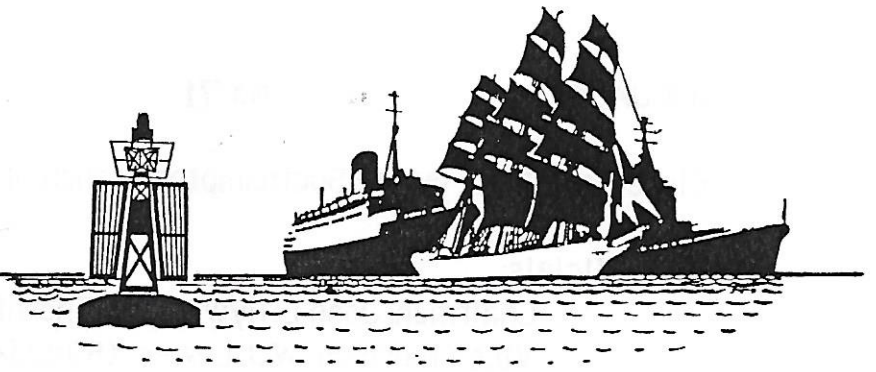


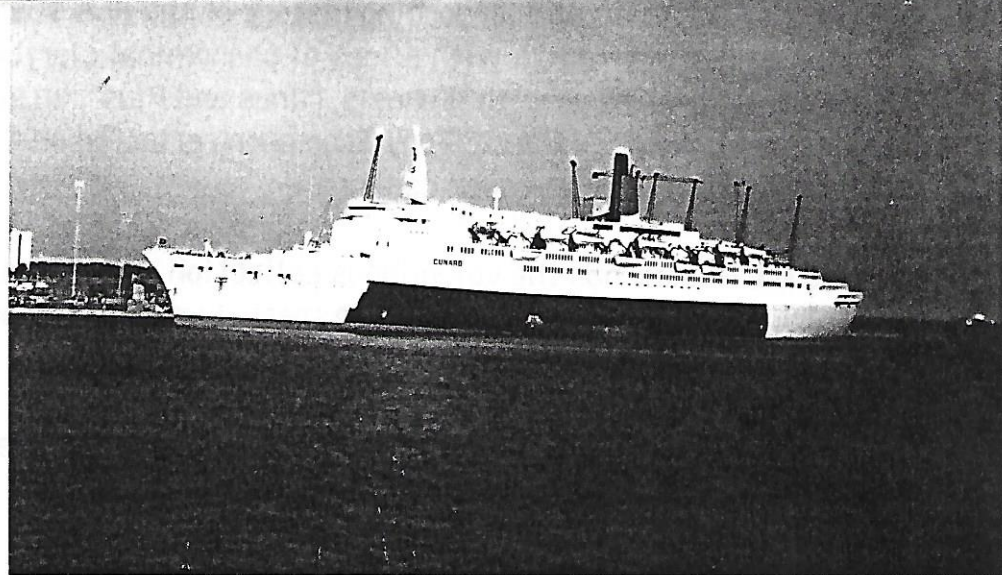
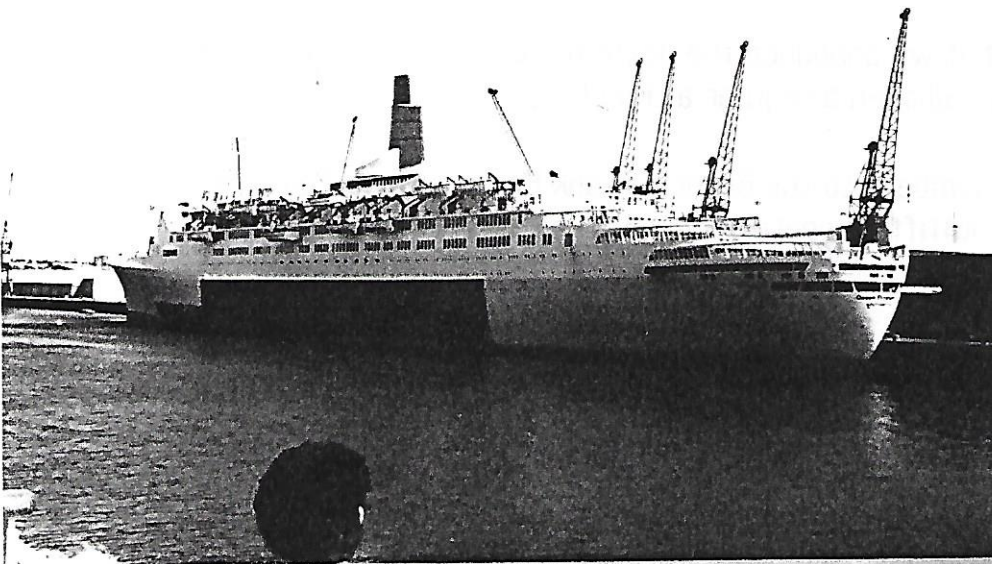
BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



