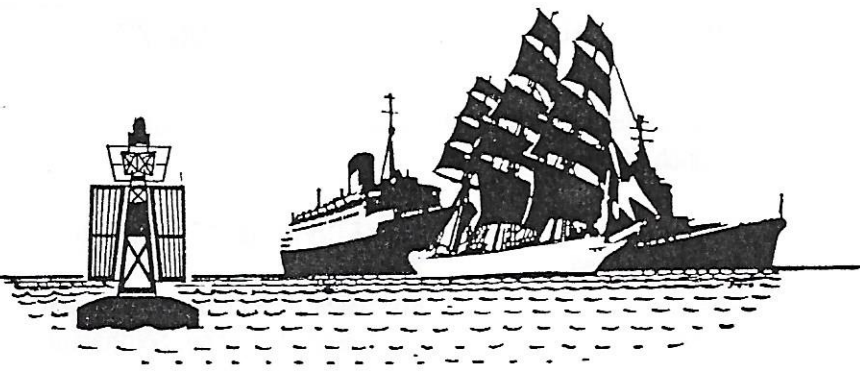


# BLACK JACK

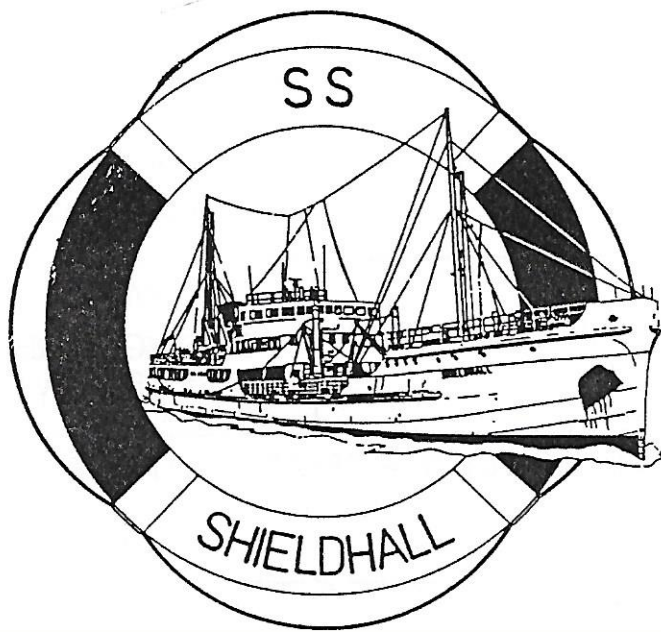
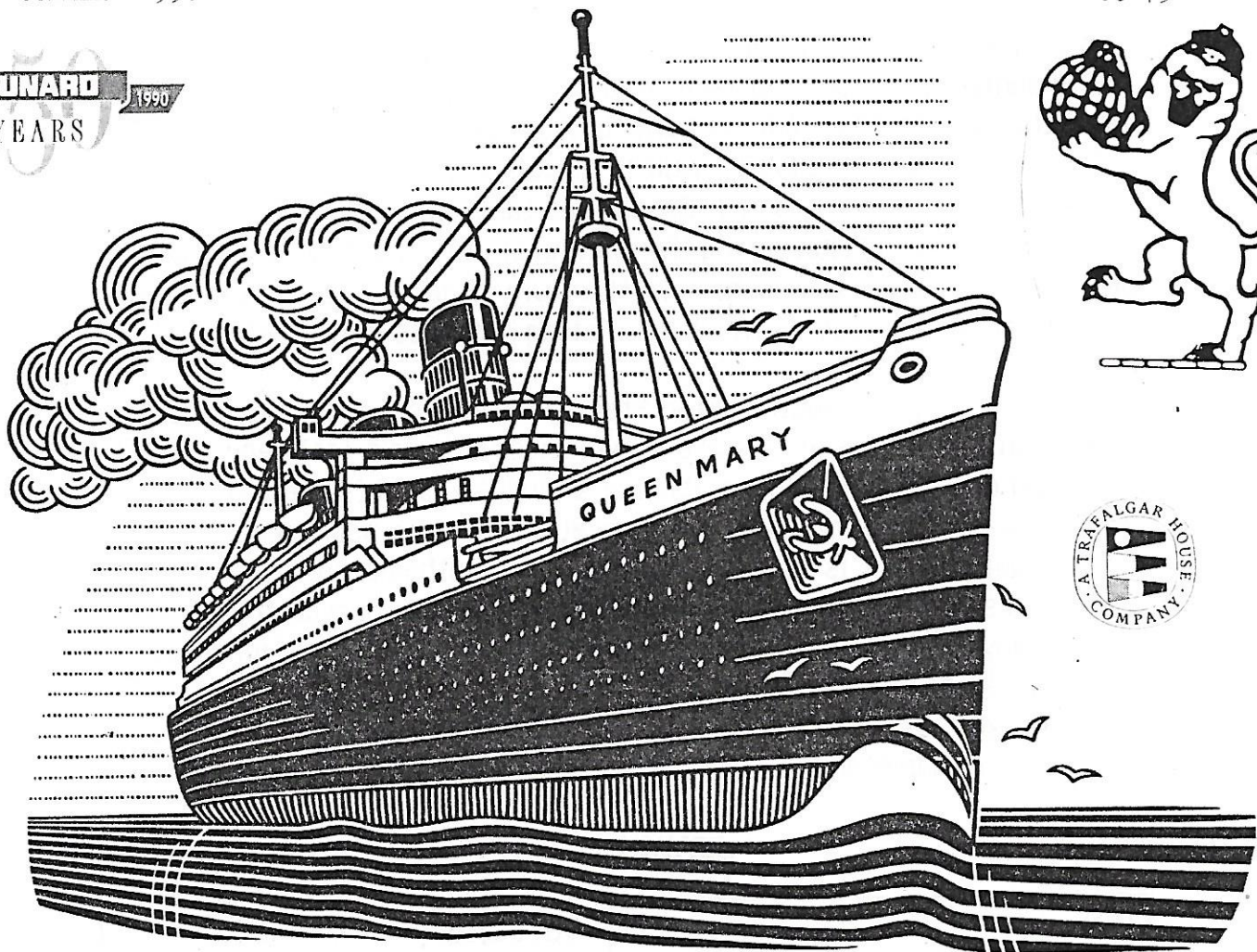
QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY



SUMMER 1990

No. 75

1840 **CUNARD** 1990  
YEARS





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

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It is perhaps worthwhile to bring to Member s' attentions two events this coming summer. The first, a one-off, is the celebration of Cunard's 150th anniversary culminating with a mini Royal review in the Solent, when the QE2 returns from her fully-booked Round Britain Cruise on 27 July. By the time this BLACK JACK is circulated, Members should already know what action/inaction the Branch has taken to mark this event.

The other attraction during the months of July and August will be the SHIELDHALL's steam and open days. Hopefully Nigel Robinson (Advertising Manager of the Project), will be circulating handouts giving details of these open days.

By 3 January The Southampton Steam Packet Ltd. had closed its share floatation and details of this are shown under C. Lyon's Tailpiece. It's all very well decrying the conservation of a sludge vessel (some will use a more familiar folkism), and its preservation has been pooh-poohed in some circles; but the fact is that a major port like Southampton does not have a preserved ship and SHIELDHALL is the only one. As we approach the 21st Century any visitors to Southampton for its maritime connections would probably like to visit a real ship. Down the road at Portsmouth Naval Heritage exhibits include 3 ships and a submarine, so let us savour the fact that Southampton at least has the SHIELDHALL.

### COMING SHORTLY

10th July MINI TALK EVENING	9th October AGM AND SUPPORTING PROGRAMME(?)
14th August AN INFORMAL EVENING YOUR CHOICE	13th November EAST KENT TIDEWAY W.S.S. Slide Show
11th September PHOTOGRAPHIC COMPETITION	11th December <b>PASSENGER LINER DESIGN</b> Frank Bandey

PROGRAMME SUBJECT TO ALTERATION WITHOUT NOTICE





After reading Dave Hutchings' "By Appointment to..." saga. My wife and I thought we would check it out. As a self-indulgent wedding anniversary present we treated ourselves to the Summer Party cruise which took place during the Southampton Dockers' strike last year. Following a cruise around the Channel Islands our surprise port of call was Cherbourg, where the QE2 was victualled alongside one of the surviving Ocean Terminals, in use for the great ship's stay. It is probably the most expensive way to travel to Cherbourg (unless you buy your own yacht).

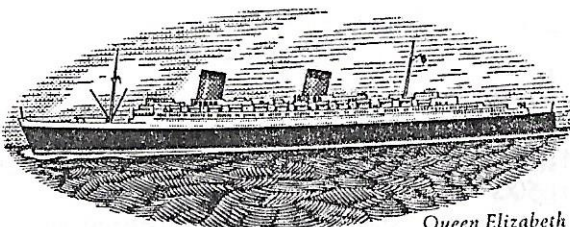
The only views of the Bridge and Engine Room that were enjoyed were those of the old MAURETANIA (1907) hanging in the restaurant of the same name. The food on board was good but perhaps not as good as that of the FRANCE or the CANBERRA and EAGLE. Unlike Dave's trip, we didn't experience storm, tempest, icebergs, whales, waterspouts or St Elmo's Fire and thankfully seasickness (without the latter you can enjoy all the others). Ours was a peaceful millpond channel crossing with no wind. In fact, as in "A Night to Remember," I stood a £1 coin (Dave's sum total of tips) on the edge on the rail over the vicinity of the screws - not a hint of vibration! Had the Germans got it right?

At this stage I wondered if I was being unnecessarily cynical or nit-picking or was it that Dave's lifetime spent slaving over a drawing board had not prepared him to cope with such a culture shock? The truth probably lies between somewhere, but anyone who raves over a dollop of ice-cream with two wafers sticking out of it as "choux swan" cannot be serious. There was so much to do in a short time that one didn't know where to start.

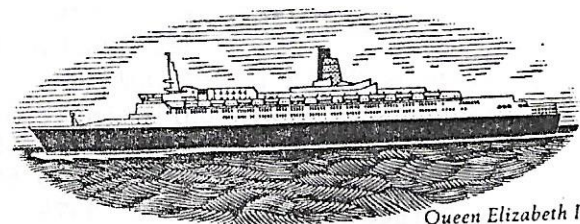
Lifeboat drill was a bit of an event with people arriving willy-nilly at the allotted lifeboat stations (ours was by the shop), inside the accommodation. Whilst there some mate was draining down for 20 minutes over the PA system about what to do in case of an emergency. I suspect most people were so excited by tying their reef-knots correctly on the cumbersome lifejackets that they ignored the verbal barrage. Meanwhile the Japanese passengers (yes there were a few), were wandering around the shops quite oblivious to what was going on around them. Were they exempt from drowning in case of a disaster?

