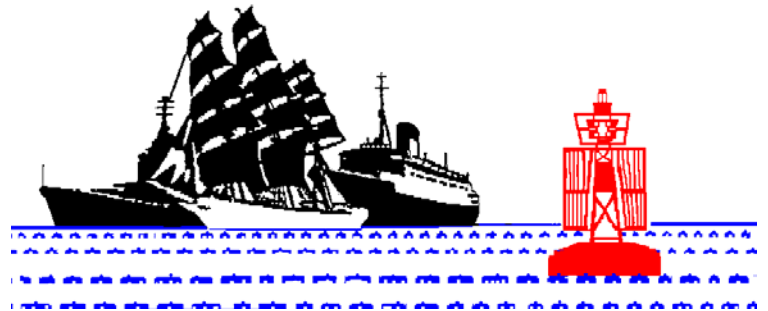


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Black Jack

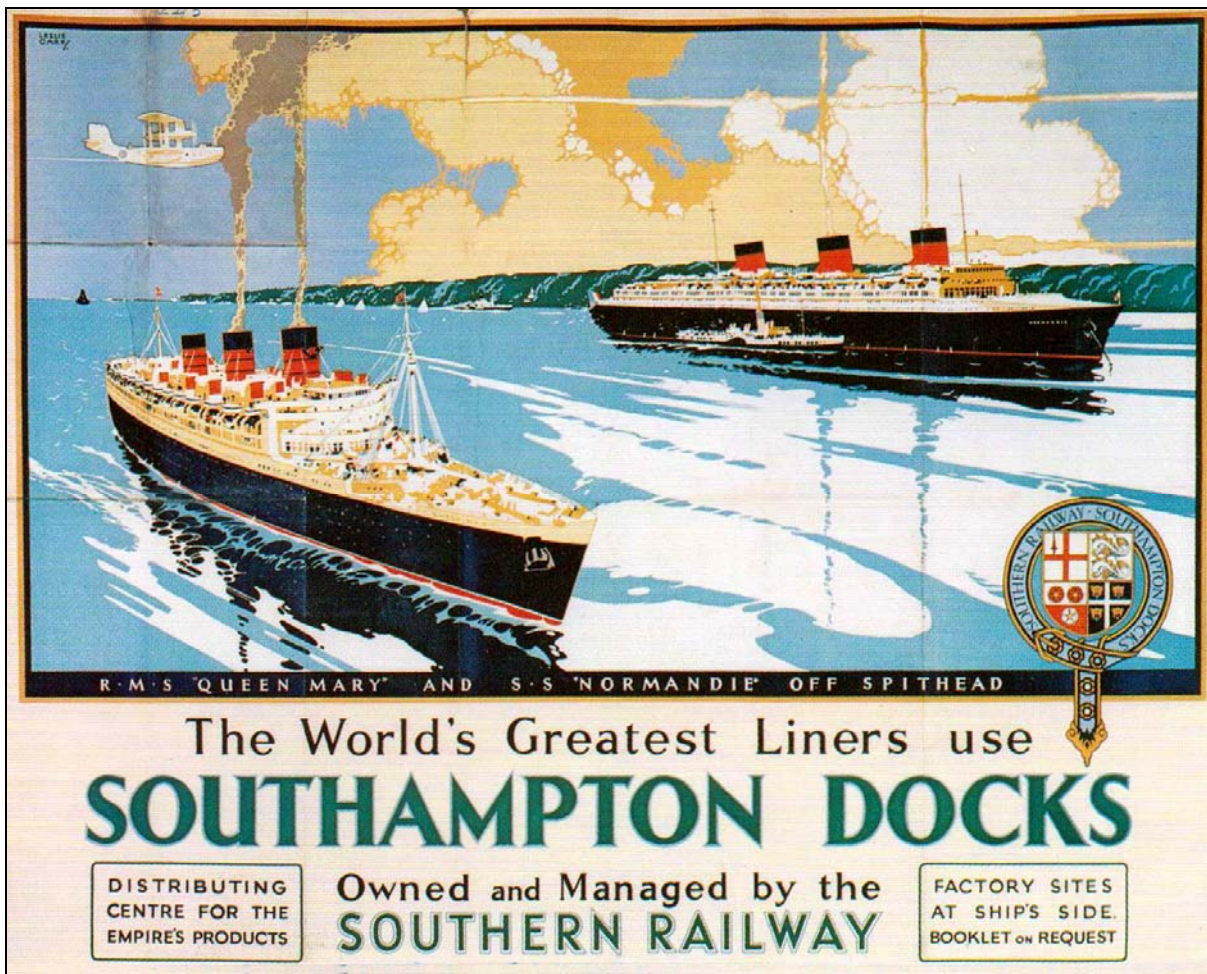
QUARTERLY MAGAZINE
SOUTHAMPTON BRANCH
WORLD SHIP SOCIETY
www.sotonwss.org.uk