SUMMER 1989

No.71



The QE2 as a steamship undergoing a large cosmetic job back in 1984 to give her traditional Cunard livery. Conclusive evidence that Harley Crossley is not the only person who can paint the QE2.

Published quarterly by the Southampton branch of the World Ship Society.

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Reprographics

It is with regret that we announce the death of Mr. (Herbert) Ogden, a quiet man who for years had been a regular at meetings.

We welcome new members to the Branch; Frank Bandey, Doug Toogood, Alan Brook and Richard Jolliffe, hopefully you will be able to attend the meetings regularly.

Branch Happenings: Mike Lindsay has stepped down as projectionist after doing some sterling work operating the "lantern", so a very big "thanks" Mike for your past efforts. He will be succeeded by Harley Crossley.

The Branch has enjoyed some really good talks so far this year. Back in January John Moffatt's absorbing history of the RFA started off slowly then gained momentum with slides of phenomenal clarity. In February Bert Moody enthralled us with "Funnels, Minus and Plus", an abstract topic that left us stunned. In March, Tony Thompson reflected on Clan Line which was attended by 3 ex-Clan deck cadets.

Rod Baker still has the voluminous collection of post-cards donated to the Branch so please get along and see them if you can and help them to find a good home.

And finally to our old friend John Isherwood who has been suffering from ill health recently, we say, "Get Well soon, Ish."

Many of you I know collect old postcards of ships, as indeed I do. Stuart Hoffman, and Dixons are familiar names to collectors of Southampton ships and these publishers do give us a wonderful range of photographs of old, and not so old, callers.

However there were other, smaller and sometimes anonymous postcards that show us something of the less familiar. The 'big names' mentioned above tended to publish only the regular callers and to depict those vessels well known to the port. This was true of topographical scenes as well, consequently views showing the Bargate, Above Bar and Tudor House, have been familiar since postcards were first published at the end of the last century. Between 1900 and 1941, people used and collected postcards far more than they do today and there was a market for local and topical subjects such as lesser streets, fires, military parades and so on. These were produced locally only, had a limited print run and once sold were never republished.

It is to this latter category that my first postcard undoubtedly belongs. Produced at the end, if not after, the First World War, it shows H.M. Transport CZAR at Southampton Docks.



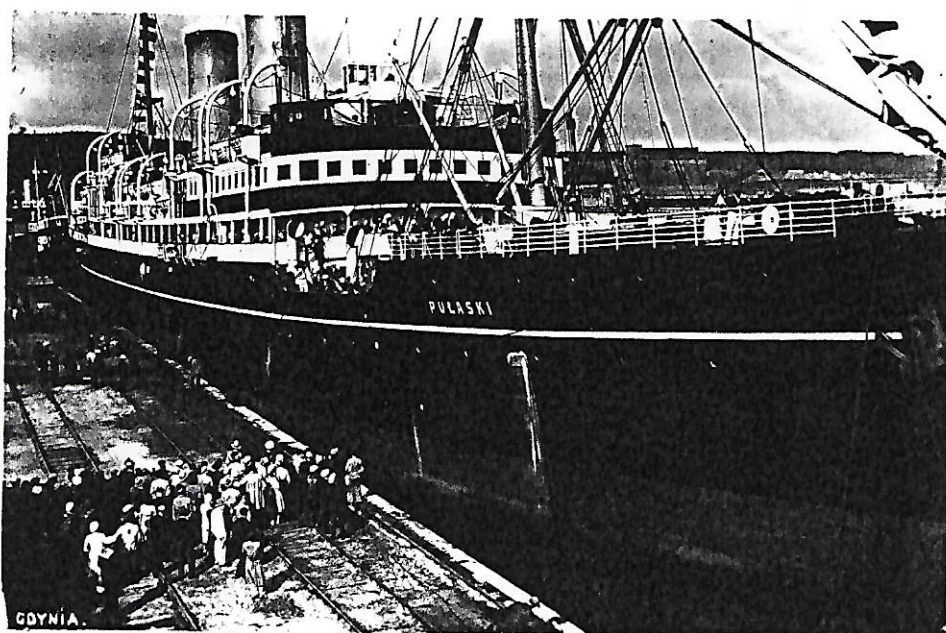
She had been completed in 1912 by the Barclay Curle Yard on the Clyde to the order of the Russian American Line, a wholly owned subsidiary of the Danish East Asiatic Co. but flying the Russian flag. Not large by any means at 6,516 g.t's and dimensions of 425' x 53'2" x 29'4", She was placed on a service from the Baltic ports to the U.S.A and Canada with a large capacity for about a 1000 passengers (mostly emigrants of course).