Two points that I am in accord with Dave Hutchings were the shops and the Midnight buffet. The "Logo" shop catered for more plebian pockets; not everyone can afford the products of Harrods or Cartiers.

The highlights of the trip were the Midnight Buffets - Cunard saved the best grub for what they thought would be the smallest demand. However, at Midnight, all the "Gluttons" and "Noshers" under the guise of gourmets swept past Samuel Cunard's cup into the COLUMBIA Restaurant like a January sale for a gastronomic orgy. A wedding anniversary we certainly won't forget.



Queen Elizabeth



Queen Elizabeth II



On 21 October 1987 P & O Ferries was launched, replacing the Townsend Thoresen trade name on the Cross-channel and North Sea trades. During the following two years the Townsend-Thoresen passenger/car ferry fleet was renamed to the 'Pride' nomenclature under the P & O banner.

The following list is of those ferries engaged in the Cross-channel and Felixstowe services in 1989.

<u>Dover-Calais</u>	<u>blt</u>	<u>gt</u>	<u>cars</u>	<u>pass</u>	<u>former name</u>
Pride of Dover	1987	26,433	650	2,300	-
Pride of Calais	1987	26,433	650	2,300	-

These ships have a speed of 22 knots and make the crossing in 75 minutes.

Pride of Kent	1980	7,951	350	1,300	Spirit of Free Enterprise
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### Dover-Boulogne

Pride of Hythe	1970	5,044	220	1,125	Free Enterprise V
Pride of Canterbury	1974	5,169	275	1,125	Free Enterprise VIII

Crossing time 100 minutes.

### Portsmouth-Cherbourg

Pride of Winchester	1976	6,386	275	1,200	Viking Viscount
Pride of Cherbourg	1976	6,386	275	1,200	Viking Voyager

### Portsmouth-Havre

Pride of Le Havre	1975	14,760	370	1,200	Viking Valiant
Pride of Hampshire	1974	14,760	370	1,200	Viking Venturer

In 1986 an additional drive-through vehicle deck was fitted in each of these two ferries.

### Dover-Zeebrugge

Pride of Sandwich	1972	15,503	370	1,035	Free Enterprise VI
Pride of Walmer	1973	15,503	370	1,035	Free Enterprise VII

These two ships each had an additional drive-through deck added.

Pride of Bruges	1980	7,951	350	1,300	Pride of Free Enterprise
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### Felixstowe-Zeebrugge

Nordic Ferry	1978	18,732	415	650	-
Baltic Ferry	1978	18,732	415	650	-

Both these ships had major conversions in 1985-6. They have 92 x 2-berth cabins.

<u>Dover-Ostend</u>	This service is run by the P & O Co's Belgian partner, Regie des Transports Maritimes, Brussels. They fly the Belgian flag.				
Prinses Maria Esmeralda	1975	6,181	354	1,400	-
Princess Marie Christine	"	6,181	354	1,400	
Prins Albert	1978	6612	354	1,400	
Reine Astrid	1975	5639	450	1,200	
Prince Laurent	1974	4,909	170	1,300	
Princesse Clementine	1981	289	-	280)	Two-deck jetfoils, capable
Prinses Stephanie	1981	289	-	280)	of crossing in 100 minutes.



Nineteen hundred and thirty four - a year of gradual recovery after the great slump of 1929-1933.

High unemployment figures were falling, but were still in seven figures, in fact, in no year between 1919 and 1939 were there to be less than 1 million unemployed in Britain.

The depression had begun in October 1929 when panic in the New York Stock Exchange led to the Wall Street crash. Commodity prices dropped heavily; producers and holders of stocks were

unable to meet their liabilities; Orders dropped; companies failed; shipyards closed down and unemployment leaped upwards. Every country in the world felt the backlash. Coal glutted the market; huge tin and oil supplies had to be restricted. In Australia it was found that driving sheep to death was a smaller loss than selling them for food; in Brazil they burnt coffee, whilst in America corn bins were filled to capacity and unemployment had reached 12 million. The crisis was something new, something different. It was not due to crop failure, war, famine or pestilence. It was one of plenty, of super-abundance and was to last four years.

In 1931 the possibility of a £120 million deficit on an unbalanced budget caused a fall in British credit overseas and funds of enormous amounts were withdrawn. A National Ministry was formed and in September Britain went off the gold standard. There came a protection of British industry in the form of tariffs on some imports. In 1932 a general 10% tariff was imposed on foreign imports, exceptions being food and raw materials. In Ottawa, trade agreements linking all the Dominions were made under the name of the Ottawa Agreements Act; the 5% war loan was reduced to 3½% and huge savings made.

