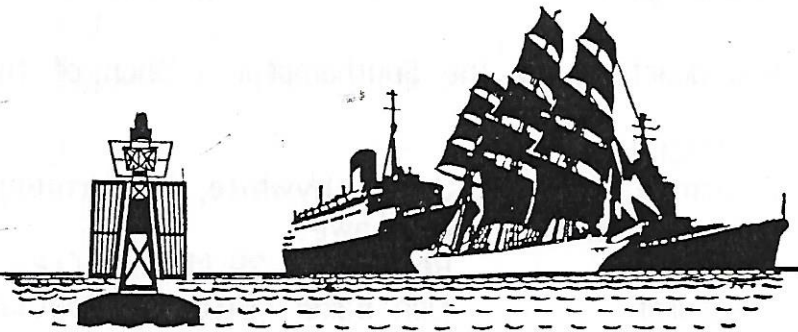


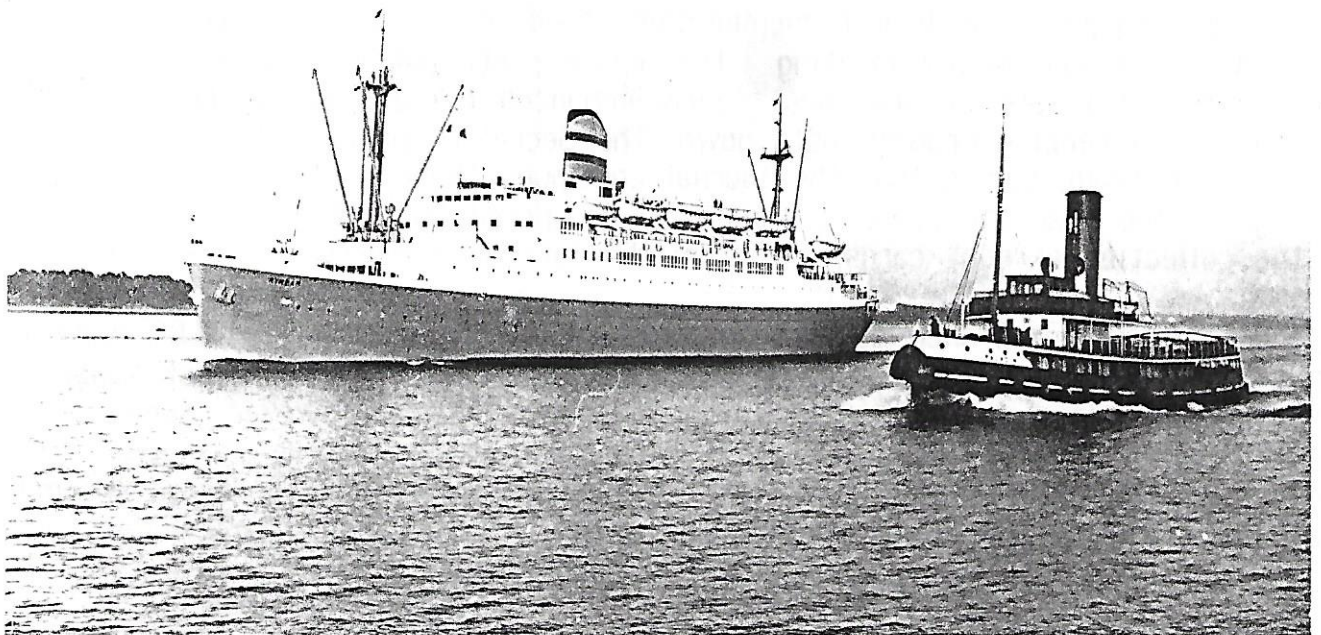
BLACK JACK

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY

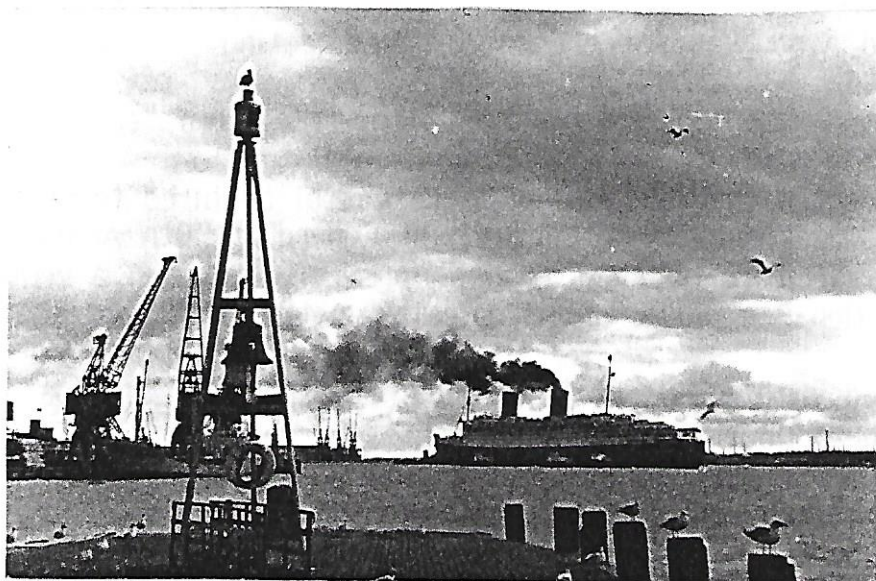


WINTER 1989

No. 73



ARRIVAL.....Holland America's RYNDAM proceeding up Southampton Water escorted by Red Funnel's tender PALADIN.



DEPARTURE.....The QUEEN ELIZABETH eases away from the Ocean Terminal 24/9/68, both now no longer with us.

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

Branch officials:

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

Report of the 39th AGM of the Southampton Branch of WSS held on Tuesday 10 October at Portswood Conservative Club

Secretary's Report: The Branch membership stood at 67 with an average attendance of between 30 and 40 per meeting. The active participation of members contributing to the 1989 and 1990 programmes greatly enhanced the quality of the talks offered, in addition to keeping Branch costs down. The Secretary praised the effort of the BLACK JACK team, saying that the journal continued to be a credit to the Branch. Throughout the year the Branch's funds had prospered from Mr W Hartwell's bequest of the collection of post cards, and from the late John Isherwood's book donation.

Treasurer's Report: Branch audited accounts for the year ending 31.8.89 were circulated to all present at the meeting. The proceeds from the sale of post cards and auctions had raised some £709.10 towards Branch income; however, some members had received items "on approval" and as payment for these is now overdue, immediate settlement would be appreciated. The accounts showed an Excess of income over Expenditure of £717.27. In light of this Branch subs due on 31.12.89 would not be increased.

A vote of thanks to the Hon Secretary and Hon Treasurer was moved from the Chair.

Questions Raised: A question from the floor enquired whether the Branch members were satisfied with the level of publicity the Branch was given. There then followed some discussion and suggestions which would be passed to the officer concerned, who was not present at the meeting.

