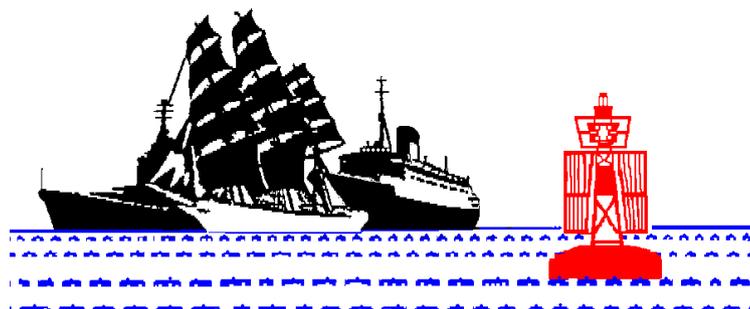


# Black Jack

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QUARTERLY MAGAZINE  
SOUTHAMPTON BRANCH  
WORLD SHIP SOCIETY

[www.sotonwss.org.uk](http://www.sotonwss.org.uk)



Issue No: 171

Summer 2014



Mick Lindsay

## ***The Birthday Girl arrives!***

**Queen Mary 2** arrives in the cold grey dawn of May 9 on a day not dissimilar to her maiden arrival on Boxing Day 2003. **Queen Elizabeth** and **Queen Victoria** had already docked at 38/9 – 40 berth to salute their big sister. This arrangement was repeated late in the evening for the firework display and her departure to New York.

## Black Jack – Summer 2014 No.171

### 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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## 2014 Branch Meeting Programme

- July 8th      **A Cruise to Russia's White Sea**  
Bill Lawes
- August 12th      **Digital Photographic Competition**
- September 9th      **Stevedoring from 1966 to the 1980s**  
Colin Drayson
- October 14th      **Flag-Funnels and Hull Colours**  
Neil Richardson
- November 11th      **Southampton Branch AGM & Supporting Programme**
- December 9th      **A Trip Down Under** - Jimmy Poole
- 

**Annual Southampton Branch Cruise from Ocean Village on Saturday 28 June - 11am to 6pm - £20**

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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'.

**Would members please ensure that any changes to their postal and/or email addresses are notified to the Branch as soon as possible.**

## 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: **E R Bern, Mitiq, Marmadura**

### Berths SCT 1-5 (formerly 207 - 1) Container Ships:

Essen Express 142295/12, New York Express 142295/11, NYK Hyperion 141007/13, MOL Competence 86692/08, Al Qibla 141077/12, Halifax Express 54437/00, APL Temasek 151963/13, CAM CGM Corte Real 150269/10, APL Southampton 128929/12, Hyundai Tenacity 141770/12, Hyundai Dream 141868/14, Ice Crystal 7545/08, Hebe 35824/08, MOL Quartz 151963/13, Charles Dickens 54271/05, Primavera 36087/08, MOL Quasar 151015/14, Quadriga 36087/08, MOL Commitment 866957/13, APL Merlion 151015/14, EM Athens 25294/00, MOL Continuity 88089/08, Hyundai Hope 141868/14, Leverkusen Express 142295/13, India 7519/03, Camellia 28927/06, CMA CGM Maupassant 73779/10, UMM Salal 141077/11, Conmar Elbe 6191/01, Vega pollux 9981/05, NYK Hyperion 141003/13, Energizer 7642/04

### Ro-Ro Vessels:

Hoegh Dehli 55775/06, Talia 57692/06, Grand Pioneer 58947/02, Morning Claire 60825/12, Hoegh Oceania 58947/03, Durban Highway 58997/11, Glovis Countess 60231/10, Morning Calypso 59432/13, Dong A Metis 60396/10, Elegant Ace 58939/10, CSCC Tianjin 41009/08, Dorado Leader 62571/06, Fremantle Highway 59525/13, Morning Ninni 57917/08, Diamond Highway 60175/04, Morning Classic 58767/13, Hoegh Jacksonville 58531/14

### Berth 107 - 110 and 7 Dry-dock:

Lady Anna 2544/12, Sylvia 3999/99, Volodymyr Bandar 5197/06, Frisian Lady 3666/02, Vigoroso 4244/05, Ankie 2518/06, E R Bern 32672/11, Sormovskiy 3051 3041/84, Trine 3448/86, Bulk Juliana 29885/01, Arklow Rogue 2999/07, Narwa 4255/09, Skagern 2301/00, Nina I 998/84, Leine 2164/05, Banier 2862/09, Ben Varrey 997/96, Katrin 3170/96, Eems Carrier 1546/96, Hendrik S 2311/01, Peak Oslo 1543/85, Alana Evita 2281/09, PS Sand 2316/98, Baltiyskiy 202 2264/94, Abis Cardiff 4255/11, BBC Anglia 4078/97, Pinnau 2452/03, Leiria 1921/03, Baltic Skipper 2280/97, Henriette 2900/71, Siegfried Lehmann 3181/05, Tallin 2810/97

### Berth 104:

Belbek 3817/97

### Marchwood Bulk Berth:

Najade 2862/11, Sunmi 2825/93, Lehmann Fjord 2771/95, Martin 794/86, Fingard 2997/00

### Berths 24 - 5:

Meri 3360/12

### Berth 36:

Cito 5994/87, Jade 2281/10, Sea Shannon 1670/98, Kimberly C 4151/ 11, Burgtor 2351/89

### Prince's Wharf:

Steinau 2461/06, Arklow Ranger 2999/02, Marne 2530/05, Aller 2164/05, Ohlau 2452/07, Pex 2995/01, Norderau 2461/05