On 11 December 1931 there came a great blow to the Clydeside yard of John Brown & Company. Yard No 534, building for Cunard SS Company and later to be launched Queen Mary had been laid down on 27 December 1930 but with running costs of the fleet to be met there was insufficient funds to continue work on the hull and on Friday 11 December 1931 the work force of 3,000 plus some 7,000 in sub-contracting companies were laid off leaving the framework of the great liner to be, to the elements

She was so to remain until 3 April 1934 when work recommenced after a Government loan had been offered. This had come about from an agreement made in December 1933 by the Cunard SS Company Ltd and the Oceanic SN Company Ltd (White Star Line). Both were suffering severely in the North Atlantic trade. The White Star Line was not only unable to complete their motor vessel Georgic, but could not meet its operating loss. Foreign governments were subsidising their merchant fleets and a Government plan was put forward in that a loan would be offered on the condition that the two great competitors should merge their fleets and assets to a new company to be titled Cunard White Star Ltd., who would receive the loan. Cunard were to have a 62% shareholding, the Oceanic SN Company 38% in the new company.

At Southampton, the great Docks Extension Scheme between the Royal Pier and Millbrook Point had begun in 1927 and work had continued steadily. In 1934 the 7,000 ft quay wall was finished, its eight berths capable of berthing the eight largest liners in the world. The quay sheds were to be built in pairs. Sheds 101-2 were completed in 1934, orders were given for another pair and in June 1934 orders for two more pairs at 105-6 and 107-8 berths were given.

The great King George V drydock at the end of the extension had been opened on 26 July 1933 by King George V in the royal yacht Victoria & Albert and in January 1934 it was used for the first time when the White Star Line's Majestic, 56,551 gt, the then largest liner in the world, entered for overhaul.

# 1934

## A YEAR OF RECOVERY

by W.H. Mitchell



1934 A year of recovery continued:

Other buildings in 1934 were large sheds at 30-31 and 32-33 berths, replacing those lost by fire in 1933.

On 4th October, J.Rank Ltd., officially opened their new Mill on the Docks Extension Estate behind 101-102 berths, although actual working of the Mill had begun previously. This new Mill heralded the beginning of the industrial development on the Extension.

Some 17 million gross tons of shipping entered Southampton Docks during 1934, an outstanding period being three days in September when 27 large liners totalling 649,000 gt were handled.

On 7 November the Holland Africa Line's new Bloemfontein called on her maiden voyage to South Africa and one month later, on 8th December, the new Jutlandia of the East Asiatic Company called, outward bound for the Far East.

In this year of trade recovery a prominent feature at Southampton was the cruising trade, some 80,000 passengers moving through the port. Over eighty cruises began from Southampton, practically all ships flying the British flag.

The following list showing the cruising ships of the day and their Southampton schedule may be of interest.

Date left: 1934	Ship	Company	Cruise	Arrive back:
19 Jan	Empress of Australia	CPSS	New York/Mediterranean	2 April
24 Jan	Arandora Star	Blue Star	Atlantic/Pacific ports	9 April
26 Jan	Duchess of Richmond	CPSS	West Indies	16 March (Liverpool)
26 Jan	Atlantis	RML	S America/S Africa	22 March
27	Homeric	White Star	Caribbean	8 March
10 Mar	Laconia	Cunard	Med/Atlantic Isles	26 March
10 Mar	Orontes	Orient	Mediterranean	3 April
24 Mar	Homeric	White Star	Mediterranean	7 April
28 Mar	Laconia	Cunard	Mediterranean	26 April (Liverpool)
29 Mar	Atlantis	RML	W.Africa/Atlantic Isles	18 April
7 Apr	Orontes	Orient	Mediterranean	1 May
13 Apr	Arandora Star	Blue Star	Mediterranean	3 May
20 Apr	Atlantis	RML	Mediterranean	16 May
5 May	Arandora Star	Blue Star	Mediterranean	23 May
5 May	Orontes	Orient	Mediterranean	25 May
18 May	Atlantis	RML	Mediterranean	7 June
18 May	St Briac	SR	River Seine	22 May
26 May	Strathnaver	P & O	Mediterranean	8 June
26 May	Orontes	Orient	Mediterranean	11 June (London)
26 May	Arandora Star	Blue Star	Mediterranean	12 June
2 June	Orford	Orient	Atlantic Isles	18 June
9 June	Strathnaver	P & O	Mediterranean	22 June
15 June	Arandora Star	Blue Star	Iberia	29 June
15 June	St Briac	SR	River Seine	18 June