Election of Officers: All Branch Officers were re-elected "en bloc"

AOB: It was proposed that a small pleasure vessel be hired to review the assembled Cunard fleet in July 1990 on the occasion of Cunard's 150th Anniversary. It would be incumbent on all members not just to pay lip service to such a venture but to actively support it! The Hon Sec would investigate the matter and report back to the Branch.

The meeting ended with a talk by Bill Lawes on Japanese Warships of World War II and Bill Mitchell's collection of Blue Funnel cargo vessels.

Rod Baker would like to thank those members who responded to his article in BJ No 71 and sent him photos of the CZAR.

The Editor would like to wish you all a Very Merry Christmas and a Happy New Year. For those once active members who for reasons of health, disability or reluctance to travel, are unable to attend regular meetings, we'll be thinking of you out there.

Members are respectfully reminded that Society and Branch subs are due on 31.12.89. The total amount of £17 should be paid through the Hon Treasurer, Mr Don Baker asap. Thank you.

It is with regret that we announce the death of John H Isherwood, Extra Master Mariner, on 7 October last at his home in Warsash. He was 87.

Captain Isherwood served his apprenticeship with the Blue Funnel Line between 1920 and 1924 and obtained all his certificates of competency in Liverpool while serving with this company, qualifying as Extra Master in 1931. Positions at sea were hard to find at this time and in 1933 he became a teacher at the Royal Merchant Navy School, Bearwood.

Returning to sea on the outbreak of war in 1939 he joined the Orient Line as second officer of the ORCADES and was in this ship when she was torpedoed in the South Atlantic on October 10, 1942. After further service in the ORION he was ordered to the United States to join the "Liberty"-ship SAMEVERON as chief officer. When the master had to be put ashore ill Captain Isherwood assumed command.

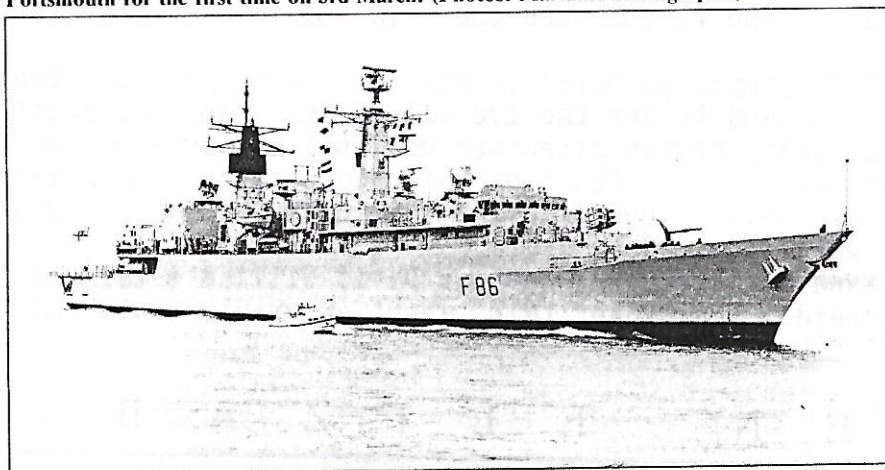
The war over he obtained a post as lecturer at the School of Navigation, Warsash, and retired as a senior lecturer in 1972.

