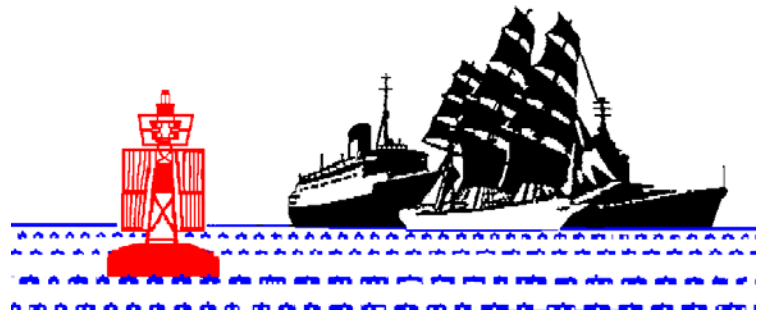


Black Jack

QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY

Price £1.00



Issue No: 149

Winter 2008



Mick Lindsay Photograph

The **Queen Elizabeth 2** arrives in Southampton for the first time.

No longer had the QE2 arrived in Dubai rumours how the appearance of the ship will be altered forever flow freely. But what will become of the engines installed in 1986 which on Nov 11th 2008 were still giving the ship 30 kts as she headed down channel for the last time. The 130,000hp MAN diesel plant is said to be removed as the ship will be powered from shore.....future service as a pumping station perhaps to offset the \$100m sale price?

Black Jack - Winter 2008

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Black Jack is the quarterly newsletter for the Southampton Branch of the World Ship Society. Four editions available for £5 inclusive of postage.

Branch Meetings

Venue:

Main Lecture Theatre

Southampton Oceanography Centre

Waterfront Campus

European Way

Eastern Docks

Southampton

All meetings commence 19.15 and the meeting room is to be vacated by 21.30.

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Full details for all committee members can be found on the Southampton WSS website at www.sotonwss.org.uk

2009 Branch Meeting Programme

January 13th

Around the Country - Steve Bigley

February 10th

Scandinavia, Many Happy returns - Bernard McCall

March 10th

Fifty Years of Hovercraft Development - Brian Russell

April 11th

Cammell Laird 1903-1939 - Philip Welsh

May 12th

Shipping in Singapore - Andrew Hogg

June 9th

Thames and Medway Shipping, Past and Present - Steve Spouse

July 14th

Ten Members, Ten Minutes - Members' Participation

August 11th

Members' Image Gallery - Competition

September 8th

From the Archive - Southampton Branch Slides

October 13th

In Search of I.O.W. Ferries - David Oldham

November 10th

AGM + Short Programme

December 8th

Preserved Lake Titicaca Steamer Yavari - Meriel Larkin

All contributions to BJ either by post, email, floppy disk or CD are most welcome. Any article with a connection to the Solent area would be much appreciated. The BJ Editor could reproduce magazine or newspaper articles but preference is given to articles 'by the branch – for the branch'. Any member who would prefer to receive the Branch Magazine Black Jack by email please contact the Editor. Colour printing costs are relatively high so all recent Black Jacks can be viewed all in full colour via the Branch website in pdf format. www.sotonwss.org.uk

Ship Visits

Ship visits though rare these days often become available at short notice and more recently during the week due to the nature of shipping these days and those wishing to participate should ensure their details are given to the Visits Organiser and kept accurate. All members participating in visits organised by the branch do so entirely at their own risk and be aware that ships and dock areas may have trip and other safety hazards and advised to use personal protective equipment when appropriate. All participants must accompany the 'guide' at all times unless instructed otherwise and follow any instructions from the party leader.

THE A – Z OF SAIL by Michael Page

For the letter “D” - I have chosen the “**Danmark**”.

What a fine sounding name for a splendid looking ship. If you had to conjure up a picture of a typical full rigged sailing ship, then this must surely be the one you would pick.

The **Danmark** was built in Denmark in 1933 as a training ship for their Merchant Marine, and this it did very well until in Spring 1940 when they were on a routine training mission in U.S. waters (Jacksonville, Fla) and the Germans overran the low countries, France, Denmark and Norway. This left them in a difficult situation as they could not leave the port for fear of capture by the allies or torpedoing by German submarines since its home country was overrun by the Germans. Captain Knud Hansen quickly reached an agreement with the Danish Ambassador to the United States - Henrik Kauffmann - to offer the disposal of his training ship to the United States, however, U.S. neutrality at this stage of World War 2 prevented its acceptance.

It was a very hard situation for the Officers and crew worried about their families in Denmark, and with the 80 boy trainees aboard whom quickly became tired of learning the same old lessons without being able to practice them. So, one by one, the boys were given permission to sign on to the American Merchant Marine. However Pearl Harbour happened in 1941 and the offer was renewed. Not too long after that a Coast Guard Officer came on board to look the ship over and shortly orders came that they should prepare the ship for transit to New London. With it came permission to fly the Danish flag and the necessary papers, which would prevent capture by allied ships.

At the Academy, those charged with the task of what to do with this ship could not come up with any ideas until someone came up with the brilliant idea to use it for what it had been doing before “ TRAINING CADETS”!. Immediately accepted by Captain Hansen, the officers and crew started training USCG cadets in all kinds of weather, 24 hours a day on Long Island Sound. At the wars end some 5000 American cadets had been trained for the sea by these Danish seaman in their Danish registered ship.

