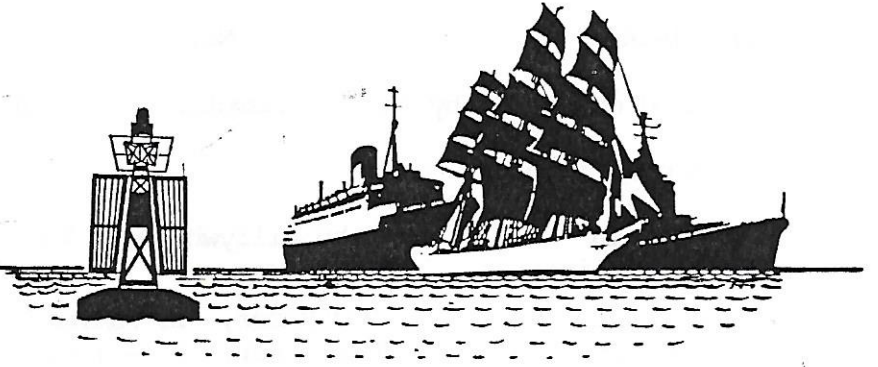


BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY



AUTUMN 1989

No. 72



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

Branch officials :

Chairman	John Lillywhite, 1 Thornleigh Road	(432181)
Vice Chairman	W J Lawes	(894234)
Secretary	Rod Baker, 29 Milbury Crescent	(449972)
Treasurer	Don Baker, Bitterne, Southampton	(449972)
Black Jack Editor	Dick de Kerbrech	(0329 661150)
Reprographics	Mike Lindsay	(694558)

Our theme this edition is Trinity House, the organisation responsible for buoyage around the United Kingdom, including our Black Jack buoy.

One cannot go very far in Cowes and its environs without meeting somebody who works or worked for Trinity House, or somebody who is related to or knows a Trinity House employee. It has been a good haven for deep-sea Merchant Navy personnel who chose 'rock-dodging' around our coastline.

The late Captain Edwin Gregson, a temporary member at our Branch some years ago, was a Junior Brethren of Trinity House.

Our cover shows the former Calshot Spit lightship back in February being hoisted from Southampton Water to begin a new lease of life as a landmark at the entrance to the Ocean Village dockside development.

Since 1951 the 75-year-old Trinity House vessel was for many years on station at Calshot Spit, guiding the ocean-going liners of bygone days through the Solent. The lightship, built by J Thornycroft of Southampton in 1914, was hoisted from the sea by a 72 ton, seven axle crane with a 48 metre boom - brought in especially from Stockton-on-Tees.

Ocean Village Director Mr William Wright said "I knew it was coming off station about two years ago and approached Trinity House on the basis that it was the last iron ship and it would be a pity if it was just sold off and went abroad.

His approach was successful and a piece of Southampton's maritime heritage was rescued for posterity.

Back in 1954, a very unique occasion took place on the lightship when Janet Viney, the daughter of one of the crew, was baptised aboard. This was strictly unofficial and therefore did not receive any recognition at the time.

The lightship was replaced temporarily by a large navigational buoy in 1968, then reinstated and eventually becoming un-manned. It was replaced permanently in 1987 by a 'float' - that's progress for you.

10 October

39 th A.G.M
and supporting programme



12 December

ROYAL MAIL INES
Rod Baker

14 November

PHOTOGRAPHIC COMPETITION
(slides and prints)

The Corporation of Trinity House is the principal Pilotage Authority in the United Kingdom. Its beginning dates back to 1513 when Henry VIII granted its first charter to a Guild of 13 English mariners - Master, Wardens and Assistants - or Pilots of the Trinity. This charitable fraternity had, itself, been operating for some while, but the time had now arrived to establish some control over the increasing number of un-qualified men offering themselves as pilots on the Thames. The new Guild, elected annually by the brethren, began to exercise great influence when Deptford became a Royal dockyard.

As time passed, each new Sovereign renewed its conditions and pilotage of foreign vessels became compulsory with James II, in 1685. A Pilotage Act of 1913 did much to provide a basis for overall administration of many coastal waters, and Trinity House is now the Authority for the London District which extends from London to the Sunk Sand, off Felixstowe northwards, and Dungeness in the south. The Authority takes in forty other districts in England and Wales, including the Isle of Wight District (Southampton and Portsmouth). Some 700 pilots are licenced by the Corporation and many pilot cutters and motor boats are employed in the service.