Issue No: 165

Winter 2012

A Happy Christmas and a peaceful
New Year to all our Readers



The magnificent 1930s poster by Leslie Carr for the Southern Railway featuring *Queen Mary* and *Normandie* – see article inside. *Nigel V. Robinson collection*

Black Jack - Winter 2012 No. 165

Editorial team

Mick Lindsay, Nigel Robinson and Editorial Assistant Michael Page. Website – Neil Richardson

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:

St James Road Methodist Church
St James Road
Shirley
Southampton, SO15 5HE

All meetings commence at 19.30 and the meeting room is to be vacated by 21.30. Meetings are on the second Tuesday of each month.

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www.sotonwss.org.uk

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2013 Branch Meeting Programme

January 8th	The “Kaiser’s Pirate – Seeadler commerce raider – John Random
February 12 th	2011 Holiday Trips – Bill Mayes
March 12th	Ferries on Slides – Tony Denton
April 9th	Transmediterranea Ferries – Jimmy Poole
May 14th	Flying Boats of Southampton – Colin Van Geffen
June 11th	Hovercraft Talk – Brian Russell
July 9th	Around the Horn – Ken Dagnall
August 13th	Digital Image Competition
September 10th	The Ten-Eleven Collection – Bernard McCall
October 8th	21st Century Casualties – David Hornsby
November 12th	AGM & supporting programme
December 10th	Convoy WS-6 – Bill Lawes

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 Editors 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 in full colour via the Branch website in pdf format. www.sotonwss.org.uk

MONTY'S NOTEBOOK

A round-up of new or infrequent recent callers to Southampton Docks. Details and photographs supplied by Monty Beckett. Photos top to bottom **Grona Biessum, Shoreham, Caribbean Princess**

Berths 204 - 7 Container Ships:

Hamburg Express 142295/12, Hyundai Smart 141770/12, CMA CGM Vela 128600/08, APL Chongqing 113735/11, Hyundai Together 141770/12, OOCL Kaohsiung 66462/06, APL Salalah 128929/12, MOL Competence 86692/08, Yangshan 128929/12, OOCL Kuala Lumpur 66432/07, CMA CGM Corte Real 150269/10, Malik Al Ashtar 141077/12, BG Ireland 8273/07, Gertrud 4628/95, CMA CGM Margrit 141635/12, Jebel Ali 141077/12, Jessica B 6326/00

Ro-Ro Vessels:

Athens Highway 57440/08, Suar Vigo a6361/03, Canadian Highway 59447/10, Queen Ace 55423/88, Marvelous Ace 59422/06, Kaijin 41931/94, Endurance 72708/96, Grande Costa D'Avorio 47218/11, Morning Laura 70687/10, Sanderling Ace 59000/07, Hoegh St Petersburg 68392/09, Hoegh America 57718/03

Berth 104:

Iberian reefer 5084/91, Frio Mogami 7367/99, Nagato Reefer 7367/00 Frio Chikumu 7367/98