This close Danish- American teamwork lasted until 26th September 1945, just weeks after the war ended. The ship and her crew then returned home to Denmark with full honours.

The story continues on a further happy note, as America was awarded the German Sail training ship “**Horst Wessel**” as a war prize, and at America’s request the Officer’s of the **Danmark** assisted the U.S. Coast Guard Academy in acquiring, restoring and sailing it back to the United Sates and it was given the name of “**U.S.Eagle**”, and to this day is still used as a training vessel for the Coast Guard Academy in New London, Conn.

These two ships continue to share a special kinship, **Danmark** sails as the first foreign ship behind the Eagle in official Tall Ship Parades in U.S. waters. All USCG cadets are given a training cruise in it. The Coast Guard is now a firm believer that such training is not only desirable but also necessary for the development of its officers.

A happy end to an unusual story.

Ship’s Specifications.

Length	244 feet.
Beam	10 metres.
Tonnage disp.	1300 tons.
Crew	99.
Cadets	80.
Sail area	1636 m ²
Number of sails	.26.



SOLENT AGGREGATE DREDGERS by David Hornsby

The history of ships operating locally in the sand and gravel trades was covered by the writer and the late Bill Mitchell in early editions of **BLACK JACK**, as follows:

BJ 12 SOUTH COAST SHIPPING and NORTHWOOD
BJ 13 ARC MARINE
BJ 14 NORMANDIE DREDGING, WESTMINSTER GRAVELS. DREDGERS (CI) and DULCINEA
BJ 15 BOWEN & CAINES and JOHN WILLMENT
BJ 16 & 52 Updates

Since 1974, many of the smaller fleets have disappeared, others have amalgamated or been taken over and one new operator makes occasional calls. The recent changes and current fleets are set out below

BEDHAMPTON SAND & GRAVEL CO LTD

Sand Robin 116 g/1950; 1999 sold to D Cook Ltd, UK renamed REGENT LINNET
ex Regent Robin-70

CEMEX UK MARINE LTD

Started as **SOUTH COAST SAND & BALLAST CO LTD** in 1946 with two ex-Empire colliers, in 1950 becoming **ZINAL SS CO**, then in 1956 **SOUTH COAST SHIPPING CO LTD** owned by **BURNESS SHIPPING CO LTD** (in association with **Wm CORY & SON LTD**). Renamed **RMC MARINE LTD** in 2002 and then taken over by **CEMEX SA** of Mexico in 2005, when the ship-operating company was renamed, although some vessels are still registered under **BRITISH DREDGING, MERSEY SAND SUPPLIES** and **EAST COAST AGGREGATES**.

Disposals

Sand Snipe 517 g/1961; sold to DGW Sand, Hayle, Cornwall and reported demolished at quay 3/1997, but still in 2004/5 register.
Sand Lark 540 g/1963; 1991 sold and renamed SAND MARTIN; 2001 sold and renamed DRAGACOR (Portuguese)
Sand Tern 561 g/1964; 2/12/1998 arrived breakers at Bruges in tow from Barry.
Sand Swift 1,204 g/1969; 2007 sold and renamed ATLANTIAREIA (Portuguese)
Sand Skua 1,143 g/1971; sold to Trans Ocean Marine, Malta ; 1997 to Northwood (Fareham) qv
Sand Wader 3,082 g/1971; 2000 sold and renamed ANJOS (Portuguese)
Sand Kestrel 3,110 g/1974; 7/2000 reported sold to Spanish breakers
Sand Kite 3,110 g/1974 ex Bowkight-93; 27/10/1997 collided with Thames Barrier in fog inbound with 3200 ton cargo, backed-up, attempted to use adjoining span, but damaged bow sank on top of retracted gate, spilling some cargo; 2001 sold and renamed ALBATROZ (Portuguese); 2007 broken up at Aveiro.

Current Fleet

Sand Swan 1,264 g 1,944 d 66.6 x 12.2 x 4.4 10 kts
1970 by J Bolson & Son, Poole (yd 565)
Sand Serin 1,283 g 2,120 d 66.6 x 12.2 x 4.8 10.5 kts
1974 by Clelands Shipbuilding, Wallsend (329)
Sand Weaver 3,497 g 5,271 d 96.4 x 16.3 x 6.1 12 kts
1975 by Ferguson Bros (PG) Ltd, Port Glasgow (468)
Welsh Piper 1,251 g 1,923 d 69.0 x 12.4 x 4.4 11 kts
1987 by Appledore Ferguson Shipbuilding, Appledore (143)
Sand Heron 3,751 g 5,916 d 99.0 x 16.3 x 6.6 11.5 kts
1990 by Schps 'de Merwede', Hardinxveld, Holland (655)
10/5/2004 in collision with VLAANDEREN XXI off Le Havre causing stern damage above waterline.
as *Sand Heron*, except (656).
Sand Falcon 5,307 g 9,129 d 99.9 x 19.5 x 7.8 12.5 kts
1998 by Schps 'de Merwede', Hardinxveld, Holland (674)
Sand Fulmar as *Sand Falcon*, except 9,153 d (675)



Sand Swan 70/1264 with RMC funnel markings entering Cowes Harbour.