Apart from pilotage, the Corporation of Trinity House also administers and maintains the lighthouse service for England, Wales, the Channel Islands and Gibraltar, and this includes the control of fifty manned lighthouses, forty plus un-manned lights, twenty-two light vessel stations and over 700 buoys. To be enabled to do this it employs a fleet of lighthouse tenders and helicopters. The work includes the relief of Lighthouse and Lightvessel crews, and the supplies of oil, water, coal and stores; the maintenance of buoyage which demands the lifting of every buoy at regular intervals for scraping, painting, cleaning, re-charging of gas cylinders for the light, where necessary, and inspection of the mooring chain and sinker anchorage. Then there are the Lightvessels which have to be towed to depots for overhaul; the quick marking of new wrecks, and the routine survey of sandbanks for any change of their limits.

Lighthouse tenders are quite frequently seen in the Southampton area and there is a depot at East Cowes.

At the end of the War the following tenders were in use :-

<u>NAME</u>	<u>GROSS TONNAGE</u>	<u>BUILT</u>	<u>BY</u>
SATELLITE	507	1924	J I Thornycroft, Woolston
BEACON	506	1925	J I Thornycroft, Woolston
WARDEN	832	1929	Armstrong, Whitworth, Newcastle
PATRICIA	1124	1938	Smiths Dock Co. Middlesborough
TRITON	680	1940	Cochrane & Sons, Selby

Orders were very quickly placed for several new vessels and in the immediate post-War years, four new and larger ships were built :-

ALERT	1548	1946	Swan, Hunter, Newcastle
ARGUS	1918	1947	Ferguson Bros., Port Glasgow
READY	1920	1947	Blyth Drydock Co
VESTAL	1918	1947	C Hill, Bristol

/continued

Trinity House Lighthouse Tenders - continued

These nine ships were stationed around the coast at six depots from which the work of lighthouse maintenance for each of the six districts is supervised. But some of the ships were ageing, and orders were placed in the late 1950s for four new ships, all to be constructed by J Samuel White & Co of East Cowes. All were to be twin screws, with four oil engines driving two electric motors. The first was completed in 1959.

MERMAID	1425 g.t.	1959	STELLA	1425 g.t.	1961
SIREN	1425 g.t.	1960	WINSTON CHURCHILL	1451 g.t.	1963

With this new tonnage the WARDEN was withdrawn in 1959, the BEACON, SATELLITE and TRITON followed in the early 1960s and four more, ALERT, ARGUS, READY and VESTAL, were withdrawn in the early 1970s, which left the four, White-built ships and the pre-War PATRICIA.

The PATRICIA is undoubtedly the best known of the tenders for, apart from being the oldest tender, she always preceded the Royal Yacht at Fleet Reviews, the Corporation of Trinity House, claiming by immemorial right, the privilege to lead the Monarch to sea. But she, too, was withdrawn and left Cowes on 5 August 1981, passing the Royal Yacht Squadron for the last time - after attendances at thirty Cowes Weeks - only once, in 1979, missing the occasion when she was needed for the Isle of Man celebrations. She left Cowes for an inspection of the Eddystone Lighthouse before taking up her duties as a retired flagship - buoy work and ship and lighthouse tender at Harwich.

It is also probably apt to give a concise description of one of the more modern ships:

The WINSTON CHURCHILL has an overall length of 221'6" and her diesel electric machinery employs four 6-cylinder generator sets to give 13 knots through her twin screws.

All four White-built ships have three decks - lower, main and upper, with a long deckhouse extending aft from the bridge. There is also a boat deck and the vessel carries two lifeboats and two motor boats. There is also a degaussing system, fitted in association with the Admiralty. Lifting appliances comprise a 15-ton derrick on the foremast capable of lifting two 10 ft diameter buoys which can be placed in the hold, and two 15-cwt derricks on the bridge front. For towing lightvessels, an electrically-driven winch is in a house on the upper deck aft, and 120 fathoms of steel wire rope can be fed.

Accommodation includes facilities for Lighthouse personnel to ten light officers and twenty-one lightsmen.

The East Cowes depot administers seamarks along the South Coast from Dungeness, Kent, to Lyme Bay, Dorset, and also the Channel Islands.

It is also relevant to mention the PATHFINDER, a motor pilot vessel which, because of her size, must be included. She was constructed by Philip & Son, Dartmouth, in 1954, is 175 feet overall and of 678 gross tons. She was based at Dover, her station being the Sunk and Dungeness for pilotage service for ships bound for the Thames and Medway.