Berth 107 - 110:

Muhlenau 2461/04, Emsrunner 4125/05, Orcana 2999/06, Emsmoon 4563/00, Sea Melody 2450/94, Baltic Trader 4984/95, Emscarrier 4102/07, Falcon 1382/91, Arklow Future 2998/07, Emswater 3200/12, Kiftrans 2224/97, King River 794/84, Glorious Hibiscus 49097/12, Arklow rally 2999/02, Medonega 5335/08, Christine Y 851/86, Bijlberg 2281/12, Komarno 2446/93, Myrte 6046/08, Sylvia 2999/08, H-G Burlow 32987/11, Arklow Flair 2069/06

Marchwood Bulk Berth:

Union Pluto 1530/84, Lammy 2862/10, Najland 3826/89, Swegard 2997/01

Berths 36:

Grona Biessum 3500/10, Kikki C 4151/11, Elbetor 2351/90

Prince's Wharf:

Arklow Viking 2829/99, Ostenau 2461/05, Marne 2530/05, Kossan 2452/07, Aristote 1426/83, Steinau 2452/06

Dibles Wharf:

Shoreham 1785/82, Hav Dolphin 2072/94, Helen 1425/81, Hav Snapper 1861/91, Aristote 1426/83, Echion 2452/10, Torrent 999/92

Other cargo vessels:

Statengracht 16676/04, Edamgracht 8448/95, Jeanette 4000/07, Clipper Gemini 8161/12, Fagelgracht 8620/11, Maple Ingrid 9585/05

Passenger Vessels:

Star Flyer 2298/91, Explorer 6471/82, Celebrity Constellation 90280/02, Caribbean Princess 112894/04



IMPORTANT NOTICES

BLACK JACK

Please note this will be the last printed version of Black Jack – the next issue in Spring 2013 will be digital and will be emailed in PDF format to those of you with email addresses. This is principally due to the rising cost of post, which, as you know, has already sent the main WSS down the same route. We are hoping to be able to supply a limited number of printed copies for those who do not have a computer or internet access – the cost of this has not yet been established.

SUBSCRIPTIONS FOR 2013

The WSS would like all renewals to be paid by mid-December. The main society subscription is £20 and that to the Southampton Branch is £5, but with a supplement (yet to be calculated) for a paper version of Black Jack. If you haven't already paid would you please pay Andrew promptly (address on page 2), otherwise you may not receive your January Marine News.

This is the first of a occasional series of articles on artists whose work has included Southampton Docks and the shipping associated with the port and The Solent, plus other subjects to illustrate their work. Although through our interest we associate many of these artists with maritime subjects it is as well to remember that their work usually spanned a very wide range of subjects including other transport modes, landscape, portrait, ceremonial and decorative art such as murals.