His famous "Steamers of the Past" series in SEA BREEZES began back in September 1949, with the Inman liner CITY OF PARIS. Since then, with the omission of October 1952, due to illness, one ship per month had appeared regularly. When the series ended in December 1987 with Rotterdam Lloyd's BALOERAN, some 447 of the world's most interesting ships had been dealt with in detail.

John Isherwood was a long time member of the Southampton Branch and apart from maritime history and model making he enjoyed annual rambling in the Austrian Alps.

The Branch extends its condolences to his widow and relatives, he will be missed by us all.

Below - The Royal Navy's new Batch 3 Type 22 frigate HMS Cambeltown arriving at Portsmouth for the first time on 3rd March. (Photos: Maritime Photographic)



BY APPOINTMENT TO QUEEN ELIZABETH 2 -PART II by David
Hutchings

All in all, a charming 'table' and we soon felt at home. Our waiter was a young, softly spoken Irishman - Jerry - and we were to meet his assistant the next day - quite "gay" but amusing.

By the time that our first course was being served we were passing Cowes (strange to see it moving by the ship instead of the other way round as it had been so for years with the QE2's predecessors). I bade a silent farewell to my aunt who lives there, and soon Ryde too passed us by, brightly lit.

Dinner finished with a choux swan dessert, a delightful affair comprising of a ball of chilled strawberry cream (not quite icecream) with choux pastry wings and a curved swan's neck also made from the same pastry. Delicious as well as eye catching. Breakfast came from a menu that would be standard for the days to come; even so; the thirty or so items on the list (several fruit juices, cereals, ways of having eggs etc) ensured that each day could be different. On this first day, we had a full English breakfast although this diminished to juice and scrambled eggs etc on the following days.

Lunch too, was more or less the same. We chose to lunch not in the Restaurant but in the Club Lido where a superb buffet, hot or cold, was served followed by, usually a mixed exotic fresh fruit salad for dessert. The informality of the buffet lunch also ensured that we had different table companions - an American girl and her mother one day (very interesting) - a similar English couple on another (the mother had won the trip in a Shell Oil competition) and so on.

Lunch on the first day under the retractable sheltering Magrodome was enlivened by the sound of the sea shore. This was provided by the increasing motion of the ship generating a heavy "slosh" in the swimming pool. The pool would later be emptied as the water started wetting the surrounding deck. Soft, taped or lively "live" music made lunch each day even more pleasant.

As I had only found out the night before (from my Lecturers' and Entertainers' pack left in our cabin) that I was due to give my talk at 3 pm the next day Tuesday morning was to be busy as I had brought various reference books along and although my slides were in order I still had to finish my script. So I stayed in the cabin whilst Sandy went on a "walkabout". I also made contact with David Williams from Liverpool Maritime Museum, who was also lecturing on Cunard themes, and went to the theatre projection room to borrow two "carousel" type slide cassettes ready to load, talking about arrangements for the playing of the Geoffrey Marr tape etc with the Phillipino projectionist.

I'm afraid that I was rather "tetchy" due to the last minute pressures but Sandy bore up and left me to my own devices, just meeting for lunch.

I had no time to rehearse the talk and was leaving its length to luck.

About 70 people gathered in the theatre to hear me, feeling very nervous, and to see the 170 odd slides. An introduction by one of the ships cruise directors was followed by a hiccup with the volume at the start of the tape which gave an anxious moment but all went off well. The following 45 minutes soon went by and the talk was well received.

I stayed on afterwards to hear David William's talk about Samuel Cunard. (His later talk about emigrants would only attract about 30).

Q U E E N . E L I Z A B E T H .

The evenings dinner was to be preceded by the Captain's cocktail party for First Class passengers and followed by a dance.

Sandy and I changed for dinner. By now the ship's movements were quite lively and as Sandy stood up she said that she did not feel too well. So dinner was cancelled for us that night. Although she said that I should go in, I said that I would catch the midnight buffet. I fell asleep and missed it all! The night's wind increased to force 8 to 9.

Next morning we went to the jacuzzi. By now Sandy was feeling very rough so we stopped off at the "C-6" (nor an intended pun but so called after the stairwell and deck designation) hospital where she had an injection - \$14. Other people were queueing too.