Other Lighthouse tenders working on Scottish coasts are under different administrations:

Commissioners of Northern Lights, Edinburgh:

<u>NAME</u>	<u>g.t.</u>	<u>BUILT</u>	<u>BY</u>
PHAROS	1712	1955	Caledon SB Co, Dundee
POLE STAR	1328	1961	Caledon SB Co, Dundee
FINGAL	1342	1963	Blythwood SB Co, Glasgow

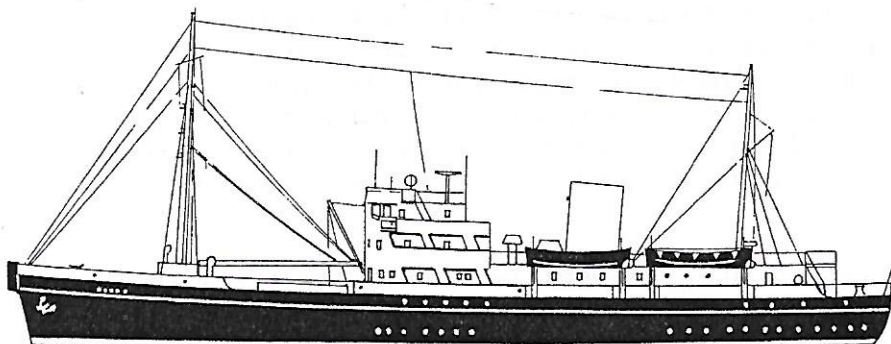
Clyde Port Authority, Glasgow:

TORCH	329	1924	Ailsa SB Co, Ayr buoy tender
-------	-----	------	------------------------------

Since this article first appeared in BLACK JACK, Spring 1982, several developments have taken place. The earlier 1938-built PATRICIA was replaced by a new 3000 disp ton PATRICIA, which was completed in 1982, by the now closed Henry Robb shipyard at Leith. As with her namesake, she was present at Cowes Weeks along with the Royal Yacht BRITANNIA (she has the necessary accommodation for the Elder Brethren). No doubt, as before, when the Royal Yacht only remains for a short stay, or indeed is not present at Cowes Week at all, unsuspecting visitors often think that the PATRICIA is the Royal Yacht.

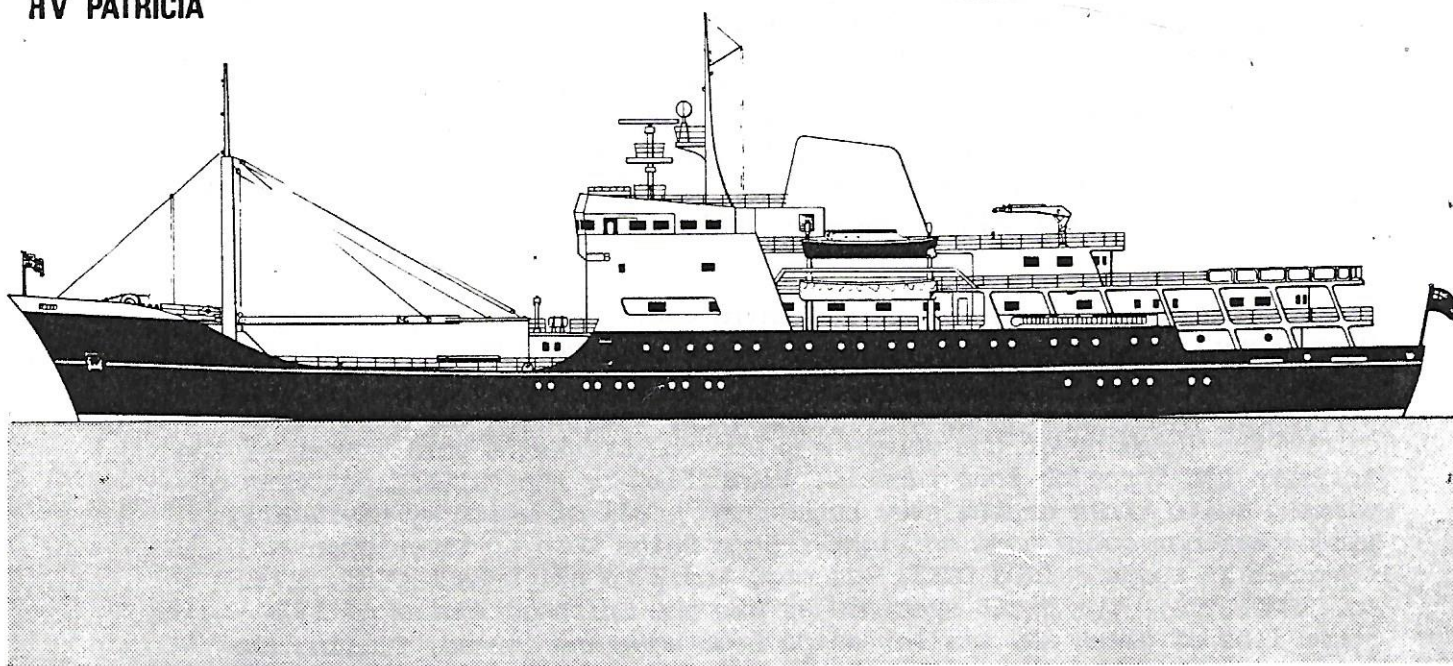
In March 1987, the Corporation of Trinity House took delivery of its latest support ship, THV MERMAID. The Corporation went to Hyundai in South Korea for the latest acquisition, a surprise move which apparently resulted in a quality ship at a very competitive price (£9.25 million, just £250,000 more than the reported cost of the larger PATRICIA built 5 years previously).