The outbreak of the war found her in New York and for the next three years she plied between the U.S. and Northern Russia. The 1917 Revolutions complicated matters, and she was taken by The British Shipping Controller. Over the next three years, she performed trooping duties to various ports of Europe under the management of the Wilson Line and then Cunard. It is in this period that the first postcard was undoubtedly taken (in 1919 as presumably photography was forbidden in the Docks during the War?)

1921 saw her returned to her Danish owners, who sent her back to the Baltic to run on a similar service to that operated prior to 1914, under the Houseflag of the Baltic American Line now.

Postcard 2, found by sheer luck only a few months later, shows her in Gdynia in her fourth guise as the Polish PULASKI. As she was not bought by the Polish Shipping Co. until 1930, this dates the card sometime between then and 1935, from which time the now familiar red design was added to their vessels' funnels. Firstly she operated a service to North America until replaced by the more famous, PILSUDSKI and BATORY.

W.W.2 saw her performing trooping duties again and fortunately for her she survived. 1945 saw her homeland liberated by the Red Army, but her crew didn't see it that way and she hoisted the Red Ensign as an MOT trooper, EMPIRE PENRYN. She did not last long under her new flag and she was laid up in 1948 and scrapped in the following year.



PULASKI 6345 tons

Quite an interesting story from one postcard, I think you would agree? I'm sure I'm not the only one who possesses such examples how about digging one out and putting together a short story for us? Incidentally, if any reader has a postcard of her as the pre-war 'CZAR' or a photograph of the EMPIRE PENRYN, I'd be delighted to see them.

Erratum

Black Jack No.69 (p 14) December 1988

The tug Emily Charlotte was built by Mordey, Carney & Company at Newport, Mon and not Southampton.



BY APPOINTMENT TO QUEEN ELIZABETH 2
by David Hutchings



It was hard to believe. After almost a lifetime of reading about the great ocean liners, watching them when, as a school boy, I would steal glances at them through my Cowes school room window during lessons, and latterly writing about them, I was at last to cross the Atlantic in classic style in the last of them all. The Cunard Line's "Queen Elizabeth 2".

It had all happened quite suddenly. My wife and I were due to leave for two weeks holiday in Yugoslavia on Monday, September 5th ,and my last few days at work had been busy.

Just before lunch on my last day at work, Cunard's Public Relations Manager in London, Eric Flounders, telephoned. The 'QE2' was due to sail for New York on September 26th, during the course of which voyage various events would take place to commemorate the 50th anniversary of the launch of the 'Old' QUEEN ELIZABETH on 27th September 1938.

The last captain of the LIZZIE, Commodore Geoffrey Marr, was due to make the trip to talk to passengers about his old ship. But, because he was now rather infirm, he was unable to make the journey (he had told me this himself sometime previoulsy) and would I like to take his place?

Considerably elated I said "of course!". Panic stations then ensued and I telephoned Janice Hall at Cunard's Southampton office to make detailed arrangements.

Part confusion them took over. Firstly, Janice hadn't been informed that I was going! She then arranged my passage (normal cost, apperently, around £980 including flight home) and said that my wife could accompany me if she paid for herself - and could I do two lectures?

An anxious weekend followed. Could we raise the passage fare for Sandy? She had travelled on the ship before so we made enquiries about a discount: no luck from the travel agents so we had to wait until Monday until I could phone Janice Hall again, three hours before we left for Gatwick and Yugoslavia!

"Oh no! your wife only pays for her air-fare home - she travels free on board with you! I'll pop the tickets and baggage labels in the post."

