowls being red. What a sight she must have been sailing up Southampton water with the sun shining on her gleaming paintwork as she made her way to the Ocean Dock.

COMING SHORTLY

11 Apr
THE CLAN LINE
Tony Thompson

11 July
THE SHIPPING OF JAPAN
A.W.S.S. Slide Show

9 May
LIFE ABOARD THE ROYAL YACHT
Commander W.R. Edwards.

8 Aug
The
'DO WHAT YOU WILL'
evening

13 June
SWANNING AROUND IN THE
ANTIPODEDS - Nigel Smith

12 Sept
SHIPPING IN THE ROYAL DOCKS
1972-1973
Ian Wells
(W.S.S. Branch Liaison Officer)

PROGRAMME SUBJECT TO ALTERATION WITHOUT NOTICE

Due to the transition period there being no report received for Nautical Notebook the following feature has been invoked :



C. Lyon's Tailpiece

Southampton has lost one of its regular customers to the rival port of Felixstowe. Although £15m. has just been spent on improving Southampton's container terminal, The Swiss-based Norasia Line has decided to switch to the Suffolk port.

Norasia, which has operated between Southampton and the Far East for the last three years, represents about ten per cent of Southampton's container trade.

One reason for the move may be that more than half of the Southampton container terminal is jointly owned by members of the Trio Far East Group who insist that their vessels, which are in competition to Norasia, get priority service in Southampton.

Dave Hutchings finally got some sea time in. Under the banner headline "Wife steps in to give talk on QE2 voyage"; the report in his local paper read:

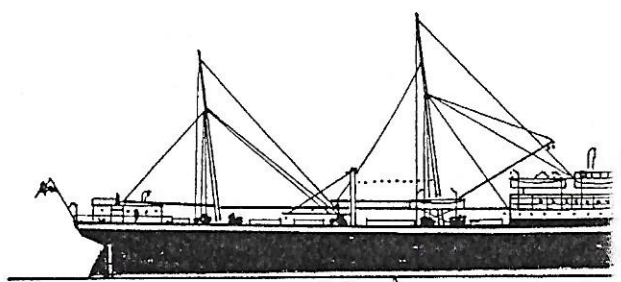
"Local author, David Hutchings, was invited to step in at short notice to give a talk on "The Queen Elizabeth" while travelling on the QE2 to New York. David and his wife Sandy needless to say accepted the invitation.

David and Sandy were invited to go up on the bridge and as they approached the Newfoundland Bank they had the experience of a lifetime when a huge white object looming on the horizon proved to be an iceberg which David estimated to be about 300 ft high.

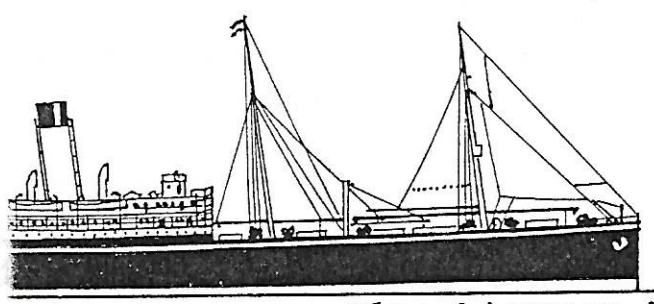
One of the passengers had just purchased David's book about the Titanic and insisted that he have his photograph taken with the iceberg in the background and book in hand.

When they reached New York they stayed for one night doing as much sight seeing as possible and then flew home the following day".

WANTED : Old style WSS tie ; contact Editor.



MINNEHAHA (1900)



John S. LINDSAY 87-