1934 A year of recovery continued:

16 June	Homeric	White Star	Mediterranean	7 July
22 June	St Briac	SR	River Seine	25 June
23 June	Strathnaver	P & O	Mediterranean	7 July (London)
29 June	Empress of Australia	CPSS	Baltic	13 July (London)
29 June	St Briac	SR	River Seine	2 July
30 June	Arandora Star	Blue Star	Baltic	12 July (London)
30 June	City of Nagpur	Ellerman City	Iberia	13 July
30 June	Strathaird	P & O	Mediterranean	13 July
30 June	Oronsay	Orient	Mediterranean	16 July (London)
6 July	St Briac	SR	River Seine	9 July
7 July	Montcalm	CPSS	Iberia	17 July
13 July	St Briac	SR	River Seine	16 July
14 July	Homeric	White Star	Mediterranean	2 Aug
14 July	Strathaird	P & O	Mediterranean	27 July
14 July	City of Nagpur	Ellerman City	Mediterranean	28 July
20 July	St Briac	SR	River Seine	23 July
23 July	St Briac	SR	French ports	27 July
28 July	Esperance Bay	Ab & Comm	Iberia	10 Aug
28 July	Strathaird	P & O	Mediterranean	10 Aug
28 July	City of Nagpur	Ellerman City	Mediterranean	17 Aug
4 Aug	Carinthia	Cunard	Baltic	25 Aug
4 Aug	Homeric	White Star	Atlantic Isles	18 Aug
11 Aug	Orford	Orient	Mediterranean	3 Sept (London)
11 Aug	Strathaird	P & O	Mediterranean	24 Aug
11 Aug	Esperance Bay	Ab & Comm	Atlantic Isles	24 Aug
13 Aug	St Briac	SR	Channel Islands	17 Aug
15 Aug	Doric	White Star	Atlantic Isles (Scholars cruise)	28 Aug
18 Aug	Orontes	Orient	Mediterranean	10 Sept (London)
18 Aug	City of Nagpur	Ellerman City	Iberia	1 Sept
20 Aug	St Briac	SR	River Seine	24 Aug
22 Aug	Homeric	White Star	Mediterranean	5 Sept
25 Aug	Esperance Bay	Ab & Comm	Iberia	7 Sept
25 Aug	Strathaird	P & O	Mediterranean	7 Sept
25 Aug	Moldavia	P & O	Iberia	3 Sept
27 Aug	St Briac	SR	Channel Isles	31 Aug
31 Aug	Atlantis	RML	Mediterranean	21 Sept
31 Aug	St Briac	SR	Seine	3 Sept
1 Sept	City of Nagpur	Ellerman City	Mediterranean	17 Sept
1 Sept	Doric	White Star	Iberia	14 Sept



1934 A year of recovery continued:

3 Sept	St Briac	SR	Channel Islands	7 Sept
7 Sept	St Briac	SR	River Seine	10 Sept
8 Sept	Homeric	White Star	Mediterranean	27 Sept
8 Sept	Esperance Bay	A <sub>n</sub> & Comm	Atlantic Isles	22 Sept (London)
8 Sept	Strathaird	P & O	Mediterranean	22 Sept (London)
8 Sept	Arandora Star	Blue Star	Mediterranean	26 Sept
10 Sept	St Briac	SR	River Seine	14 Sept
14 Sept	St Briac	SR	River Seine	17 Sept
15 Sept	Stella Polaris	Bergen Line	Iberia	22 Sept
15 Sept	Doric	White Star	Atlantic Isles	29 Sept
21 Sept	St Briac	SR	River Seine	24 Sept
22 Sept	Atlantis	RML	Mediterranean	10 Oct
29 Sept	Homeric	White Star	Mediterranean	20 Oct
29 Sept	Arandora Star	Blue Star	Mediterranean	28 Oct
2 Oct	Doric	White Star	Mediterranean	16 Oct (Liverpool)
13 Oct	Atlantis	RML	Iberia	29 Oct
14 Dec	Empress of Britain	CPSS	World cruise	27 May 1935
21 Dec	Atlantis	RML	Atlantic Isles	10 Jan 1935
22 Dec	Arandora Star	Blue Star	Atlantic Isles	11 Jan 1935

...

June marked the peak period of eastbound traffic on the North Atlantic which had been seriously affected by the depression and on 19th June 1934 the Leviathan (formerly Hapag's Vaterland) re-entered the Southampton-New York Express service of the United States Lines after a thorough overhaul and re-conditioning.

In that summer of 1934 she made five round voyages, the last being from New York on 1st September to Plymouth, Havre and Southampton, arriving back at New York on 14 September.

Each round voyage however, made a heavy loss and the Leviathan was laid up at New York until 28 January 1938 when she sailed for Rosyth to be broken up, arriving there on 14 February 1938.

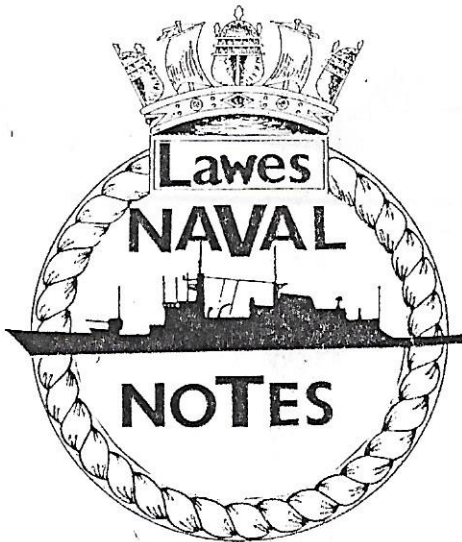
Her first commercial voyage under the American flag began on 4th July 1923, to Southampton, turning there for New York, but without a consort she never paid her way. In 1931 her second class was regraded Tourist, but she was laid up at the end of that season.

Cunard had no less than twelve outward movements and ten inward movements at Southampton during that same month of June 1934. Of the outward movements, seven were to New York and five to Montreal.

Ships to New York were the Aquitania, Berengaria, Mauretania, Carinthia and Franconia.

The 'A'-class ships Aurania, Alaunia, Ausonia and Ascania sailed to Canadian ports.





## NAVAL NOTES

The writing of this article becomes progressively easier as the number of naval vessels calling at Southampton decreases.

the last quarter saw the departure of R.F.A OLN A following the completion of her refit. This refit proved rather protracted and eventful for the Thew group, but provided a memorable visit for a group from the Southampton branch.

The only other notable visitor was the Dutch replenishment ship ZUIDERKRUIS.