These had arrived by the time of our return from holiday on the 19th. First Class cabin (No 3048), Columbia Restaurant - total cost to Cunard of just under £1,800 each! - and they now only wanted one lecturer, not two.

The following week was hectic to say the least. I already had some slides of the QUEEN ELIZABETH but needed some more which I took from various photographs and books. Processing of the film was a worry as it had to be done quickly, but a shop in Gosport came to the rescue with a day's service.

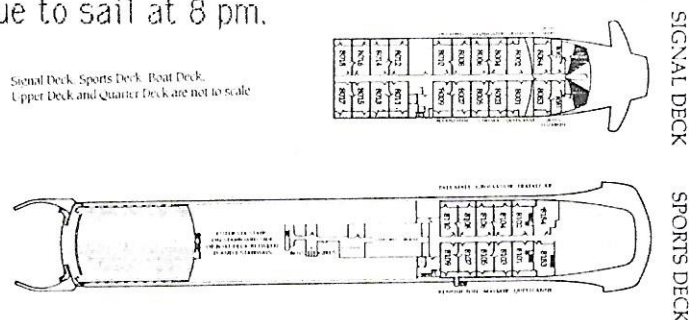
Commodore Marr had also written to me, after a telephone call to him, with a written message for the passengers but he suggested that I go down to his home in Woodfalls in the New Forest and record the message. So on the day before departure I went down to see him.

As usual the Commodore was charming and he recorded a ten minute message which I later edited to suit the length of my lecture.

After breaking both his legs on different occasions the Commodore's ankles had now collapsed and his health had deteriorated even more since his wife's death just before Christmas. He was also selling his delightful thatched cottage in order to move in with his son near Devizes, so all these circumstances had combined to deter him from making the trip. He was also wary of the flight home.

He also said that he wished his old passengers to remember him as he was, pacing the deck in his great coat, and not as a crippled old man. That, I thought was the attitude of a brave and dignified person.

A rush home from the office on Monday ensured a quick bath and a check that everything was ready. Sandy's father had offered to take us to the ship which was due to sail at 8 pm.



After going through various formalities, and having our photo taken on the shore side of the gangway we boarded the liner through the Midship's Lobby, a recessed circular lounge in dark green and cream which acts as a First Class reception area, when the QE2 is in port. On our way down to our cabin we bumped into Peter Boyd-Smith of 'Cobwebs', the ocean liner memorabilia shop in Southampton, a few words with him and then we quickly continued to our cabin, 3048, just forward of amidships on Three Deck port side, (where a half bottle of Cunard Ritz Champagne waited for us in a cooling bucket plus a bowl of strawberries) and then went up on to the Boat Deck to wave to Sandy's parents.

The liner was about ten minutes late in leaving but the thrill of watching the gap between ship and quay gradually widen was the first of many excitements to come. A military band had been playing on the quayside prior to the ship pulling away and the chilly evening now become quiet other than, for the chanting of a group of spectators.

Rain had also started to fall and we waited a further ten minutes as the ship stood still for that time in mid-stream.

At last we were underway and as Southampton Docks receded into the distance, we went below to dinner.

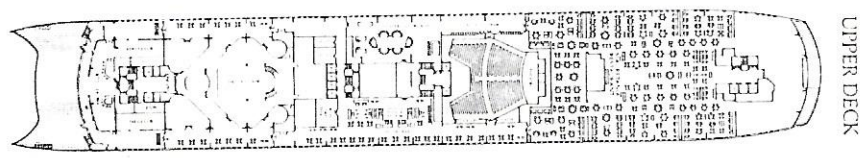
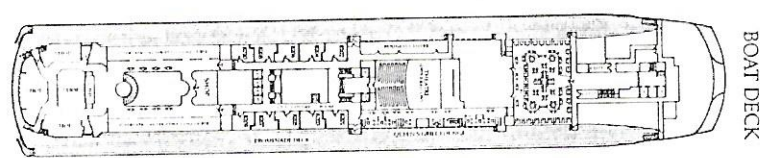
A first evening at sea is the most worrying as one does not know what ones table companions will be like. So after collecting our table number, 223, we soon found out.