HANSON AGGREGATES MARINE LTD

Originated in 1950's as small local companies **SEABORNE AGGREGATES** (Marchwood), **E COLE & SONS** (Cowes) and **P.E. PENFOLD LTD** (Bognor). In 1964 became subsidiaries of **AMEY GROUP** until merged as **AMEY MARINE** IN 1969. Renamed **ARC MARINE** in 1973 as part of the **GOLD FIELDS GROUP**, the company acquired **CIVIL & MARINE** in November 1995 and was amalgamated into **HANSON** in January 1999.

Disposals

- Arco Swale 1,812 g/1970 ex Nabstone-86, Chichester Gem-79, Pen Stour-74; 19/3/1997 arrived breakers in Bruges, Belgium.
- Arco Test 594 g/1971 ex Amey II-73; 7/11/1998 arrived Bruges breakers in tow.
- Arco Trent 814 g/1971 ex Amey I-74; 16/6/1999 arrived breakers yard at Middlesbrough. Section of ship including bridge and funnel used as millennium sculpture "Slice of Reality" on Thames foreshore adjoining Millennium Dome.
- Arco Scheldt 1,584 g/1972 ex Amey III-73; 14/3/1997 arrived breakers at Bruges, Belgium.
- Cambrae 4,107 g/1973; 3/9/1999 arrived breakers at Bruges.
- Arco Severn 1,915 g/1974; 2003 sold to Pounds Marine Shipping Ltd; 2005 resold to Bahrain owner renamed ACHUS-I
- Arco Thames 2,929 g/1974; 2001 sold and renamed PELICANO (Portuguese); 2008 renamed THAMES (Independent Shipping, UK – mgr: Torbulk)
- Arco Tyne 2,973 g/1975; 27/7/2004 arrived breakers at Alang renamed TYNE.
- Arco Bourne 3,249 g/1981 ex Cambourne-97; 2006 sold and renamed BOURNE, later being renamed KAMAL XXXIII (Indian)
- Cambrook 2,318 g/1982 ex Lena Wessels-97; 2002 sold and renamed MAYA



Arco Test 594/71 alongside in the R. Itchen

Current Fleet

Arco Humber ex Deepstone-86	5,528 g	8,962 d	107.0 x 20.0 x 7.4	13.8 kts
Arco Avon	3,474 g	5,360 d	98.3 x 17.4 x 6.3	12.5 kts
Arco Arun	1986 by Appledore Ferguson, Appledore (141) as <i>Arco Avon</i> except 3,476 g, 1987 (yd no 142); 13/10/98 holed and run aground off Broadness Point, River Thames with 95° list; 29/11/98 raised by Smit Tak, towed to Hull for repairs, which were completed on Tees.			
Arco Adur	as <i>Arco Avon</i> except 3,498 g 5,348 d 1988 (144)			
Arco Axe	as <i>Arco Avon</i> except 3,498 g 5,348 d 1989 Appledore Shipbuilders (146)			
Arco Beck ex Cambeck-97	3,325 g	4,745 d	99.6 x 16.6 x 6.3	12.7 kts
Arco Dart	1,309 g	1,700 d	68.1 x 13.0 x 4.1	10.4 kts
Arco Dee	1990 by IHC Holland, Sliedrecht (CO1193) as <i>Arco Dart</i> except 1,812 d 67.7 loa (CO1194)			
Arco Dijk ex Camdijk-97	4,960 g	9,823 d	113.2 x 19.6 x 7.7	12.6 kts
	1992 by IHC Holland, Kinderdijk (CO1197)			



KENDALL BROS LTD

KB II

552 g/1960; ex Glen Hafod-85; 28/11/1995 sold to Acores-Madeira Sociedade De Extracho & Comevcializa, Cau De Aveia LDA and converted for marine construction work with 2 deck cranes; subsequent fate unknown (in LR 2000/1, not in 2002/3)

KBII passing Weston Shelf with a cargo for the River Itchen

NORTHWOOD (FAREHAM) LTD

Formed in 1920's and acquired in 1997 by a joint venture between **WESTMINSTER GRAVELS** and **REDLAND**, the latter subsequently being acquired by **LAFARGE**.

Disposals

Wightstone 439g/1967 ex Michael Ane-98, Sanmark-95, Ilen-93, Patmarie-89, Sanmar-87, Union Sun-84, Andre-74; 1998 acquired; 2003 reported sold to unknown owners renamed WINTER SOLSTICE later reverting to WIGHTSTONE

Current Fleet

Donald Redford	681 g	964 d	53.5 x 10.6 x 3.4	8.5 kts
	1981 by Ferguson Bros (PG), Port Glasgow (484) 1990 lengthened and converted from hopper/grab dredger; 1/11/2003 collided with and seriously damaged Hythe Pier, outward from R.Itchen.			
Norstone ex Sand Skua-97	1,143 g	1,803 d	67.2 x 12.2 x 4.5	10 kts
	1971 by J Bolson & Son Ltd, Poole (570) 1997 acquired from Trans Ocean Marine, Malta..			

UNITED MARINE AGGREGATES LTD

Formed September 1987, when **PIONEER AGGREGATES** amalgamated with **TARMAC MARINE**, itself only formed in 1983 to succeed **TARMAC SAND & GRAVEL**, which was formerly known as **FRANCES AGGREGATES**, **FRANCIS PARKER CONCRETE** and originally **JOHN HEAVER LTD**.