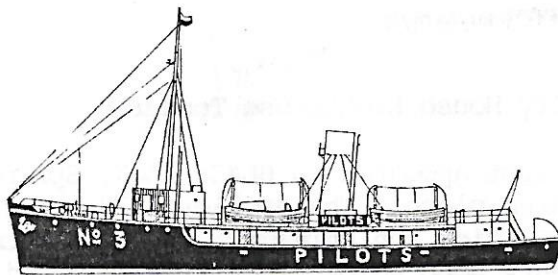
The new MERMAID replaced the former THV MERMAID, and THV SIREN, which had been completed by J S White in 1959 and 1960 respectively. The other two White-built vessels STELLA and WINSTON CHURCHILL remain in service.



THV SIREN

HV PATRICIA





THV GURNARD

A SEA VIEW ACROSS SPITHEAD - BEFORE THE 1914 WAR by Madelaine Grant

The sun seemed to be always shining; and if it rained, we soon forgot. Snow was a rarity. But, always, there were the ships - ships for pleasure, ships for work, and warships. We lived on the Island seafront at Ryde; and over the water was Portsmouth - remote enough to be ignored, or providing a focus of interest. When a north wind blew, we could hear the chimes of the Town Hall clock.

But - between were the ships. Many of them were there just for leisure and pleasure - the small red or white-winged sailing yachts, fishing boats, and paddle steamers (we knew them all by name) bringing holidaymakers from the mainland, or taking them to places like the Needles, Alum Bay, Bournemouth, or "Round the Island." There were piers in plenty round the Island, but from our windows we could watch the busiest of all, at Ryde. It was the only one which boasted a real puffing train, letting off clouds of steam, and shrieking its impatience to the lingering boat passengers, and belying the motto at the pier gates: "Time, tide, and train wait for no man."

Of all the pleasure boats, the most fascinating were the racing yachts from Cowes, of which the best remembered were King George V's BRITANNIA, and Sir Thomas Lipton's SHAMROCK. On all-too rare occasions they would sail majestically towards the Spithead forts, keeling over in the wind, 'til one felt they would capsize.

Another "special" was the Royal Yacht - not the BRITANNIA we now see on television, but the old VICTORIA AND ALBERT, with her curved prow and two funnels amidships. There was not the traffic to Osborne House that there must have been in Queen Victoria's day, but George V, the Sailor King, was often on board. We were privileged to see over her once, as one of her officers was a friend of our parents. I wish I had clearer memories of the yacht itself, but one episode caused much subdued mirth from my siblings and me, as we awaited the arrival of the pinnace, which came to take us on board. It drew into the quay with full ceremony, oars upright and all the approved drill. The onlookers obviously expected royalty, and were - and looked - thoroughly disappointed when just a very ordinary family was helped aboard.

The Royal Yacht was a link with the third ever-present group of ships, the Royal Navy. Often there were cruisers and destroyers moving in and out of Portsmouth Harbour, and nearly always half a dozen of the old ironclads at anchor between there and Ryde. Some would be awaiting a dockyard berth, others the ignominy of the scrap-heap and the breaker's yard. Most of the cruisers had three or four funnels, identified by the varying patterns of painted white rings on the grey background - all of which my nautically-minded brother could name on sight. Some ships were at times open to sightseers' tours - IRON DUKE, was one, and I recall DREADNOUGHT, TIGER and RAMILLIES. The great spectacular was the Spithead Review of 1914 - line after line of great and smaller ships from home and abroad, filling the waters, so that there was scarcely room for the pinnaces full of spectators that steamed between the long lines of warships - all too soon to be firing in grim earnest.