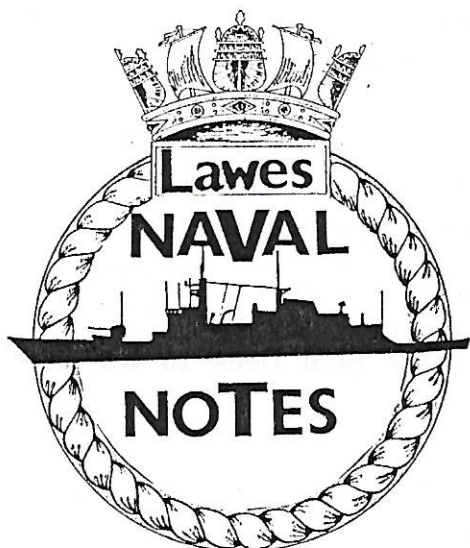
On entering the restaurant, we came face to face with a display case containing the original silver loving-cup that grateful passengers had presented to Samuel Cunard in 1841.

Our table was on the starboard side of the Columbia Restaurant situated by a large window and just forward of a glass and mirrored partition.

We soon met our companions. Tom and Alice Severson, a retired, third generation Norwegian American couple from Rockford, Illinois. Tom had been in engineering but had retired six months previously. The third person at the tabel was Marie Williams from the Lake District. A naval widow, and very, very English, Marie had cruised extensively, getting to love the sea through her late husband's work. We were to have many an interesting chat in the days to come.

(to be continued)





As a follow-up to the last edition of BLACK JACK, it was interesting to note that H.M.S. PENELOPE completed her repairs and had left Southampton before H.M.C.S. PRESERVER visited the Port in March. It was of course a collision between these two vessels that had put PENELOPE into Southampton for her repair. The Canadian replenishment ship has visited the area several times previously, the most recent was in 1987.

A smaller R.N. vessel that paid a brief visit was H.M.S. ANGLESEY, one of the "Isles" class offshore patrol vessels. She is attached to the Fishery Protection squadron, built by Hall Russel at Aberdeen she entered service in 1979. This class are based on the Scottish Dept. of fisheries ships JURA and WESTRA. At full load they displace 1280 ton and are powered by two Ruston diesels which produce 4380 H.P. They are designed to be able to maintain 12 to 15 kts in a force 8 gale. Each vessel can carry a 6 hour supply of detergent for oil spillage clean-up duties.

A handful of U.S. ships provided the most interesting contrasts. Pride of place must go to the cable ship U.S.N.S. NEPTUNE, one of the golden oldies. She was launched by Pusey and Jones at Wilmington, Delaware in 1945 as the Wm. H.G. BULLARD. Between 1946 and 1952 she was in U.S. ARMY reserve, but transferred to the U.S. NAVY on the 1st June 1953, in November 1973 she was transferred again, to the Military Sealift Command. During a refit between 1980 and 1982 her original steam reciprocating engines were removed and replaced by diesels with electric drive that produce 4000 H.P for a speed of 13 kts. The NEPTUNE can carry upto 625 nautical miles of cable. In 1985 NEPTUNE'S original sister ship ALBERT J MEYER visited Southampton, but the two vessels now differ considerably in appearance. In contrast, the most modern U.S.N. cable vessel ZEUS, 14225 tons called into the port several times, so it was possible to compare the old with the new. U.S.N.S. ZEUS had visited the port previously in 1984 and 1985.

Another U.S. vessel to visit Southampton was the U.S.S. DAHLGREN, one of 10 ships of the COONT2 class destroyer. With her thin, tall, well spaced funnels she represented the traditional silhouette of American destroyers built between the 30's and 60's. The DAHLGREN was completed by Philadelphia N.S.Y. in 1961, and is powered by 85,000 H.P. steam turbines. Between 1972 and 73 she was modernised when two twin 3" turrets were removed to make way for more missiles, with a displacement of about 6000 tons, full load, they now mount 8 - Harpoon SSM, 1- Twin launched for

standard SAM, 1-ASROC ASW Rocket launcher and 1-5" D.P. gun. This class were originally classified as Guided Missile Frigates but were re-designated as Destroyer in 1975.

News of Vosper Thornycroft Ships:- H.M.S. SANDOWN, the first of the Single-Role Minehunters was commissioned at Woolston in March, and H.M.S. GLOUCESTER, the last steel vessel to be built at the yard, and completed in 1985 has now had a slight change to her appearance. She now has hull strengthening strips fitted at deck level, extending from the 4.5" gun mount to the flighter deck. This has resulted in an increase of beam by about 2ft and her displacement by 150 tonnes.

On 4 April H.M.S. EURYALUS and H.M.S. ARETHUSA, the last of the Ikara anti-submarine Leander class frigates, arrived in Portsmouth for the last time, streaming their paying off pennants with the crews lining the decks.