Disposals

City of Swansea	897 g/1966	ex Hoveringham I-89; 1994 renamed BOWMORE		
City of Bristol	1,092 g/1969	ex Hoveringham IV-90; 1998 sold to Pounds Marine Shipping and immediately resold and renamed L CAMPO (Honduras flag)		

City of Southampton 1,092 g/1969 ex Hoveringham V-89; 1997 sold and renamed LEON I; ?? renamed ELEFANTAS (Greek);
 City of Chichester 1,056 g/1970 ex Chichester City-90; 1996 sold to Danish owner, renamed LADY OF CHICHESTER
 City of Rochester 1,862 g/1971 ex Hoveringham VI-90; 1997 sold and renamed ARCO (Portuguese)
 City of Portsmouth 1,046 g/1973 ex Chichester Star-90; 1999 sold and renamed SANTA BARBARA, Greek

Current Fleet

City of London 3,660 g 5,989 d 99.8 x 17.4 x 6.3 12.5 kts
 1989 by Appledore Shipbuilders, Appledore (147)
 City of Westminster as *City of London* except 3,914 g 6,604 d 1990 (148)
 2/4/2000 in collision after steering failure with DART 2, escorted to Chatham.
 City of Chichester 2,074 g 2,730 d 72.0 x 15.4 x 4.6 11 kts
 1997 by Appledore Shipbuilders, Appledore (169)
 City of Cardiff as *City of Chichester* except yard 170

BRITANNIA AGGREGATES LTD

Founded 1990, as joint venture between **BRETT GROUP** and **VOLKER DREDGING** operating mainly in Thames Estuary.

Britannia Beaver 3610 grt 5786 dwt 100.0 x 17.4 x 6.3 12.5 kts
 1991 by Appledore Shipbuilders, Appledore (149)

Visit to TSS LORD NELSON in Southampton on 21ST October 2008

Bill Lawes and John Kennedy of Southampton WSS made a ship visit to the Jubilee Sailing Trusts ship "**TSS Lord Nelson**" on 21 October 2008 (Trafalgar Day).

We boarded the ship at Southampton's 104 berth on a fine and clear morning. The tour around the ship consisted of viewing the accommodation areas on the lower deck with bunk areas for crew and volunteers, a large mess area where freshly prepared meals are served together with a licensed bar where one can relax and enjoy a drink after the days sailing.

Also seen was the enclosed Chart Room and the open Wheel area which enables people with any sort of disability to steer the ship helped by a "talking" compass. Wheelchair users can also be accommodated using a special securing rail for their chairs. There is also a useful raised marker at the centre of the deck around the ship so that visually impaired people are able to get around together with a number of lifts to go between decks which are designed to be used by the disabled people themselves.

We were given us a interesting resume of the aims of the Jubilee Sailing Trust (JST) and she said that a "buddy" system is used so that an able-bodied person can be teamed up with a disabled sailor. Four Watches are held on the ship (maximum 4 and a half hours) in rotation so people have a different time each day.

TSS Lord Nelson in association with **TSS Tenacious** (a slightly larger and newer ship) go on voyages around the British Isles and also to the Canaries in winter.

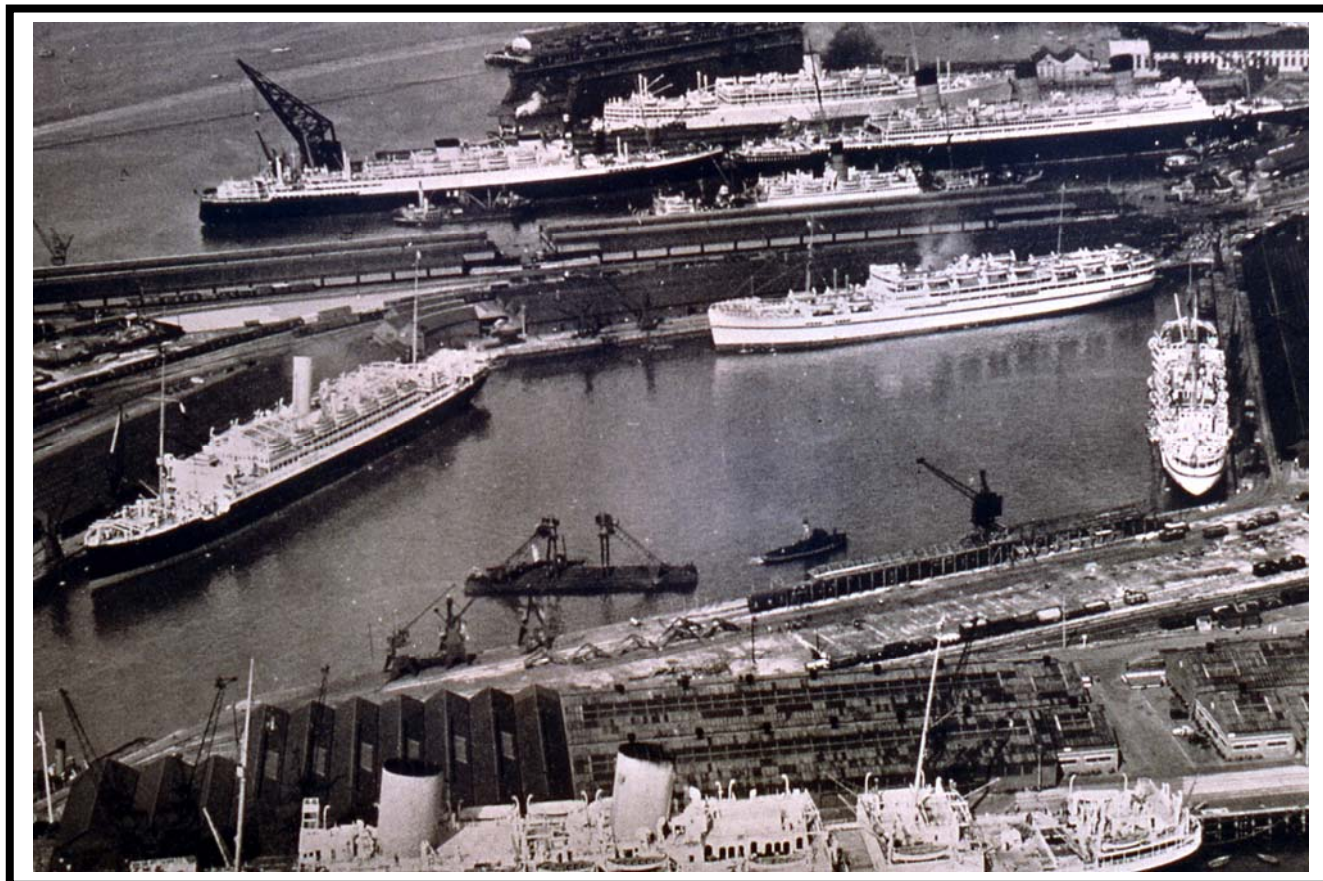
Anybody interested in joining the Jubilee Sailing Trust or who requires further information about the ships can visit the JSS Website (www.jst.org.uk).