A View Across Spithead - continued

The sun shone then, but sometimes it was lost behind a real Island fog - not the London pea-souper of those days, but one which hid the line between sea and shore in a soft woolly cloud, sometimes lasting a day or two, cutting us off from the mainland. It brought odd silence with it, broken only by the raucous blast from an urgent fog-horn - 'til the mists cleared, and traffic was resumed.

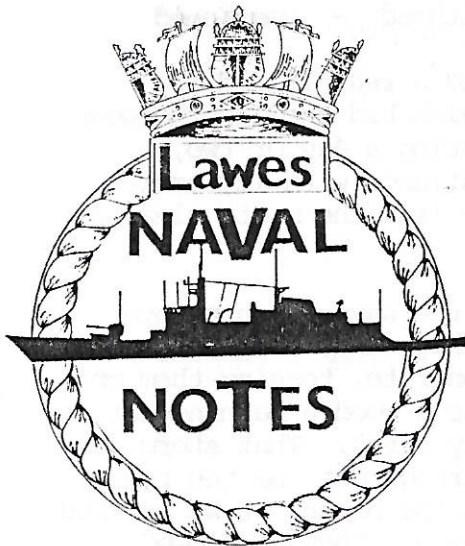
There were storms, too, providing fun as we dodged the waves dashing over the sea wall. But I remember one more serious. A high tide coinciding with a northerly gale smashed up large chunks of concrete, tossing them on the waves like corks 'til they sank. Among them was a wooden bathing-hut office, which drunkenly displayed its notice to "pay here". That storm scared us, for the sea flooded in across the pleasure garden and the road and over our back lawn. Gradually it flowed towards the house, as we watched, fearful of a flooded basement - where all the food was. Then it slowed down 'til, to our great relief, the weakening wavelets lapped their last only feet from the basement windows. An ingenious type of ball-valve prevented flooded drains. But the oddest sight of all came as the receding tides and lessening winds drew the water back. From every one of a myriad wormholes, air bubbled up until the whole lawn looked like a huge pan of boiling toffee - seaweed coloured.

The last group of ships was the large workaday contingent. There were the fishing boats, a few sailing barges, colliers, tramps and coastal steamers. But towering over all these were the ocean-going liners - mostly White Star, or Cunarders, with three or four funnels maybe, steaming majestically past Spithead on their way to or from Southampton. We knew them well then - BRITANNIC, OLYMPIC, MAURETANIA, and many now forgotten. Unforgettable was TITANIC. We watched her sail out on her maiden voyage, flags flying, and bands playing - we heard them across the water - feeling the sense of occasion, but never guessing at the unbelievable news or her sinking that followed so soon after.

So many memories, merging, or standing out with startling clarity. They, too, will be washed away in time, like the lovingly built forts and sandcastles that were unexpectedly flooded by the huge rollers that rushed ashore from the great liners after they had passed out of sight.



AXED: Trinity House's last crewed light vessel in rough conditions.



NAVAL NOTES

Once again the United States of America has supplied the major visitors to Southampton. They also supplied another example of ancient and modern when the Military Sealift Command (MSC) Replenishment Oilers HENRY J KAISER and WACCAMAW called into the Port.

USNS HENRY J KAISER is the name ship of a class designed to eventually replace the assorted, older oilers at present used by the United States Navy.

She was laid down by Avondale S Y in 1984 and entered service in September 1986. This class have a full load displacement of 40,700 tons, (26,500 dwt) and are powered by Colt-Pielstick diesels of 32540 hp to give a speed of 20 knots. In addition to her cargo of oil, she also carries day cargo, and eight 20 foot containers for provisions. The vessel is equipped with a helicopter deck aft, but has no hangar. The older of the two vessels, the USNS WACCAMAW, was built by Sun S B at Chester as a T3-52-A3 type tanker and was completed in June 1946. During hte mid-1960s she was lengthened by 28.3m. to give her a dwt of approximately 20,000 tons. In 1975 she was transferred from the United States Navy to MSC. A helicopter deck is fitted forward of the bridge.