Sandy went back to bed and I went in to breakfast. Our "Table 3" were concerned at Sandy's absence and wished her well.

By now, by imagination or fact, I was feeling a bit uncertain about my stomach so went to join the queue for injections. The sea had now moderated so whether or not the injection was effective I never knew. A lost morning (2 hours sleep needed after treatment) in "3048".

3048 is a 'G' grade cabin. Twin beds; bedside cabinets with a small console to operate the various cabin lights and a steward/stewardess button; a mirror with in-built lights, a recessed ceiling with lights; bathroom with bath and shower; a walk-in wardrobe and a single wardrobe; two portholes and a multi-channel television showing films, "Fawly Towers" and a constant "bow horizon view" from the bridge.

The cabin was decorated in dark wood veneer panels (that creaked gloriously in rough weather) combined with "wild silk" covered panels and two lovely Joseph Banks or Aubusson prints.

Our bedroom steward, Ray, was most attentive. Our beds were made whilst we were at breakfast and turned down whilst dinner was in progress. Other than the champagne on boarding we also had other gifts left. A lady's travelling purse with talc etc; QE2 duffel bags; small jugs of QE2 whisky; and a gold wrapped mint chocolate each evening, left on the pillows.

A morning call at 7.30 am brought the delivery of tea on a tray and the discovery of news and events sheets that had been slid under the door during the night.

Queueing for lunch each day enabled us to watch the Peter Gordeno dancers at rehearsal in the Queens Room. One particular routine led us to watching the actual dance during the late cabaret in the Grand Lounge (ex. Double Down Room). This was a rendition of Ravel's "Bolero" and was performed with great verve and precision.

Afternoon tea was also served in the lovely Queens Room and be-gloved stewards from the restaurants performed the service. Pots of tea and cakes were the order of the day, the latter being served on silver salvers.

One afternoon Sandy saw sandwiches appear and asked our cake-bearing steward if she could have a sandwich instead of a cake. "Certainly, madam" and up came a tray of sandwiches. "Any egg ones?" "No, madam. I'll get you some", and the steward soon appeared with the requested filling.

From then on whenever we saw the steward, usually at lunch times, he would make some quip about egg sandwiches!

There was so much on the daily programme that it was difficult what to choose. Two films a day was tempting but after sitting through half a Sean Connery movie we decided that it would be better to get the films on video at home and not waste our time on board. An occasional cabaret or drink was also taken in.

Daily excursions to the shops - mostly the Logo shop - brought forth our shipboard souvenirs.

We found out that we had missed Lobster Thermidor on Tuesday night and so, on Wednesday, I asked the Maitre d' if we could have it on another night. She said that she wasn't sure but, on Thursday, she said "We have your Lobster for you. Would you like it tonight?"

The ship's Second officer Ian MacNaught, introduced himself shortly after my lecture and said how much he had enjoyed it (one at least!!) and if we wanted to see anything - just anything - on the ship just to let him know. A very generous offer.

The first result of this was a visit to the Bridge on Thursday morning. At breakfast there was an announcement that we were passing well to the south of the prevailing ice-region and were approaching the Banks of Newfoundland and that we might see some fishing boats.

After being shown the Bridge radars etc and a series of press buttons that had been labelled by Phil Rentell (First officer of QE2 during the Falklands crisis and currently serving in the Caribbean) as "Exocet", "Sting Ray", "Chaff Launcher" etc to confuse the casual observer, we looked out to sea.

Porpoises were seen performing their dives alongside and Sandy said "What's that white dot over there." The officer with a pair of binoculars said "probably a sea bird" but on panning over cried "my God! it's an iceberg!"

General excitement then reigned with the captain (Alan Bennell) being called. He said that it was the first iceberg he had seen for thirty years and mean-while I shot below to get our telephoto lenses, during which time I missed a herd of Right Whales that swam alongside, spouting.

I pointed out the 'berg to several passengers on the Boat Deck who had been watching the porpoises and heard the captain make an announcement about it over the ship's system.

I got back to the Bridge in time to see some passengers come onto deck to see the spectacle. The captain said to me "I bet that's mucked up a few lectures!"

Everyone including the captain, wanted their photo taken with the 'berg in the background as we passed to within half-a-mile of it, close enough to feel the coldness that radiated from its estimated 30 foot height. Mist continually formed on the mound of ice, sometimes giving it a conical appearance, at others a semi-spherical shape.

Whilst down in the cabin fetching our lenses, I signed a QE2 book for Captain Bennell and presented this to him on the Bridge wing. He was very pleased with it (he is an actual QE2 fan) and later in the day we found an envelope slipped under our door: it was an invitation to the Captain's personal cocktail party in his cabin. This was followed by an invitation to the Officer's cocktail party in their wardroom! (This latter was later described by retired Captain Peter Jackson, as "an accolade" as not many people get an invitation to the Ward Room).