Saga Rose's final voyages

On January 5, **Saga Rose** will make cruising history when she departs for her 44th around the world cruise. This cruise will secure her place in the record books by completing more world trips than any other – including the **QE2**.

In recognition of the Commonwealth's 60th anniversary, **Saga Rose** will call at 21 Commonwealth nations on the voyage and will cover 32,499 nautical miles and visit 39 ports over 104 nights.



Pictures of the Past No.2 by Bert Moody

Photo: Bert Moody Collection

This photograph is a follow on from the one shown in the Autumn edition of Black Jack for it was taken on the same day as that photograph – Saturday 22nd August 1936.

In the foreground is Royal Mail Lines **Asturias** at 32/33 berths, in the Empress Dock – Royal Mail's **Almanzora** is at 22 berth and the troopships **Dilwara** is at 20 berth and **Dorsetshire** on the right at 26 berth. At 44 berth in the Ocean Dock is Cunard's **Alaunia** with **Berengaria** at 46 berth and astern of her at 47 berth is the motor vessel **Georgic**. In No.6 drydock is Orient Lines **Orion** which was then only one year old. At berths 24/25 in the Empress Dock reconstruction work is being carried out – this was due to a serious fire which occurred two months earlier on 5th June 1936, when the banana sheds were completely gutted and 63 railway wagons were destroyed.

SOUTHAMPTON container terminal DP World Southampton commissioned its two new super post-panamax gantry cranes at the beginning of July.

The pair, are the first of a new generation, each able to reach across 22 rows of containers.

Their arrival follows a difficult time for the facility after a crane accident earlier in the year. Two further super post-panamax cranes scheduled to arrive next summer. The arrival of the **CMA CGM Vela** on Tuesday 18 November 2008 at 0400 hrs set a new terminal record for the largest declared containership to call at DP World Southampton. The **CMA CGM Vela** with a capacity of 11,040 TEU, a gross tonnage of 129,000 tonnes and a length of 347 metres carries 14% more capacity than the terminal's previous record holder the **CMA CGM Orfeo** which called at the terminal in August this year.

In just over one year, Royal Caribbean International's **Oasis of the Seas** will make her debut. The ship, under construction at STX Europe in Turku, Finland, reached an important maritime milestone today when she was floated out to begin the final stages of interior work. The 220,000gt Oasis of the Seas launches in December 2009.

MONTYS NOTEBOOK

A round-up of new or infrequent recent callers to Southampton Docks. Details compiled and photographs supplied by Monty Beckett.

Berths 204/7: APL Rotterdam 72000/08, Pearl River 1 39906/07, Hyundai Brave 94511/08, APL London 71756/08, NYK Terra 76928/08, MCL Trader 3466/90, APL Florida 71787/08, Maersk Hong Kong 21199/97, Laura Ann 9981/02, CMA CGM Nilgai 39941/03, Zim Sao Paolo 39900/08, Meta 32322/01, Maersk Altair 108,393/07, Chastine Maersk 91560/01, Zim Skekou 39906/07, MISC Merlion 49874/90, STX Mumbai 28007/08, Zim Yokohama 41482/07, Zim Genova 39906/07, APL New Jersey 67009/08, CMA CGM Jasmin 40077/80, CMA CGM Vela 128600/08, Wan Hai 602.

Berths 201/2: Antaradus 63362/03, CEC Cardigan 6714/97, Anjeliergracht 7949/90, Scheldegracht 16639/00, Transhawk 13340/04, CEC Copenhagen 6714/01, Margaret Hill 71804/74, Marschenland 1373/85, Normed Istanbul 6114/96.

RoRo Vessels: Aniara 71762/08, Nordic Ace 23498/07, Morning Margareta 51917/08, Gentle Leader 57700/08, Opal Leader 41000/07, Southern Highway 39422/08, Centaurus Leader 62195/04, Goliath Leader 57674/98, Hoegh Kunsan 44219/96, Morning Linda 68701/08, Hoegh Chiba 52691/06.