Anchored off Stokes Bay for several weeks was the AMERICAN CORMORANT, oroginally built as the tanker KOLLBRIS in 1972 by Eriksberg; at Gothenburg. In 1982 she was converted to a heavy lift/float on/float off cargo ship with a lifting capacity of 45,000 tons, and re-named FERNCARRIER. In October 1985 she was chartered for 18 months by MSC for trials, which must have been successful, as ehe is now usually based at Diego Garcia in the Indian Ocean, with a "cargo" of landing craft, tugs and small supply vessels. When the vessel arrived in the Solent she was flooded down, the small craft floated off, and they were then taken to the United States Army base at Hythe for maintenance work. On completion of this, they were loaded aboard again and the AMERICAN CORMORANT returned to the Indian Ocean.

Eclipsing all of these vessels in size was the USS IOWA, one of the world's last Battleships, when she returned to the Solent on 3 June for a six-day visit to Portsmouth.

At the other end of the scale of size were the group of six Dutch minehunters that visited Southampton in June. These vessels, DELFZIJL, VLAARDINGEN, HARLINGEN, SCHIEDAM, URK, ZIERIKZEE, are all of the ALKMAAR class. Built of GRP construction they have entered service from 1983, all have been built by Van der Giessen de Noord at Alblasserdam. The original VLAARDINGEN and KIERIKZEE were sold to Indonesia in 1985 whilst under construction and were replaced by later vessels. This class also form the "Tripartite"

/continued

design which is used by France, Belgium and Holland, they have a full load displacement of 540 tons. They are powered by 1900 hp diesels, but also are fitted with bow thrusters and Schottel active rudders. The minehunters were chaperoned by the hydrographic vessel TYDEMAN, that had previously visited Southampton in 1986.

Around 1,500 sailors invaded Portsmouth on 19 May last when NATO's Standing Naval Force Atlantic squadron arrived for a five-day visit. The crewmen were serving in ships from Canada, Germany, Holland, Portugal, the United States, and Britain.

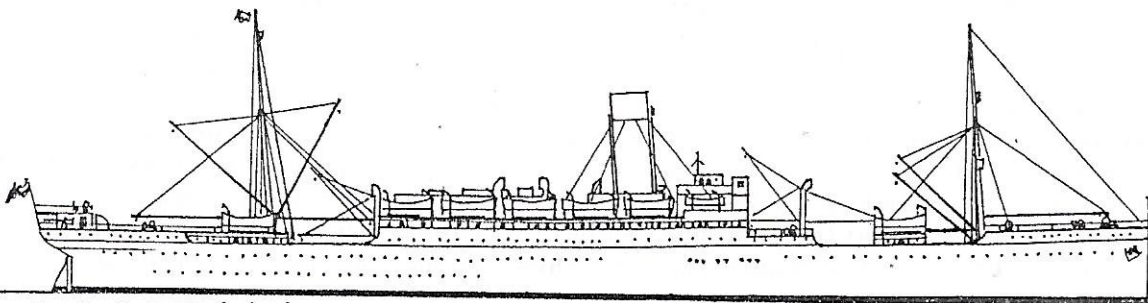
Formed in 1967, the Standing Naval Force Atlantic remains the world's first permanent multi-national naval squadron operating in peacetime.

In a typical year the force steams more than 50,000 miles and visits 25 ports in eleven countries.

Ships are assigned to the force by NATO countries for from two to six months and learning to operate together is one of the main advantages.

Nations take turns to lead the squadron which is currently commanded by West Germany's Rear-Admiral Klaus-Dieter Laudien, flying his flag in the 3,600-ton frigate RHEINLAND-PFALZ.

The other ships in the force are the Canadian frigate SAGUENAY, 3,051 tons; the Dutch frigate BLOYS VAN TRESLONG, 3,630 tons; the Portuguese frigate COMMANDANTE ROBERTO IVENS, 2,250 tons; the United States Navy destroyed PREBLE, 4,150 tons, and the Royal Navy Type 22 frigate HMS BOXER, 4,800 tons. BOXER has taken over from the Leander class frigate HMS SCYLLA.



EURIPIDES (1914). ABBARDEEN LINE.

JOAN S. LINDSAY R7.