Captain Bennell said that we were due for another blow that evening but, as it should only be a force 5 - 6 with short seas, it shouldn't bother us.

That afternoon, June Ashbee, of the library which was selling my books (window display with "Author on board" notice) at \$9.95 each or \$27.00 the set, had arranged a book signing session for me. This lasted for a continuous 70 minutes (I would go to the library on each subsequent afternoon to sign other purchased copies) and one man appeared with my TITANIC book. He had brought it that morning and had just settled down to read it when the iceberg announcement was made. He didn't believe it at first but rushed out and had a photograph of himself taken, holding my book and with

the 'berg in the background. I asked him to send me a copy. Nine year old Cara came up to get me to sign her book. She had been asking me questions in the restaurant about the ship with which she had fallen in love so, with good fortune, she will be one of the "cruisers of the future".

Captain Bennell greeted his guests to his cocktail party as they filed past him after queueing on the stairs leading to his quarters. A few words with each from this most friendly man was followed by me being "collared" by a passenger (who had bought a book during the signing session) for the whole of the party, much to the chagrin of Sandy and his wife. I only managed one canape during the entire evening.

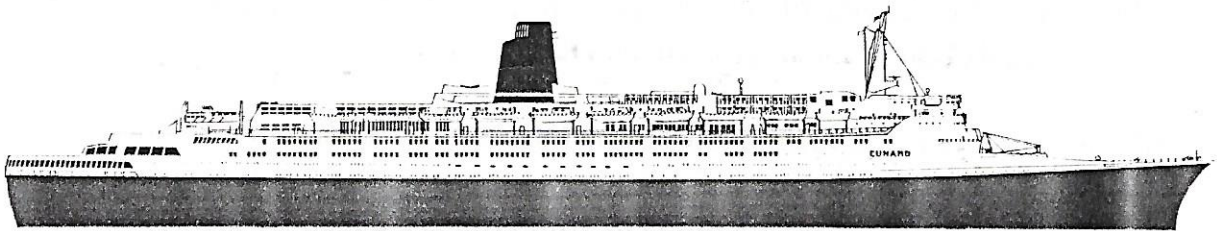
I did notice, however, one smallish oil painting amongst several, on the walls of the captain's cabin. It was a nice painting of one of the old four funnelled Cunarders. One of the officers later said that if the ship was sinking there would be a scramble to "rescue" this painting because of its extremely high value!

Down to another excellent dinner and then Alice, Tom, Maire and us went to the Grand Lounge to watch the 'Bolero' routine by the Peter Gordeno dancers.

By this time the ship had commenced to heave and as we had arranged to go on the bridge again at 11 pm we made our excuses. Sandy wasn't feeling well again so we decided not to stay for too long.

First officer Peter Moxom and Second officer Ian MacNaught were on watch and as usual the "merry banter" was in full swing.

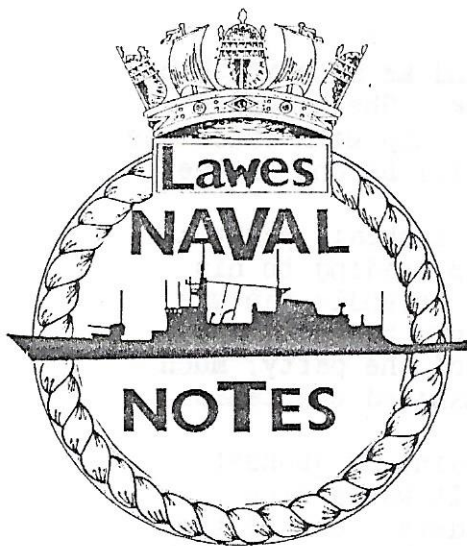
"To be continued....."



COMING SHORTLY

<p><i>9 Jan</i> A BANKER Afloat John Vaughan</p>	<p><i>10 April</i> PASSENGER LINER DESIGN Frank Bandey</p>
<p><i>13 Feb</i> OCEAN VOYAGE WITH PORT LINE A.W.S.S. Slideshow</p>	<p><i>8 May</i> DOCKS AND MODELS Alan Bealing and John Lindsay</p>
<p><i>13 Mar</i> THE ESSO FLEET AND OPERATIONS Ian Glenday</p>	<p><i>12 June</i> GERMANY - PAST AND PRESENT David Hornsby and Rod Baker</p>

PROGRAMME SUBJECT TO ALTERATION WITHOUT NOTICE



The summer months are usually quiet ones for naval visits to Southampton, this year proved to be no exception.