The ships will be destored and all valuable equipment removed before they make their last voyage - probably on tow to a scrapyard.

Leander class frigates, the work horses of the Royal Navy, are renowned for their fine seakeeping qualities and excellent performance in bad weather.

EURYALUS and ARETHUSA were converted in the 1970's to carry the Australian designed Ikara long-range anti-submarine missile.

Built by J. Samuel White and Co. at Cowes, ARETHUSA was commissioned in November, 1965. She lost her forward guns during the Ikara conversion, which was completed in Portsmouth Dockyard in April, 1977.

She became the adopted ship of Swansea.

EURYALUS, built by Scotts Shipbuilders at Greenock, on the Clyde, has steamed nearly 700,000 miles, more than any other Leander frigate, during 25 years' service.

She has flown the flag in ports as far afield as West Africa, the United States of America and the Baltic.

For her final two years EURYALUS has been part of the Dartmouth training Squadron, involved in the sea training of young officers.

She visited South Shields, her adopted town, for the last time over the Easter week-end.

H.M.S. ARETHUSA was the last warship to be built by the Cowes Shipyard, Samuel White's. Another White's built vessel, H.M.S. LONDONDERRY is at present moored up Fareham Creek, awaiting disposal.

OLD SOUTHAMPTON CALLERS

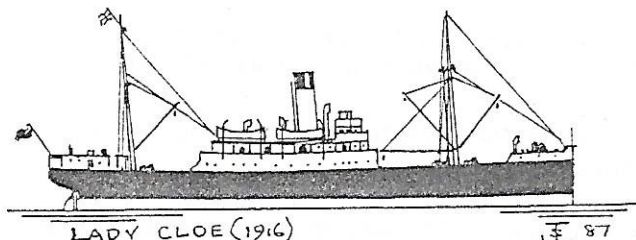
The B. & I. S.P.Co. Ltd. S.S. LADY CLOE (1916)

Apart from the daily services to the Isle of White the Southampton Town Quay was used by many companies which ran regular weekly services around the coastal routes of Great Britain and Ireland. One of these was the British & Irish Steam Packet Company of Dublin which was formally established in 1836, but before then a regular service between Dublin and London had been maintained for many years. As far back as 1815 the paddle steamer THAMES of 70 tons achieved one of the most amazing voyages of the time when she became the first steamer to sail from London to Dublin. In 1836 the company had three wooden steamerships but with the growth in traffic on the route, added the DUKE OF CORNWALL to the fleet in 1842. The growth continued and in 1845 two schooner-rigged screw steamers the ROSE and SHAMROCK were commissioned. With the introduction of iron built ships the company were quick to perceive the advantages and purchased their first iron steamer FOYLE in 1850. This ship was acknowledged to be one of the finest vessels afloat at the time. With the ever increasing demands many new additions to the fleet were made during the next twenty years. In 1887 the company were firmly convinced of the advantages of steel over iron and commissioned a fine new vessel to be built of steel, some 1,400 tons gross and to be fitted with the new type triple expansion engines, named LADY MARTIN. During the ensuing years many enterprises were undertaken and vast improvements were made to the ships which gave them great passenger comfort and a good turn of speed which made them great favourites with the travelling public and the importers and exporters.

In 1916 an order was placed with Sir W.G Raylton Dixon & Co. Ltd., of Middlesborough to build the LADY CLOE with a gross tonnage of 1,581 tons and a DWT of 1,876 tons, her main dimensions were 260'b.p. x 38' x 15' depth of hold. She was a shelter deck type and above her three hold there was a full length 'tween deck. Her cargo capacity was 94,960 cu.ft, and her load draught was 16'11.5". For cargo handling there were three hatches served by five derricks and four steam winches. Her propelling machinery was triple expansion the three cylinders being HP 19" IP 31" LP 52" in diameter with a stroke of 36", steam being supplied by two single ended boilers giving a service speed of 10 Kts. Her bunker space provided for 500 tons of coal and her daily consumption was around 18 tons per day. The boilers and machinery were built by Richardsons, Westgarth & Co., Middlesborough. She had excellent accommodation for 70 passengers and ran on the Dublin-Cork-Fairmouth-Plymouth-Torquay-Southampton-London service, her running mate was the LADY WIMBORNE.