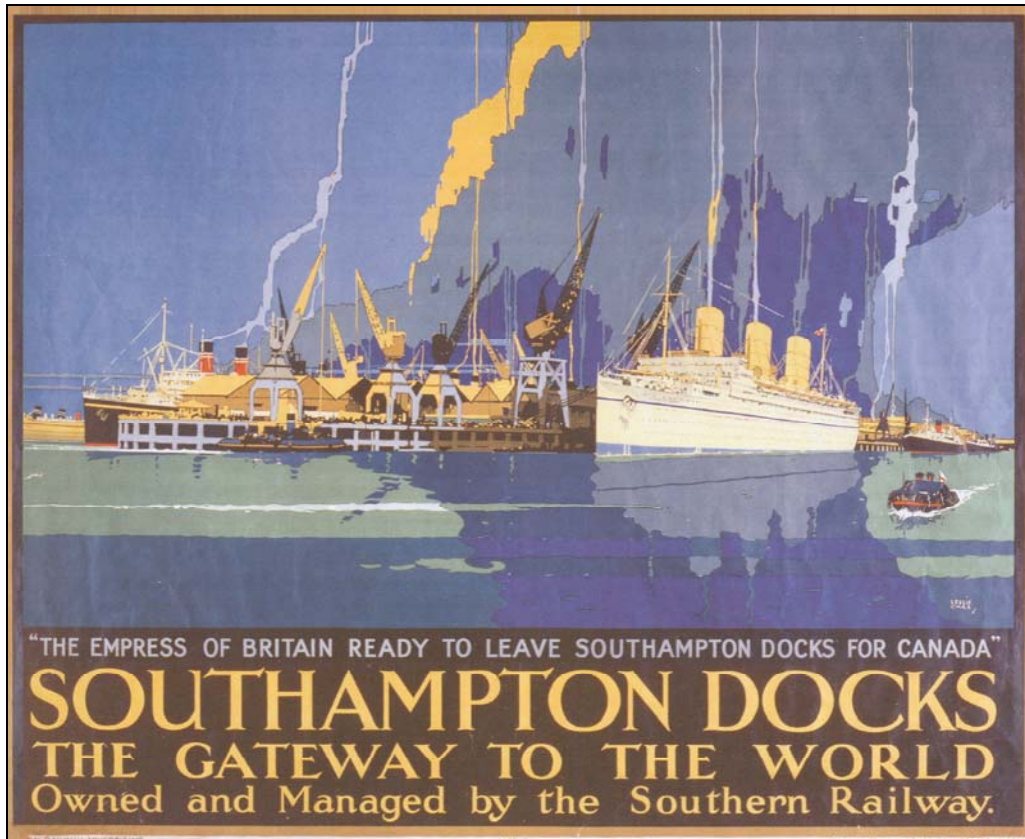
LESLIE CARR – poster artist

by Nigel V Robinson

I have long admired the work of Leslie Carr. His posters are very familiar, but little if anything is known of the artist himself. He produced some of his best work for Southampton Docks in the 1930s as commissions for the Southern Railway. Perhaps the most impressive are – **Queen Mary** and **Normandie** in The Solent, **Empress of Britain** on the Itchen Quays and a fine birds-eye view of cargo working in the New (Western) Docks by the flour mill. He went on post-war to produce a poster for the new Ocean Terminal although I have yet to see an image of it. There is also a striking poster for the 1937 Fleet Review held at Spithead, plus a superb poster for dockyard visits to Chatham, Portsmouth and Devonport.

As with many artists his commissions were wide ranging – in addition to the Southern Railway, the GWR and the LNER he worked on adverts for Morris Motors, London County Council Tramways, and post-war for British Railways. His output included work for the British Grand Prix in 1950, The Motor magazine, many children's books, as well as landscape and architectural themes and publicity for towns as diverse as Seaford in Sussex and Silloth on the Solway Firth most of the latter type again for the railways.

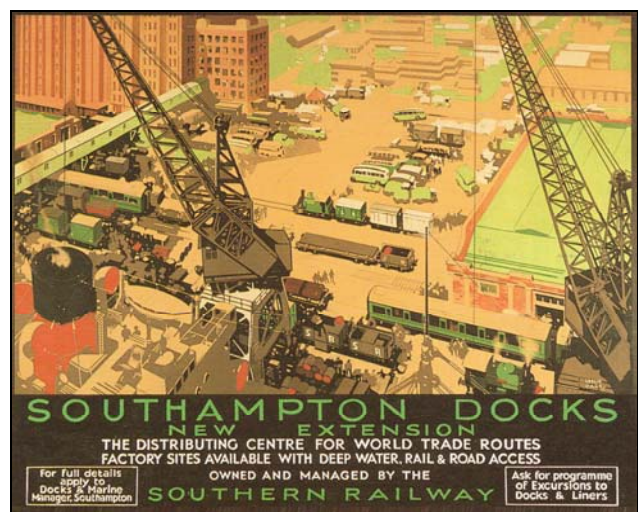
In the Southampton examples his fine draughtsmanship depicts the ships and docks accurately, but distinctively, and he then sets them against a stylised sea and sky; the whole effect is unified and very striking which is of course the whole point – posters are designed to stand out amongst the competition.