Our largest caller was R.F.A. ONLA which is currently under going refit in no. 7 dry dock. This vessel displaces 36000 tons full load (18600 grt.), She was built by Hawthorn Leslie and entered service in 1966, a single 26500 h.p geared turbine produces a speed of 20 kts. This class of ship is designed to supply other vessels with fuel, diesel, lub. oil and aircraft fuel via the conventional fueling hoses and derricks. In addition they have facilities to operate two sea king helicopters, although only one is usually carried. Most R.F.A. vessels have now been fitted with 2 - 20mm AA guns and "Chaff" rocket launchers.

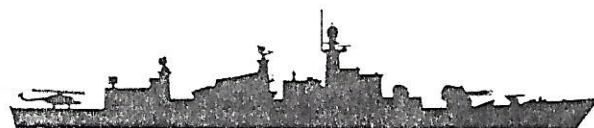
A different type of auxiliary to visit the port was the Italian Training Ship AMERIGO VESPUCCI. On a displacement 4186 tons she carries 3000 sq. metres of sail on her three masts, plus a 1900 h.p. diesel engine. Her complement of 13 officers, 228 men and 150 cadets seems large at a time when conventional vessels employ so few men. This steel hulled ship was built at Castellamere and entered service in 1931.

At the beginning of August the first of the Saudi Arabian mine-counters measures vessels, the AL JAWF was launched by Vosper Thornycroft from their Woolston Yard. The six ships of this type are based on the new SANDOWN class single role minehunters.

The saga of H.M.S. SOUTHAMPTON continues. During August she was moved from Portsmouth to the Tyne for permanent repairs. Transport was onboard the heavy lift vessel SUPER SERVANT 1, the same ship that was used to carry the Southampton back to this country from the Gulf.

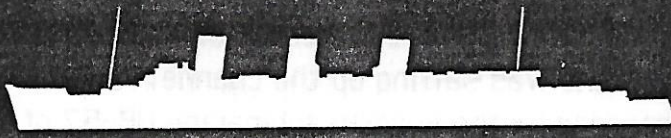
At time of writing H.M.S. ALACRITY has taken up station on the Columbian coast in the fight against drug exports; Perhaps it might have been more politic to have sent H.M.S. AMAZON. H.M.S. CAMBELTOWN (F86) will soon be joining ALACRITY on the same duty. Apparently during a courtesy visit to St. Nazaire in July earlier this year, an overzealous tug skipper caused her to strike the quay..... clearly a case of "déjà vu".

WANTED: Slides and Prints of
shell tankers DRUPA; LAMPAS;
LIMA; NORTHIA.
Pang Rod Baker



old southampton callers

by John S Lindsay

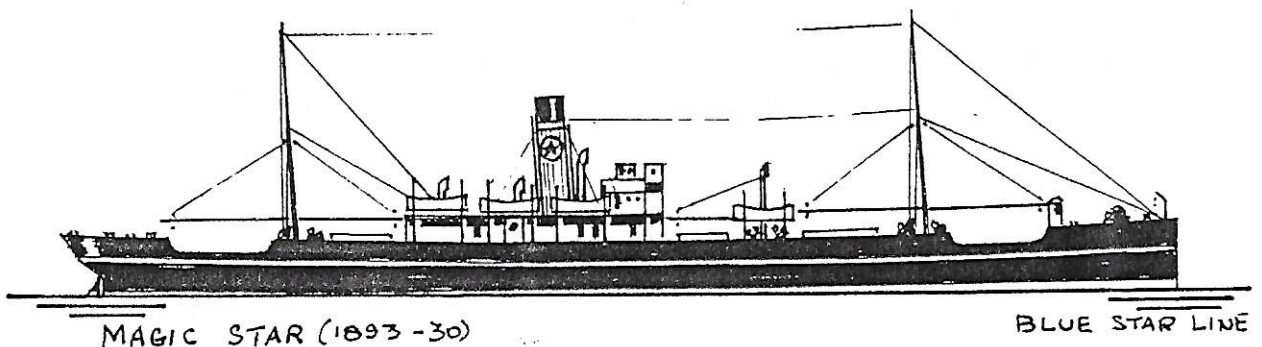


The Blue Star Lines "MAGIC STAR"

One of the earliest Blue Star liners to call at the port of Southampton was the MAGICSTAR a rather unusual name for a Blue Star ship, perhaps it was something in her lines or the beauty some ships bore at the turn of the century that encouraged the directors to so name her.