Berths 107/9: Keoyang Majesty 43181/97, Addi L 2876/95, Dagna 3990/05, Dongeborg 6205/99, Beza 2469/00 Swami 2839/95, Wigry 11676/79, Chyra 5608/07, Isabella 2844/98, Javernau 2461/07, Arklow Rebel 2999/05, Cremona 5581/05, Stadt Hemmoor 2164/05.

Berth 104: Vedrey Tora 3043/07, Mainport Ash.

Berths 102/3: Est 920/87, Swedica Hav 1616/86, Redwing 794/89, Nathalie 1297/85, Troubadour 1789/92.

Berth 101/2: Atlantic Bridge 89588/05

RLC Marchwood: HMS Illustrious

Berth 49: Nestor 2452/08

Berth 46/7: Curlew 794/86

Berth 36: Eileen-C 2999/07, Lisa-C 2999/07, Nicole-C 2990/08, Solvi A 2999/99, Jumper 1960/90, Verity 2601/01, Lauren-C 2998/01, Pex 2995/01, Platytera 16344/87, Ingunn 2998/01, Tina-C 3388/08, Sofie N 2999/99, Antari 2446/98, Ran 1943/86, Star Cosmo 30169/05, Nijord 2696/80 Jason

Berth 24/5: Federal Patriot 12992/03, Federal Power 12993/00, BBC Plata 9618/05, BBC Maine 8500/07.

Dibles: Thames 2929/74, Islay Trader 1512/92, Falcon 1382/91, Mana 1585/86, RMS Neudorf 1985/90.

Princes Wharf: Ostenau 2461/05, Arklow Rebel 2999/05, Norderau 2461/05, Arlow Resolve 2999/04, Arklow Rambler 2999/02, Bramau 2452/06

Cruise Ships: Seven Sea Voyager 41500/03, Amadea 28856/91, Alexander Von Humboldt 15343/90.



MARGARET HILL,
AT 202 BERTH

The LNG vessel, *Hoegh Galleon*, was delivered in October 2007 to new owners and renamed the **Margaret Hill**. Plans are to modify the **Margaret Hill** to include the latest Hamworthy gas liquefaction technology for FLNG (floating liquefied natural gas plant) use. Current plans are to complete the conversion of the vessel and by 2010. If this timetable is met, it is likely that the **Margaret Hill** will become the world's first FLNG vessel to be placed in service.



ATLANTIC BRIDGE
AT 101 / 2 BERTH



PEARL RIVER 1
39906/07 PASSING
PIER HEAD INWARDS

FAREWELL TO A LEGEND by Mick Lindsay

To begin with, it was almost a party atmosphere, with people gathering at various vantage points on both sides of the River Test during the day. They were all getting ready for 19.15 when **Queen Elizabeth 2** would pull away from the quay at 38/9 berth for the very last time and sail away to Dubai and a future that makes this writer cringe. If only half of the reported changes take place to this great ship, then perhaps it would have been better to scrap her, rather than suffer the indignities that lay in front of her.

I was on **Shieldhall** to see her go, a far cry from **Hotspur III**, which I was on when she first arrived in the port on 2 January 1969. I had a misguided loyalty to my employers back then and it was with mixed feelings that I “played hookey” for the day in order to go and see the new ship limp into Southampton. She was very much later than her planned entry into service the previous year. A mixture of labour problems and dodgy turbine blades had contrived to delay **QE2**'s maiden voyage (her first commercial voyage was a cruise to the Canaries) until 22 April.

She sat at the Ocean Terminal for three and a half months while engineers from John Brown's shipyard on the Clyde came to grips with her problems. But succeed they did and Cunard was eventually able to accept the new ship as theirs. The British public, and in particular, Southampton, also accepted the ship, to a degree that even the Old Queen Mary and the first Mauretania could not match. And, like those previous ships, “the Maury”, “the Mary”, “the Lizzie”, etc, **Queen Elizabeth 2** was also to get a nickname, one which would make her the most famous ship in the world, ever – **QE2!**

Looking back now, it is almost as if the early problems were setting a precedent for the rest of her career, which has been littered with incidents and accidents. She has come to the rescue of many a yacht in distress, an oil rig, a cruise ship on fire and other craft in trouble over the years. Equally, she has needed help herself on occasions, including fires, machinery breakdowns and groundings. Her bulbous bow, modest though it is by today's standards, has been punctured by her falling stem anchor and damaged on a number of other occasions. She has “touched bottom” on occasions, the most serious being when she ripped her bottom plating open on an uncharted reef off Martha's Vineyard in America. And, after negotiating the Brambles Bank successfully for nearly forty years, **QE2** made her feelings felt about leaving when she briefly grounded there on her last call at Southampton (was it the wind – or something else?). Not badly enough to cause any great embarrassment, you understand, just enough to tell us all that she did not want to go!

Like the rest of us, she has added some middle-age spread in recent years and is not the sylph-like athlete of her former years. The many refits over the years (she has had more facelifts than Joan Rivers!) have added to her profile and taken away the early sleekness of her lines. The top-deck penthouse suites added in 1972 began the transition, to be followed by more in 1978 and 1987. The after decks have lost those beautiful cascading tiers of screens that protected sun worshippers from the hostile winds that spoilt their tanning and been replaced by an almost unnoticed encroachment of new or enlarged public rooms. All, I'm sure, absolutely necessary, but to the detriment of her early King's Road “dolly bird” youthfulness.