In my boyhood I spent much of my holiday time roaming around the town quay watching the ships load and unload, occasionally being invited aboard to have a look around the ship. The Irish packets usually berthed at the S.E. head of the quay and on the inward voyage the quay would be deserted, but when the ship arrived and started to unload the head of the quay and around would rapidly fill with full barrels of Guinness. On the homeward voyage these would have been replaced with empties awaiting return to Dublin. What a sight the Irish packets made when approaching the quay, they always looked so clean with their white superstructure, varnished teak doors to the deck houses, shining black hulls with a 6" white band on the top strake, brown masts, green boot topping and green funnel with black top which made the B. & I. ships easily recognisable wherever they sailed. The bulwarks around the front of the boat deck and bridge were teak, the boat deck ventilators were black and others brown.

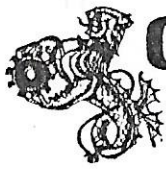
The B. & I. Company was one of the many controlled by the Coast Lines Ltd., of Liverpool and in the summer of 1937 the LADY CLOE was transferred to the Coast Lines, her Dublin registration being altered to Liverpool. Her name was changed to NORMANDY COAST but she still ran on her old route with the occasional diversion to the Dublin-South Wales ports. Her career ended on the 11th January 1945 when, in position Lat. 53.19N. Long. 04.48W to the South of Holyhead, she was torpedoed and sunk by a U boat.



COMING SHORTLY

<p>17 July THE SHIPPING OF JAPAN A.W.S.S. Slide Show</p>	<p>10 October 39 th A.G.M and supporting programme</p>
<p>8 August The ' DO WHAT YOU WILL' evening</p>	<p>14 November PHOTOGRAPHIC COMPETITION (slides and prints)</p>
<p>12 September SHIPPING IN THE ROYAL DOCKS 1972-1973 Ian Wells (W.S.S. Branch Liaison Officer)</p>	<p>12 December ROYAL MAIL LINES Rod Baker</p>

PROGRAMME SUBJECT TO ALTERATION WITHOUT NOTICE



C. Lyon's Tailpiece

12

Veteran's Last Call

On 31 March the Falklands veteran landing ship SIR LANCELOT sailed into Southampton Water for the last time

The 5,674 ton Royal Fleet Auxilliary ship was lucky to survive the Falkland conflict - she was struck twice by Argentine bombs, but neither exploded.

Her sister ship, SIR GALAHAD, was destroyed with the loss of 50 lives, mostly Welsh guardsmen in another bombing raid at Bluff Cove.

Launched in 1964 on Clydeside, SIR LANCELOT provided assistance to victims of the 1970 Pakistan and 1971 Malaysian flood disasters.

With her shallow draft "roll on, roll off" capabilities she has steamed more than 750,000 miles in support of the Army in amphibious operations all over the world.

Safety of Car Ferry Defended

The Portsmouth-based EARL GRANVILLE is one of Sealink's four ferries to fall below new Government safety standards, the company has confirmed.

Six ferries built before 1980 have failed British standards introduced after the HERALD OF FREE ENTERPRISE disaster.

The Department of Transport recommended they be scrapped within three years.

In a statement issued in April by Sealink chairman Mr. James Sherwood, the company said it was naming its ferries to end speculation.

Sealink said the EARL GRANVILLE, which runs between Portsmouth and Cherbourg, and the EARL HAROLD, operating between Ireland and Wales, met "the intent" of the new regulations.

It had appealed against scrapping these two, but planned to scrap the TYNWALD and the DARNIA within three years, the company said.

Mr Sherwood said that the company had a good safety record and all its fleet complied with international safety regulations.

"All vessels in the Sealink fleet comply fully with the current Safety of Life at Sea (SOLAS) Convention.

"Two of the four ships in question are registered in the U.K. and their safety certificates issued by the Department of Transport are Valid.

"Passenger ferries complying with the SOLAS Convention are so safe that there is no recorded instance of a loss of a damaged vessel due to its construction.

"Sealink's safety record is unblemished, having never experienced a loss of a ship," he said.

He denied some Sealink ships were being registered abroad to avoid British safety rules, adding it was merely for tax reasons.

The two other vessels which are below standard are P&O European Ferries' PRIDE OF HYTHE and the PRIDE OF CANTERBURY, neither of which operates out of Portsmouth.

The Government had taken stringent measures to cure the real cause of the HERALD OF FREE ENTERPRISE disaster, which was human error, Mr Sherwood said.