She made an interesting comparison with the POOLSTER who visited a few months ago, as she is a later, larger vessel based on the Poolster design. The Zuiderkruis was built by Verolme at Alblasterdam who launched her in 1974. She entered service one year later. She displaced 17537 tons and can carry 9000 tons of fuel, with smaller quantities of other supplies, in addition the ship can support up to 5 Lynx helicopters, and has a hanger that can accommodate 3 of them. Twin diesels of 21000 h.p. give the ZUIDERKRUIS a speed of 21 knots.

## SUPER FRIGATE ON THE HORIZON

Designs for a new "super frigate" which could be in service with the Royal Navy by the 21st century have been released by Clyde-based Yarrow Shipbuilders Limited.

The concept is based on a stretched version of the Type 23 "Duke Class" frigate now under production, and will incorporate the latest in missile and radar technology.

The super frigate will also have the option of a silent diesel-electric propulsion system or a more conventional gas turbine/diesel engine.

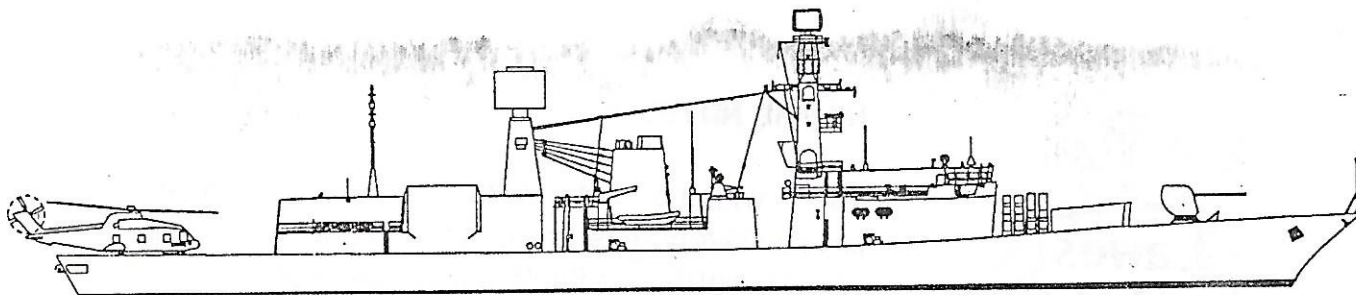
A new warship design is urgently needed by the Royal Navy following the collapse of the collaborative N.A.T.O. NFR 90 programme.

A Yarrow spokesman said: "With the design of the Duke class complete, and the first vessel now at sea, there is an opportunity to extend the capabilities of the design, while avoiding considerable cost of creating an entirely new vessel for defence".