She now has the stouter outline that we all have of someone of a certain age. Internally, she has also changed dramatically. The Queen's Room, the Princess Grill and Bar, the Theatre and the Synagogue are the only public rooms not to have been completely altered. Again, the early “modern” panache has gone in favour of something deemed to be more traditional and “comfortable”. I'm not sure what Cunard's “traditional” is, but it has spelt the end of what was (like it or not) the zenith of nineteen sixties' design.

Called up in 1982 for her part in the Falklands conflict, **QE2** replicated her forebears by going off to war. Like **Queen Mary** and **Queen Elizabeth** before her, she became a prime target for enemy attack and consequently took some unfair criticism because she did not go to San Carlos, as did the **Canberra**. She was simply too much of a prize for Argentina to be put in the front line. This is not to suggest that **Canberra** was in any way expendable, more that the loss of **QE2** would have given our foes a publicity coup beyond their dreams. Who knows what that may have done to British morale? No, **QE2** more than did her bit for Queen and country

QE2 has overcome every stumbling block put in her path over the years. The big re-engining refit of 1986/7 and another major overhaul in 1994 saw problems that would have finished off any other passenger ship in terms of PR alone. No amount of unfinished cabins (complete with leaky plumbing), passageways with no carpet littered with workmen's materials or inaccessible outer decks got in **QE2**'s way. While newspaper headlines were saying “Niagara, Niagara”, and rest of the world wrung its hands, the ship just got on with it and even had the nerve to increase her bookings the following year by 15%.

With all due respect to the current Cunarders (and those yet to come), they have not been able to endear themselves to the public in anything like the same way that **QE2** has and they are extremely unlikely ever to grab a place in the hearts of the public around the world or match her record.

She is still the most powerful passenger ship afloat, has sailed nearly 6 million nautical miles and been the longest serving Cunarder ever, she has made 26 world cruises and sailed further on her so-called troublesome turbines than the previous two Queens put together. She has carried the name of Southampton around the world for nearly forty years and our city is where she belongs (sorry, but Liverpool is NOT her spiritual home). We owe her a debt we can never repay and can only hope that our send-off did her justice.

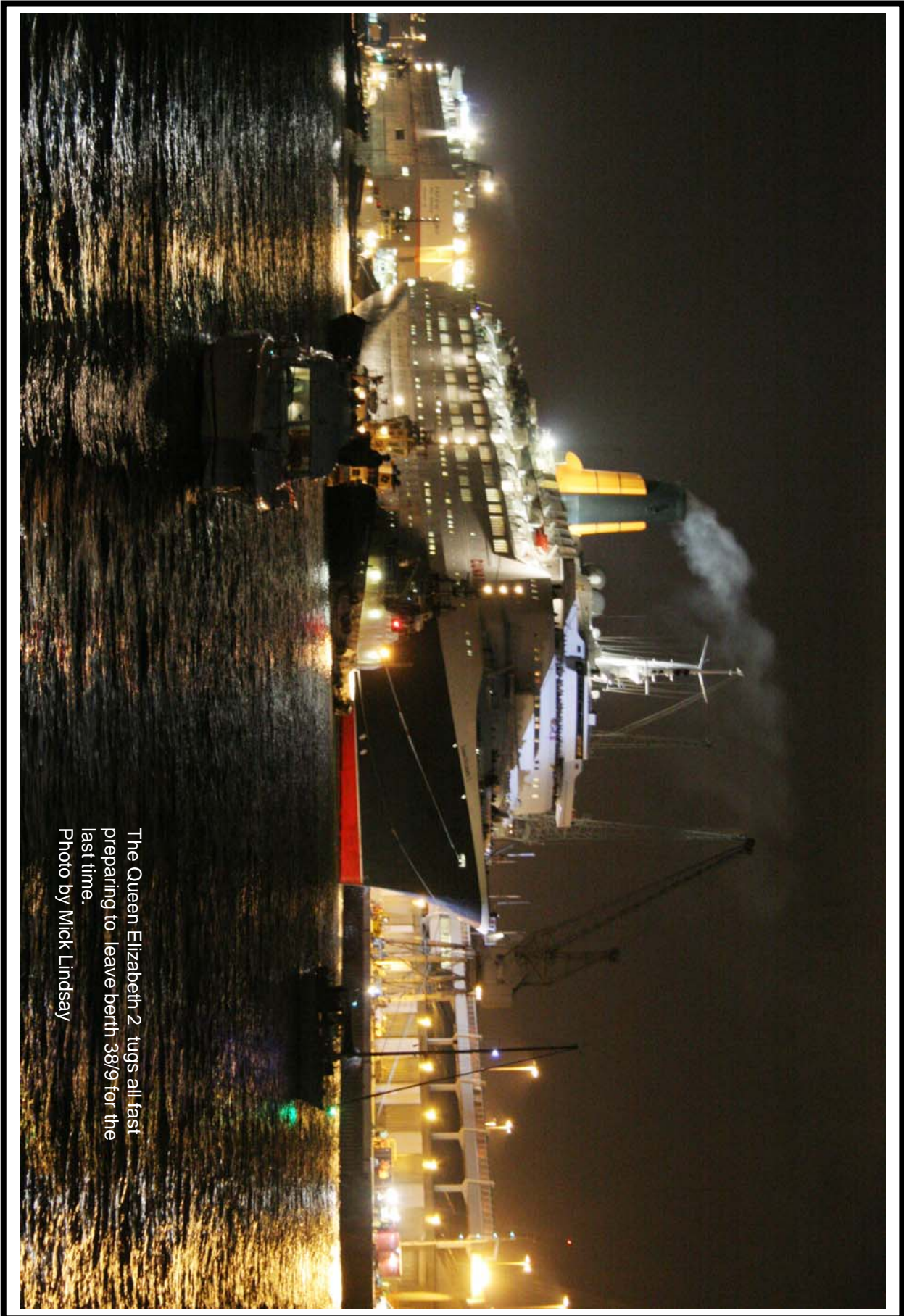
As she successfully rounded the Brambles for the last time and slowly disappeared out of sight, the party atmosphere ebbed away as it dawned on people that this was the very last time that we would see her. No longer will we cross the river to Hythe and see the ship tied up at the Queen Elizabeth II Terminal. There will be a gap on the skyline each time we cross to or from Woolston on the Itchen Bridge that will never be filled in the same way. Waiting on the beach at Calshot, we will only see floating "blocks of flats" passing by and not the sleek lines we have been used to all these years. She may not have had a steam whistle, but that wonderfully deep note will be with us all for a long time.