Built in 1893 at the yard of R & W Hawthorn Leslie, Hebburn-On-Tyne, Newcastle, under the yard No.316 and Official No.102653, she was launched on the 10th October and named BUTESHIRE. Her owners were the Elderslie S.S.Co., managed by Turnbull Martin & Co. Her Gross R.T. was 5,534 and net. T. 3,403. Her measurements being 420' (128.02m.) X 54' (16.46m.) X 28.7' (8.75m.), the single screw was driven by a 3 cylinder, triple expansion engine developing some 534 NHP, and giving a service speed of 11 kts. Steam was supplied by two single-ended boilers producing a steam pressure of 160 PSI; made by the builders. The hull built of steel was of the three island type with straight stem and counter stern, containing two decks and shelter deck. The F'csi housed the port and starboard lighthouses and had a length of 49' (14.93m.), the bridge deck 262' (79.86m.) and the poop deck was 41' (12.42m.). She had a cargo capacity of some 315,234 cu.ft. and could carry some 8,926.5 cu.ft. of refrigerated cargo. She also had accommodation for 25 first class passengers. At the time of her launching she carried square rig on her foremast. Her sister ship was the PERTHSHIRE.

She had quite a number of owners and name changes during her career, the first during 1910, whilst still retaining her name she was transferred to the ownership of the Scottish Shire Line but was still managed by the Turnbull Martin & Co. In 1915 she was sold to the Bollington Grange S.S.Co. Ltd. with the Houlder Bros. & Co. Ltd., as managers and renamed BOLLINGTON GRANGE they transferred from the Australian run which she was on to the South American route to carry meat from the Neutral Argentine to Great Britain. At this time her square rig was removed and she became pole masted.



In 1916 she was transferred to the Furness-Houlder Lines Ltd., of London and given the new name of CONOESA. She carried on her career with that company when in the 1st May 1918 she was sailing up the channel for London she was attacked and torpedoed by the German submarine UB-57 off Worthing, Sussex. Fortunately, she did not sink and was able to beach herself on the shore much to the excitement of the local population who helped with the rescue of the crew. She was surveyed by the salvage experts who patched her up and towed her to Southampton where she was taken under the wing of Messrs Harland & Wolff who eventually dry docked her and carried out the necessary repairs to make her again seaworthy. The repairs were completed in 1919 and whilst still at Southampton she was purchased by the Brodway S.S Co., and managed by the Blue Star Line her name being changed to Magicstar. She was some 26 years old at the time of purchase serving another eleven years with her new owners which says something for the way the British built ships in those days. She was the fifth ship Blue Star had purchased that year and the Blue Star did not buy "pigs in pokes".

On the 31st March 1920 the Blue Star Line (1920) Ltd., was formed to manage or bare-boat charter their existing fleet of 16 ships - all of which were refrigerated. But owing to tax losses and capital allowances which the new company could not yet accrue, the parent company Union Cold Storage & Co. Ltd., took over the ownership of many of the ships in April and May. The MAGICSTAR was transferred to the Union Cold Storage Co., and shortly afterwards was given a refit, her fore and after well decks were plated over to give the ship a flash deck appearance, the F'csl lighthouses were removed and two small lockers with two ports in each replaced them. The lifeboats fore and aft of her bridge were also removed leaving her with two each port and starboard. She continued in service until 1929, now being 37 years old she was laid up for sale. She was replaced by the Commonwealth & 'Dominion Lines' PORT ALBANY which the Blue Star had bought in February 1929 and renamed her OREGONSTAR.

During 1929 owing to the confusion which arose between the Blue Star's five 'A' named vessels with the five 'A' class passenger ships of the Royal Mail S.P.Co., the Blue Star changed their name to the Blue Star Line Ltd., dropping the (1920) and adding STAR to the their five 'A' named liners. Similarly the other Star vessels had their names split e.g. TUDORSTAR became TUDOR STAR, but the poor old MAGICSTAR on the for sale list retained her old name. However, in early 1930 the gallant old ship was purchased by Thomas Ward & Co. of Inverkeithing, Firth of Forth for the sum of £11, 500 and made her last voyage to be broken up there.

When first taken over by the Blue Star the MAGICSTAR's livery was as follows, funnel red with black top, white disc on red with five-pointed blue star in centre, masts biscuit buff colour, hull black with white dividing line over red boot-topping. Upper-works white. In 1920 funnel colouring change to orange red, black top, thin white band and thin black band over red, white disc with five-pointed blue star in centre, in 1927 the white dividing line over boot-topping was raised to main deck level.

S.S. SHIELDHALL - under preservation at Southampton

by Nigel Robinson of the Shieldhall project

S.S. SHIELDHALL has just completed her first season of regular opening to the public at Ocean Village, Southampton. She finished her service with the Southern Water Authority in July 1985 and the preservation movement for her gained momentum reaching a very important stage in July 1988 when, with the help of a bank loan, she was purchased by the Solent Steam Packet Ltd, a friendly society with charitable status.

SHIELDHALL was built in 1955 for Glasgow Corporation and carried treated sewage sludge to sea for dumping. She also gave under-privileged people a trip down the Clyde this being a tradition started during World War I. She passed to Strathclyde Regional Council in 1974 and was then purchased by the Southern Water Authority in 1977, at that time undergoing an extensive refit.