The AKAROA (1914-1954) ex EURIPEDES (Aberdeen Line)

The Aberdeen Line which prior to 1905 had been a privately managed company, was now re-organised with interests in it now being taken by the Shaw, Savill & Albion Company, and Imrie Ismay & Co, of White Star fame. Previously all their ships had been Clyde built, but their new management (which had good connections with Harland & Wolff, Belfast) strengthened these by ordering the company's new tonnage with them. The re-organisation resulted in the increase of the new ships' tonnage by some 50% and completely altering their design. The first to be built was the PERICLES (1906) - 10,925 tons gross; she was the first of their ships to have a straight stem, except the SOPHOCLES of 1883 (ex-DORIC) which was a second-hand purchase. She still retained the four-masted profile of the period. The next two were the THEMISTOCLES (1910) 11,231 tons gross, and DEMOSTENES (1911) 11,223 tons gross, slightly larger tonnage but the first pair to break the four-masted tradition, the main mast and mizzen being replaced by cowl topped samson posts.

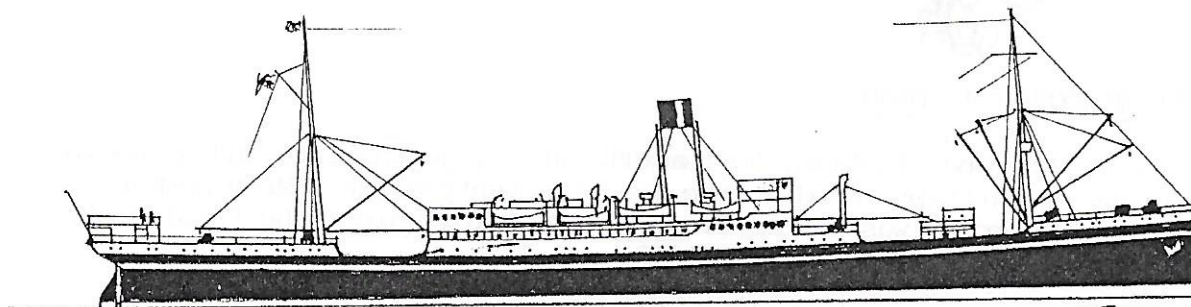
The EURIPIDES was the last and largest to come into service before the 1914-1918 War, and the second largest on the London-Eastern routes, exceeded only by the White Star liner CERAMIC (1912) of 18,481 gross tonnage.

The last two ships built for the company were the SOPHOCLES (1921) and DIOGENES (1922) of 12,361 and 12,341 tons gross, both vessels having the new innovation of the cruiser stern.

The PERICLES was wrecked and lost in 1910, and the DEMOSTENES was laid up and sold for breaking in 1931.

During 1932 the Shaw, Savill & Albion Company bought up the rest of the Aberdeen Line ships, the THEMISTOCLES - although painted in the S A A livery, was allowed to keep her name; the remainder were re-named, with the traditional names used by the S A A line, but that is another story !

The EURIPEDES was laid down by Harland & Wolff, Belfast, in 1913 under the Yard Number 439, she had a gross tonnage of 14,947, net 9,299, and deadweight 13,000. Her length was 550.7' b.p., 569.0' overall and 67.4' x 44.1' depth of hold, and load draught 32'3". She had triple screws propelled by the Harland & Wolff arrangement of a set of triple expansion engines to each of the outer shafts exhausting to a low pressure turbine on the inner shaft giving a horsepower of 8,300 IHP, and 7,500 NHP. Steam was provided by five double-ended boilers, all by the builders. Her hull was of steel and her bunker capacity was for 2,700 tons of coal. The service speed was 14 knots. The passenger accommodation catered for two classes, 350 First, and 1,000 Third. The aim was to provide good solid comfort for the First Class passengers and all the cabins were either single or two-berth, and were noted for their airiness, owing to the fact that the headroom was nearly nine feet. The ship was primarily designed to carry frozen meat and had three compartments specially designed to carry chilled beef. She was launched on 29 January 1914 and made her trials early in June, a new and rare innovation was the number of guests that were invited for the two-day cruise, the highlight for these being the test firing of the two .7" naval guns which were mounted aft on her poop. On this coastal run she achieved the maximum speed of 17.8 knots.



AKAROA (SHAW, SAVILL & A.) AFTER 1946 REFIT.

JOHN S. LINDSAY 8

On the 1 July 1914 she made her maiden voyage from London to Brisbane arriving there on the 24 August, on the 26 August she was taken over by the Australian Government as a troop transport for the Australian Expeditionary Force and she was made commodore ship for the first trooping voyage. She carried on in this service until 1915 when she reverted to the British Government but carried mainly Australian troops in Australian. In February 1919 she commenced the repatriation of the Australian troops, during her service in the War she had carried 38,443 troops and had steamed 208,307 nautical miles. Concluding her trooping career she was given a refit and re-entered the London-Brisbane service for the Aberdeen Line on the 25 September 1920, in March 1929 she made the company's final call at Plymouth on the homeward bound run, and thereafter all ships called at Southampton.