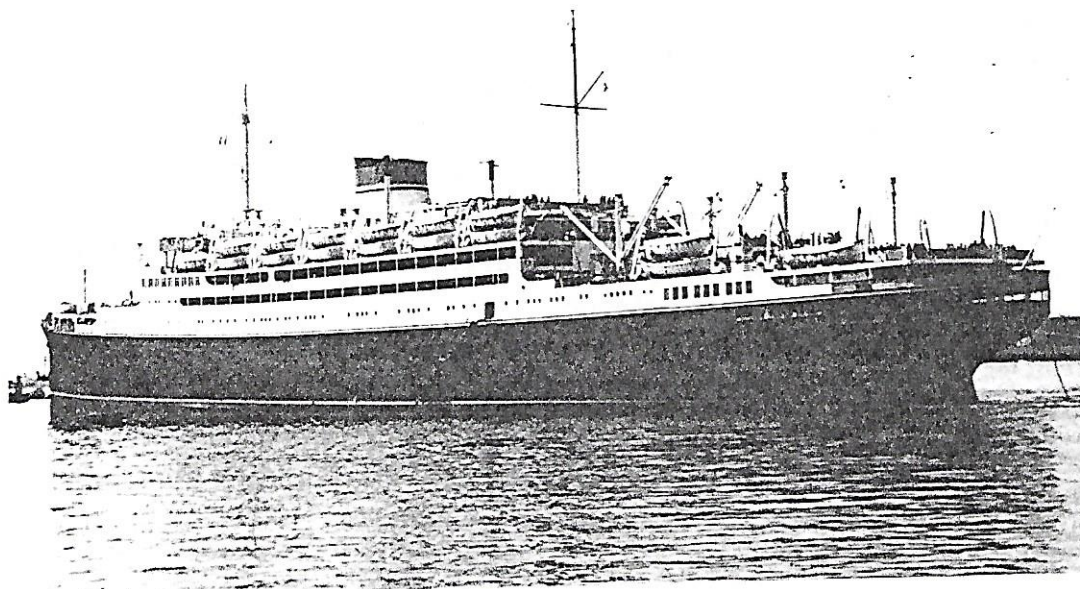
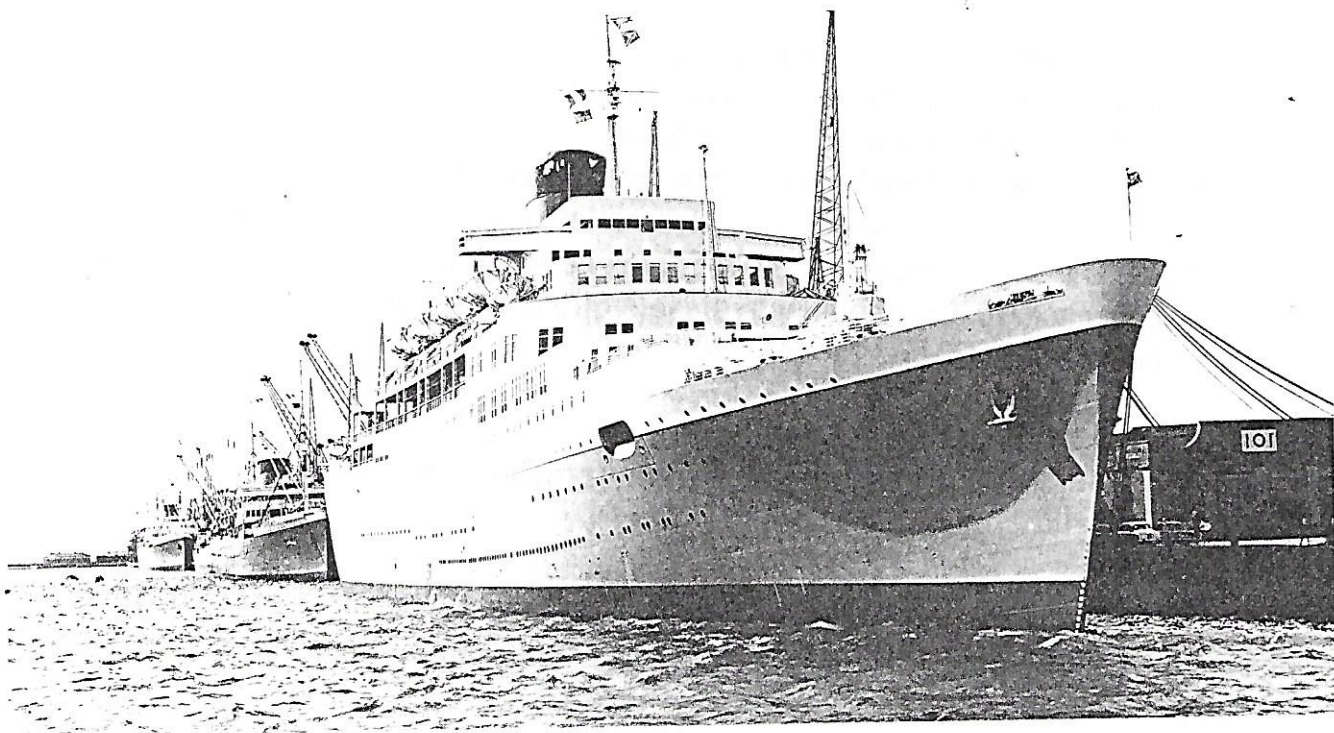
"Thus the super frigate is an attractive option which is available at a time when the defence budgets of many countries are under great pressure to provide essential defence in the most cost-effective manner."

The proposals will now be assessed by the Ministry of Defence.





● ATTRACTIVE OPTION - artist's impression of the super frigate.





## Berth

7 Viking II (Thoresen) 3611/1964 0700 ex Havre 10.30 to Cherbourg  
2130 ex Cherbourg 23.00 to Havre

22 Lune Fisher (J.Fisher) 1012/1962 02.30 ex Channel Islands 22.00 for Channel Is.

25 (Tender for) Ryndam (NASM) 15,051/1951 (Out 10.30.In 21.30 Rotterdam/Montreal.

27 Bayard (Olsen) 2,374/1951 from Casablanca.

28 Sand Lark (South Coast Shipping Co.) 540/1963

29 Twyford (Risdon Beazley) 1104/1952

30/1 Angelina Lauro (Lauro) 24,377/1939 from Sydney at 19.00 for Bremerhaven..

32/3 Roslin Castle (Union Castle) 7,017/1935

34 American Condor (American Foreign SS Corpn) 7,958/1945 Out p.m.

34 General W.O. Darby (U.S. Army) 17,951/1945 In 17.00

37 Abbenfleth (German) 300/1964 in Noon

40 Rustenburg Castle (Union Castle) 8,342/1946 Out 16.00

41 S.A. Letaba (Safmarine) 6,661/1963

43 Flandre (C.G.T) 20,477/1952 from Trinidad 0.745 for Havre 09.15

43/44 Queen Mary (Cunard) 81,327/1936 In 15.00

46 Oranjefontein (Holland Africa) 10,549/1940 for Lourenco Marques 0800.

47 Eilenau (Schuchman (Ge)) 1,855/1952 Out pm

48 Floating Crane No.1

102 Edinburgh Castle (Union-Castle) 28,629/1948

102/3 Costa Michalos (L.Michalos) 8,063/1954

104 Southampton Castle (Union-Castle) 13,152/1965

106 Merrimac (Oriental Exporters Inc. New Ygrk) 15,595/1944 Out p.m.

107 Australis (Okeania) 26,485/1940 for Sydney 02.00

4 DD Elk (British Rail) 795/1959

5 DD Viking III (Thoresen) 3,821/1968

6 DD Carmania (Cunard) 22,592/1954

7 DD Oriana (P & O/Orient) 41,915/1960

Town Quay Newclose, Crop (BRS) Mount (BRS), shalfleet, Gilda.