Much maintenance work has been achieved over recent months by her loyal band of volunteers. Seemingly acres of steelwork has been chipped and painted - with much more to do! The engines and boilers and other machinery has been thoroughly overhauled and passed fit for operation. The former officers cabin spaces are being refurbished to near the original saloon configuration she had on the Clyde. This work is now nearing completion so that the ship will soon be in a position to earn much needed revenue as a venue for parties, conferences, etc.

She has been in steam on half-a-dozen occasions this year when she has attracted a considerable number of visitors to marvel at her two magnificent triple-expansion main engines and the 19 other steam-driven auxiliaries.

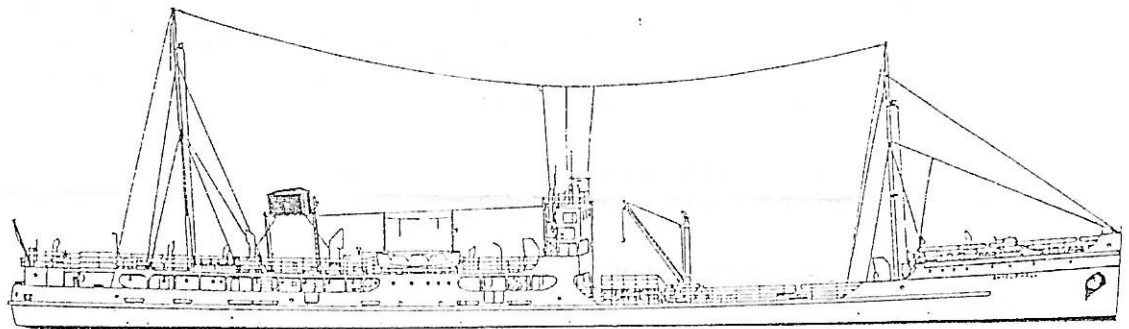
To enable more extensive work to be done, including dry-docking thus enabling sea-going charter trips in the Solent to be undertaken, and to pay back the bank loan, the Solent Steam Packet Limited needs to raise capital. To this end a share issue was launched on 21 November.

Shares are £5 each - the purchase of 40 shares (£200) brings with it Life Membership of the Society. For a prospectus write to Solent Steam Packet Limited, c/o Management Suite, Canutes Pavilion, Ocean Village, Southampton, SO1 1JS, or contact Nigel Robinson for further details.



For Branch members interested in liners, and particular the QUEENS, there has been a veritable plethora of books on the subject in 1989. At the beginning of the year Russell Galbraith's "DESTINY'S DAUGHTER - THE TRAGEDY OF R.M.S. QUEEN ELIZABETH" appeared. This documents the history of the QUEEN ELIZABETH from her construction to her destruction by fire in Hong Kong Harbour in 1972. "OCEAN PICTURES; THE GOLDEN AGE OF TRANSATLANTIC TRAVEL" by Jane Hunter-Cox was published during the spring and concentrates on the glamour and celebrities that travelled by the QUEENS between 1936 and 1951.

During October, Conway augmented their "Anatomy of a Ship" series by introducing their first merchant ship, the QUEEN MARY by Ross Watten. This book is probably of great interest to model-makers. In the same month, "ATLANTIC QUEENS" by Clive Brooks was published by Haynes at £14.95; the author claims that his book is the first in-depth account of all three liners, QE2 inclusive, in one volume. 1990 promises more on the same subjects. Prospective purchasers, spoilt for choice and punch drunk with decision, couldn't do much better than opting for "CUNARD WHITE STAR LINERS - the 1930s" by your caretaker Editor and David Williams, instead.



S.S. SHIELDHALL

drawing by Nigel V Robinson - 1965

Earlier this year Williams Shipping (Fawley) Ltd., acquired a small tractor tug Anny B II from Dutch owners. Originally built for the Antwerp Port Authority, she has MAN diesel engines and is to be used in towing barges and pontoons. She has been renamed Wilanne.

Williams Shipping also recently acquired the motor tug/barge Abundance, once belonging to Husbands Shipyard and with their other motor barge Murius works in Southampton Water and to the Medina River. The company also operates a fast launch service, mainly for the transfer of ships' crews.

For many years the company berthed its fleet of motor barges, lighters and tugs at 69 berth, Town Quay but when it was reconstructed for other purposes moved its Marine Base to 24 berth, Empress Dock.

The previous Wilanne was sold by Williams in 1975 and moved to the City Basin of Exeter Maritime Museum where she was converted to a floating chandlery.

To give headroom the interior was stripped and rebuilt and a new engine room deck housing fitted. The Wilanne, of 70 tons, was built by W. Allen & Sons, Fareham in 1932. Her hull was built of larch on oak frames, double skinned.

(See Black Jack, Autumn 1987)