One of Leslie Carr's most famous posters of *Empress of Britain* on the Itchen Quays

His posters are certainly very much “of their time” – he is there with the best of his contemporaries such as Norman Wilkinson, Charles Pears and Kenneth Shoesmith (all of whom we will look at in future articles) to name but three, yet strangely, unlike them, almost no biographical details are available for him. He is believed to have been born in London in 1891 (another source says 1885 !) and to have served in the First World War, although in what capacity is not known. The majority of his best known artwork was produced in the 1920s and 30s. He was an official war artist during WW2 and continued working in to the 1950s and was Art Director of *The Motor* in the 1960s, so he must have lived in to his seventies at least.

Many examples of his work along with that of many other artists are held in the collection of the National Railway Museum in York.



Two more fine posters by Leslie Carr – left for the 1937 Naval Review – that on the right showing a busy scene in the then very new Western Docks by Rank's flour mill
all pictures Nigel V Robinson collection

Norman Wilkinson 1878 – 1971

One of the best known marine artists Norman Wilkinson was born in Cambridge on 24 November 1878. He was educated at Berkhamsted School, Hertfordshire and at St Paul's Cathedral Choir School, London. His early artistic training was at Portsmouth, to where the family had moved, at St Ives in Cornwall and Southsea School of Art where later he was also a teacher – he also studied figure painting in Paris, but it was as a marine artist that he was to make his mark.

Early on he worked for the Illustrated London News up until the First World War. Later he was commissioned extensively by the London & North Western Railway and its successor the London Midland & Scottish Railway. He was the instigator of a very successful and well known series of posters for the LMS whereby many famous artists of the day were invited at his suggestion to produce work for the railway.



Queen Mary nearing completion at Clydebank

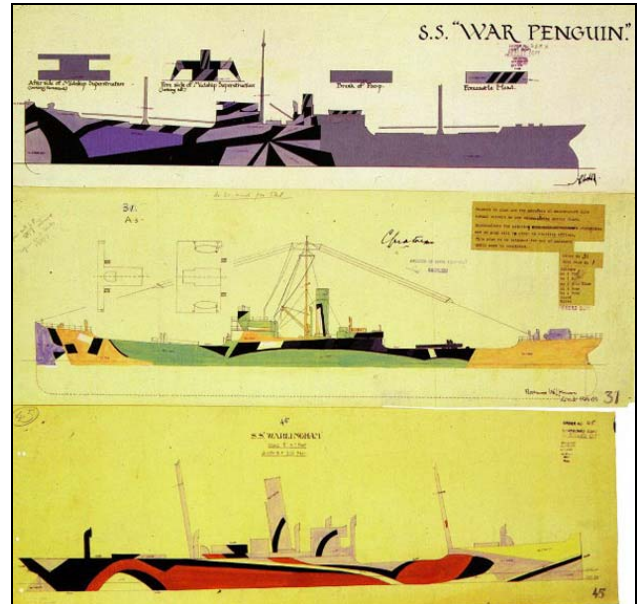
He completed a painting Plymouth for the First Class Smoking Room of the *Titanic*, which went down with the ship – in 1996 his son, Rodney Norman Wilkinson, working from his father's sketches and notes, carefully recreated the painting. It can be seen in the new Southampton SeaCity Museum.

During WWI when in the Navy he developed the dazzle painting of ships in an attempt not to conceal the ships, but to make their course and direction difficult to determine. A number of notable liners as well as humbler cargo ships were painted in various versions of the scheme. He also worked on camouflage in WWII but this time on concealing airfields whilst he was in the RAF.

One of his trade marks was the depicting a ship not as the main subject of a painting, but rather in, and sometimes dwarfed by, her surroundings.