During 1927 she was laid up in the Gareloch for 5 months and then placed on the Liverpool-Australian service, but in November 1929 she was transferred to the White Star management and placed back on the London-Brisbane route. With the debacle of the Kysant episode the Aberdeen Line ceased to exist and all their ships were bought by the Shaw, Savill & Albion Line. In 1932 the EURIPIDES was re-named AKAROA and she was sent to Hawthorn Leslie & Co, Newcastle, where she was converted to oil burning, with bunkers for 4,450 tons of fuel oil; her passenger accommodation was reduced and modernised to carry only 200 cabin class. Her promenade deck was enclosed for about 70 ft, and an enclosed deckhouse built at the after end of the boat deck; she also had a swimming pool added. The cost of the refurbishment was some £100,000. Her tonnage was raised to 15,128 gross, and her load draught to 32.11', with an increase in service speed to 15 knots.

She entered the Shaw, Savill & Albion service on the 28 February 1933, when she made her first voyage from Southampton-Panama-Wellington, and in November of that year she made her fastest passage to New Zealand, taking 37 days. The hundred-day round passage cost the sum of £112. With the outbreak of the Second World War in 1939, she was one of the ships which remained on the commercial service throughout. With the cessation of the War in 1945 she was again re-fitted and modernised on the Tyne, her tonnage being increased to 15,230 gross, her passenger accommodation being reduced to 190 cabin class. After a six month re-fit she resumed service on the UK-Australian and New Zealand service in 1946, continuing on this until May 1954 when she arrived back in London for the last time. After a short lay-up she was sold for the sum of £130,000 and towed away to Antwerp for demolition. Forty years good service (they don't build them like it now).

When under the Aberdeen Line flag her livery was funnel buff, masts brown, white superstructure, green hull with red boot topping. Under the Shaw, Savill & Albion Line flag: buff funnel, buff masts, white superstructure, black hull with white sheer line and red boot topping. When first built and in the Aberdeen livery many an admirer remarked regarding her family likeness to the RMSP CO's D Class ships by the same builders.



C. Lyon's Tailpiece

MARITIME EXPERT IS DEAD

- Raymond Blackman, Portsmouth author, journalist, and a leading authority on warships, died at the age of seventy-eight. Mr Blackman, of The Brow, Purbrook, was Editor of Jane's Fighting Ships, the "Bible" of the world's navies, from 1949 to 1973.

He also wrote books and contributed to many newspapers and journals on naval matters. Mr Blackman was naval correspondent of the Hampshire Telegraph and Post from 1936 to 1946, and of the Sunday Times for the next ten years. He was made MBE in 1970.

Educated at Portsmouth Southern Grammar School, Mr Blackman served in the Royal Navy from 1926 to 1936, and throughout World War II in HMS VERNON, the Mine Design Department, and in the Admiralty. He leaves a widow, son and daughter.

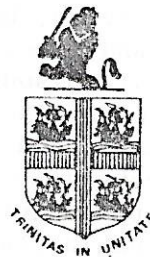
Cremation was at Portchester on 24 May.

The Editor still has The Modern World Book of Ships by Raymond Blackman, published back in 1955, as well as some of the "dumpy" type Warships series of books produced by the author.

and finally ...

A FOND FAREWELL TO AN OLD BUOY

More Progress from Trinity House
as we move to the 21st century ...



- As part of its latest review of aids Trinity House has decided there is no longer a strong enough case to warrant the cost of maintaining Egypt Light, which for generations has sent out a reassuring beacon from beside the main Cowes-Gurnard coast road. A notice to mariners gives October 16 as the switch-off date.

Although there are reports that not all yachtsmen are happy with the decision, Cowes harbour master Captain Henry Wrigley believes Trinity House has some justification.

"Trinity House carried out extensive consultations" he pointed out. "The general opinion within commercial shipping circles - who after all are the ones that pay for these lights - was that Egypt Light did not have a great deal of value now." "This was especially in view of the great importance of Gurnard Buoy, approximately 1,100 feet due north of Egypt Light, and which also of course has a light."

WANTED:

- sober, or otherwise, the "Dockland Correspondent". If anyone knows the whereabouts of the one calling himself by this soubriquette, please ask him to contact the caretaker Editor.