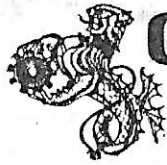
This is a word picture of the Southampton Docks scene just three weeks away from the crippling seamen's strike of that year. In those times great panoramas of shipping were often seen and it was beyond thought that the great ship fleets and their world trade routes were to soon begin to dwindle, to eventually leave scenes of empty quays and empty sheds in the great ports. The first two revolutions in shipping had already taken place. Gone was the coastal liner trade, replaced by huge juggernauts defiling roads and villages as they thundered through the countryside; in its early stages was the container revolution and to come was the melancholy procession of the great liners, ousted by the jet, which sailed away to the shipbreakers yards month after month, but oh, so quickly. But go they did and scenes as above will never be seen again.

In the list, as usual, Cunard were to the fore with the Queen Mary and Carmania; there were four in Union-Castle colouring and on the Australian run were the Italian Angela Lauro and the Greek Australis. There were three American ships working in their military trooping service to Hamburg, the Merrimac a jumboised T2 tanker.

Thoresen Car Ferries with their three 'Viking' rollthrough ferries were beginning their third summer, whilst the Lune Fisher, under British Rail charter, maintained a Channel Islands freight service. At 102 berth the Costa Michalos, owned by Mrs L.C.Michalos, Athens, was discharging grain.

In that year of 1966 twenty-one tugs, owned by three companies were based at Southampton.





# C. Lyon's Tailpiece

## INVESTORS' CASH BUOYS UP SHIELDHALL'S FLOTATION

On 3 January last less than 2 months after the issue was launched, the first target of raising £42,500 had been reached with 8,500 shares sold.

That will give the go ahead for the popular former Southern Water Authority ship, now berthed in Ocean Village, to revive her passenger carrying certificate and operate day charters this summer.

Len White, chairman of the SHIELDHALL'S owners, the Solent Steam Packet Company, says the next target is to raise £100,000 and the campaign to sell shares in the ship will be maintained.

"It is an indication of just how much interest there is in this vessel," he said. "Now we want to raise £100,000 so we can progress the work below decks".

The initial batch of shareholders, stretching as far afield as a Merchant Navy captain from Singapore, provided the revenue for SHIELDHALL to go into dry dock. The cash will also help pay off the initial bank loan which purchased the 1955-built ship, used for most of her life on the Clyde and the Solent as a sludge carrier.

Mr White said: "We can now prove that we are a working steam ship again. Ultimately we also want to open up below deck space for an industrial exhibition and museum."

Share applications, with owners having to buy a minimum of ten for £50, are still coming in and, after 10,000 visitors last year, SHIELDHALL is expected to double that total this year.

## CUNARD'S 150th CELEBRATIONS

A ROYAL date in the Solent has been confirmed for Cunard's 150th anniversary with the Queen inspecting the company's ships from the deck of the Royal Yacht BRITANNIA.

The grand review of the leading ships in the Cunard fleet will see the BRITANNIA steam past a line-up likely to include the flagship QUEEN ELIZABETH 2, cruise liner VISTAFJORD and container vessel ATLANTIC CONVEYOR, plus various Royal Navy ships.

Buckingham Palace has confirmed that the Queen, likely to be accompanied by the Duke of Edinburgh, will be attending the Spithead spectacular on 27 July and she is then set to join the QE2 for lunch on board.

It will be the central feature of a day of celebration centred on Southampton Docks and the Solent as the company marks 150 years since Samuel Cunard's ship BRITANNIA made its inaugural Atlantic crossing.

QE2 will have a full passenger list of around 1,700 as she arrives back in the Solent after a voyage taking in all the major ports that have been connected with Cunard since 1840.

The special anniversary cruise, already a sell-out, will start in Southampton on 22 July and call at Cork, Liverpool, Glasgow and Cherbourg before sailing into the Solent.

After the Queen's visit, the QE2, accompanied by VISTAFJORD, will return to Southampton Docks where there will be further celebrations that night with a special concert on board the flagship and a grand fireworks display.

## AND FINALLY ...CARLSEN OF FLYING ENTERPRISE DIES.

Back in October 1989, CAPTAIN Henrik Kurt Carlsen, whose refusal to abandon the crippled and sinking freighter FLYING ENTERPRISE for seven days which won him international fame in 1952, died. He was 75.

Carlsen, then 37, ordered the 40 crewmen and 10 passengers to leave the ship on December 29, 1951, after the hull ripped open in a storm in the English Channel. He remained with the ship, which was owned by American Export-Isbrandtsen lines of New York, so that another shipping company could not claim the vessel for salvage. He was joined on the last day of his ordeal by the mate of an English tug that had come to the rescue. On January 5, 1952, as another storm began to threaten the ship, Carlsen and his companion jumped overboard and watched from the tugboat's deck as the ship sank.

His heroism won him a special Merchant Marine Distinguished Service Award from the US Congress.

The Danish-born Carlsen, who came to the United States in 1938, retired in 1976. He died at his home in Woodbridge, New Jersey.

## S.S. SHIELDHALL NEWS -- 1990 OPENING

SS SHIELDHALL will be open every weekend throughout the year from 11am to 5pm, at her berth in Ocean Village, Southampton.

In addition she will be 'in steam' on the following dates:-

Summer Holiday - August 25 - 27

Admission prices are unchanged from last year - 50p (£1 when in steam), half price for children and senior citizens.