I have no yearning to go to Dubai to see her once she has been refitted. If all the rumours are true, then I would rather remember her on that day in January 1969 when I saw her for the first time. I'm not even sure I'd like to see the funnel returned to her home port. Just remember the Calshot lightship and the tug/tender Calshot and ask yourself if in ten years' time you would like to see a rusting, crumbling edifice stuck on our waterfront. I wish **QE2** all the best, but fear the worst.

Order for two Interceptor 55 Pilot / Patrol Boats

VT Critical services have ordered two Interceptor 55 pilot / patrol boats for the ABP Port of Southampton. They will replace their current old Halmatic FRC vessels. Safehaven Marine was awarded the contract to build the two new vessels. The first vessel is due to be delivered in mid 2009 where she will be displayed at the Sea Work 2009 work boat show. The two vessels will be used as patrol boats on Southampton Water and also as pilot boats alongside their existing ABP's Nelson 48/50.s As one of their primary roles will be providing 24hr cover on Southampton Water they are equipped with full live aboard 'hotel facilities' and are fitted out to a very high standard, featuring an 8,000btu air conditioning unit, a 6.5kw 1500rpm generator providing 240v throughout the vessel, full galley facilities with a 240v electric hob, microwave, hot and cold water. One of the advantages of the Interceptor design which has the engines mounted just aft of the LCG is the spacious forward accommodation area providing twin bunk berths, a large seating area and table, full galley with an abundance of locker storage. A midships cabin provides 10 individual full height crew lockers and storage holds for specialized oil spill response equipment the vessel will carry. Her main cabin features a new GRP moulding specially developed to suit the crews preference for a port side helm position, designed to encompass the helmsman with all navigational equipment, engine controls and instrumentation easily visible and falling quickly to hand providing a focused driving environment. She has a central access to the f/wd accommodation and a crew position featuring its own dedicated console to st/bd. Behind the helm is a second larger dedicated navigation position with a large work top, angled instrument console and storage lockers allowing the navigator to monitor ship movements with a full paper chart assisting navigation throughout Southampton's busy waters. Opposite are two pilot seats for when the vessel is operating in pilotage duties. At the aft of the cabin she features a VIP area with a large, circular seating area with a table between to port and a second large 'L' shaped settee to st/bd, allowing comfortable seating for when she is used to carry dignitaries. The cabin has been finished correspondingly to a high standard with walnut effect wood laminate, a teak and holly cabin sole and corian effect work tops to provide a high class ambiance throughout. They will be powered by Scania D16 engines through Twin Disc V drive 'Quick Shift' gearboxes which allow precise fingertip control of the vessel at slow manoeuvring speeds, and allow creep speeds of less than 1kts, an advantage when operating in close quarters manoeuvres. The engines rated at 650hp will give her a 25kt max speed at a 25,000kg displacement. Scania D16 V8 engines were chosen due to their compact nature and proven service record.. One of the vessels roles will be the removal of floating flotsam such as trees, pallets and other debris that often finds its way into the channel and becomes a hazard for boat users. To facilitate this she is fitted with a large stainless steel basket that can be lowered down 400mm below the surface to recover flotsam. In addition the platform doubles as an MOB recovery basket is hydraulically operated via a stainless steel ram and has a 250kg lifting capacity. Her hull design is twin chine deep V, with a full length keel, this gives her a soft ride into head seas, tremendous stability running beam on in big seas with little rolling and great directional stability downwind. She will be fitted with a Safehaven developed ride control Interceptor / trim tab system which lowers running trim to a wave splitting 1.5 degrees for fast head sea work allowing her to punch through 2m seas at 25kts. Being able to adjust running trim keeps her sharp (55 degree deadrise) bow immersed into head seas and lifts the bow in following seas preventing her burying in to the back of waves. This, coupled with an exceptionally low VCG gives her exceptional levels of sea keeping.

<http://www.safehavenmarine.com/>



The Queen Elizabeth 2 tugs all fast
preparing to leave berth 38/9 for the
last time.
Photo by Mick Lindsay

Acknowledgements for extracts from – ABP, Lloyds Fairplay, Daily Echo, Tradewinds, Navy News, DP World, Safehaven Marine.