Throughout his long life he belonged to many art organisations and received a number of awards. In 1906, Norman Wilkinson was elected to the Royal Institute of Painters in Water Colours (RI), becoming its President in 1936, an office he held until 1963. He was elected Honorary Marine Painter to the Royal Yacht Squadron in 1919. He was a member of the Royal Society of British Artists, Royal Institute of Oil Painters, Royal Society of Marine Artists, and Royal Scottish Society of Painters in Water Colours. He was appointed a Commander of the British Empire (CBE) in 1948. In his leisure-time he was keen yachtsman and he also had a deep interest in aviation.

Norman Wilkinson died on the Isle of Wight on 31 May 1971 aged 92.



Above left – **Falaise** featuring in a post WWII advert for the Southern Railway, and right, a sample of Wilkinson's designs for dazzle painting.

Below is a superb seascape of the Needles with a "tiny" Southern Railway cross-channel ferry dwarfed by her surroundings.



All pictures Nigel V Robinson collection

OCEANS – Oceans is a new maritime-themed venture in Southampton. Located in the old Post Office at 13 High Street (near the top of East Street), it has a Gift/Souvenir shop with a large selection of maritime books, a Tea Room (fine teas, coffee, cakes and cream teas) and a maritime exhibition gallery with changing displays. It is worth a call just for the cream teas, apparently, but for us shipping enthusiasts it has the added bonus of a book section in the gift shop and models, paintings, photos etc. in the exhibition gallery.

A - Z OF SAIL

by Michael Page

“Q” is for the 4-masted barque “QUEVILLY”

This was a really hard one because, as you will realise, there are not many sailing ships around with a name beginning with “Q”. However luck was at hand as I finally found an old article about the *Quevilly*.

She was launched in 1897, and by then numerous sailing vessels were engaged in the “case oil trade” – the transport of petroleum in five-gallon cans, packed two cans to a wooden case in conventional stowage. But, *Quevilly* was one of the earliest sailers to be designed for the carriage of oil in bulk. In other words, she was a sailing tanker, probably the very first of her kind.

Built by Laporte & Co of Rouen for H.Prentout-Leblond & E. Boniface of the same port, she was a steel four-masted barque of 3,203 tons gross. Quite a handsome vessel with a good sheer and well sparred-spike bowsprit, pole topmasts, and crossing royals over double topgallants. Although described as certainly ‘no clipper’, for she was very bluff bowed, she sailed well enough in the right conditions, with at least one 17 day trans-Atlantic passage to prove it.

The North Atlantic trade was her regular employment under the French flag, bringing oil from Philadelphia to either Dieppe or Rouen. In 1910 she was given two auxiliary oil engines driving twin screws. She was capable of five knots under power alone, but retained her full sail plan, and it seems debatable whether the auxiliaries proved of much practical advantage.



Quevilly continued sailing throughout WW1, although she suffered some damage early 1917, when she was in collision off New York with a US destroyer. The naval vessel was judged solely to blame, but it is said to have been 1934 before the US Government settled the claim. Later in 1917 she escaped a torpedo attack off La Pallice, and had an even closer call the following year when bound towards the Azores, getting away from her attacker under all the sail she could bear.

She remained in the Azores, acting as a stationary bunkering depot until 1919, when she returned to her regular Atlantic route. However by 1921 she could no longer compete with the larger steam tankers and so was laid up in Rouen until sold to Norwegian owners in 1923. This proved the end of her career as a sailing vessel, as she was converted to a fully-powered whale-oil carrier. Without her masts and yards and with powerful new engines and new superstructure, there was little to reveal her origins except her clipper bow.

There was however still plenty of life in the old ship, and under her new name of *Deodata* she continued to carry whale oil and general oils in the Atlantic and Black Sea Trades, for various Norwegian owners.

This second career ended only when she became an early WW11 casualty, striking a mine and sinking, fortunately with no loss of life in the North Sea in October 1939, when bound from Constanza to Grangemouth. This was a very sad end to an innovative design and a very varied career covering 42 years.