### Passenger Vessels:

Saga Pearl II 18591/81, Rotterdam 61849/97, Ruby Princess 113561/08, Emerald Princess 113561/07, Silver Whisper 28258/01

### Other Cargo Vessel

Industrial Dream 7223/07, Sudcap 6170/00, Marmadura 7769/05, Mitiq 8448/95, Norjan 8407/07, Thorco Cloud 7813/04, Erasmusgracht 8448/94, Highland Eagle 2244/03, Bucentaur 2768/83, Bavenit 3575/8



# SHEMARA

by Mick Lindsay

On April 16th an old friend, the motor yacht **Shemara**, returned to Southampton after an absence of many years. After lay-up in the River Itchen from 1972 until 1987 at Thornycroft's Northam yard, she moved to Ocean Village. Prior to 1972 she had been in the ownership of property tycoon Harry Hyams, who was in dispute with the yard over repairs following a collision in the West Indies.

She is, of course, most famously (or infamously!) known for her time with Lord and Lady Docker. Sir Bernard Docker had the motor vessel built in 1938 at Thornycroft's Woolston yard to a Camper and Nicholson design after chartering an identical sister yacht, **Trenora**, which had been built in 1934, again by Thornycroft, for E. Gerald Stanley. She is believed to still be around, somewhere in Japan. **Shemara** was requisitioned for the Royal Navy on the outbreak of war in 1939 and became an anti-submarine vessel. After the conflict, she was refitted and returned to Sir Bernard. In 1949 he married for the second time to a former showgirl, Norah Collins. It was her third marriage.

This was the beginning of the most notorious period of **Shemara's** life, and she was the platform for the extravagant lifestyle of the Dockers. Lady Norah was no shrinking violet and shocked upper-class society on many occasions, and the couple were labelled as "gracelessly gaudy". Just about everything they had, apart from **Shemara** and their expensive home, was actually owned by the companies that Sir Bernard was a director of. Daimler cars, expensive dresses and any other expenses they had seemed to be paid for by these companies. It had to come to an end and eventually Sir Bernard was drummed off various boards and made to return the items they had claimed for. The drastic reduction in their income also made **Shemara** an expense they could not afford and in 1965 she was offered for sale at £600,000. She eventually went for £290,000 when she was sold to Harry Hyams, who tried unsuccessfully to get his money back after he found a series of major faults with the yacht.

Then began the long periods of lay-up, firstly on the River Itchen, the Ocean Village and lastly at Lowestoft. She was eventually sold in 2010 to Sir Charles Dunstone, founder of *Carphone Warehouse*, who soon embarked on a multi-million pound (figures of £140 million have been mentioned) rebuild and refit. This was done at the ex-Vosper Thornycroft facility at Portchester by Trimline (Burgess Marine?). The refit includes the replacement of her engines, the fitting of Azipods to replace her rudder and twin screws, stabilisers and a bulbous bow. All her GPS kit has been tucked away in the funnel, so from the outside, there is very little difference in appearance from her heyday. Inside it is a different matter, where it appears that no expense has been spared in bringing her up-to-date, with an extremely high degree of craftsmanship applied to everything. The woodwork is absolutely immaculate, with perfect joins, while the white paintwork has not a single brushstroke to be seen and has been sprayed to an extremely high gloss mirror finish.

She was brought out of the shed at Portchester late on Sunday 13 April for three days of buoyancy testing and other checks before she was towed, stern first initially, through Portsmouth Harbour, and then on to Southampton. Here she came alongside a working platform at 49 berth for another few weeks of work, including the replacement of her original wooden mast with metal replicas clad in a wood laminate.

Once she is finished, **Shemara** will be used by Sir Charles Dunstone as a base ship for his interests in yacht racing. She will also spend time based at Palma, Mallorca, and will be available for charter.



Above left **Shemara** just being taken out of the shed at Portchester on 13 April and right arriving at Southampton four days later.

Mick Lindsay

# THE THREE QUEENS by Mick Lindsay

On 9th May, Cunard's three Queens arrived at Southampton in succession at silly o'clock in the morning, to honour **Queen Mary 2's** 10 years of service. Early it may have been, but at least it was not icy cold, as it was just over ten years earlier. It could be said that this was four Queens, as first arrival **Arcadia** was scheduled to be **Queen Victoria** before a corporate rethink gave her to P&O (having originally been laid down as a Vista-class vessel for Holland America). In fact she still sports the **QE2**-inspired mast.

It was, in fact, Boxing Day, 2003, when **Queen Mary 2** arrived at Southampton for the first time and I had made the somewhat foolhardy decision to leave the comfort of a warm house and travel to Calshot for the occasion. I waited in the car, but was out as soon as she appeared, and I soon found out that this was probably the coldest day of the year and that my assets would need a blow torch to revive them when I got back. I say coldest day, but it was probably the coldest I have been in my life.

**Queen Elizabeth** arrived first, followed by **Queen Victoria**, and the pair tied up alongside 38/9-40 berth, bow to bow, and then **Queen Mary 2** slowly sailed past the pair before entering the Ocean Dock nose first. The now-regulation firework display took place at 10pm, with the two smaller Queens again down at the Queen Elizabeth II terminal. **Queen Mary 2** then reversed out of the Ocean Dock and held a mid-stream position off the end of the dock as the sky filled with multi-coloured pyrotechnics. And then it was off to New York for **QM2** and cruises for her smaller sisters.



*Queen Mary 2 nudges into the Ocean Dock after being saluted by her two younger sisters.*

Mick Lindsay

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## Charles Pears PSMA, ROI (1873 - 1958)

by Nigel V Robinson

Charles Pears was born in Pontefract, Yorkshire, on September 9th 1873. After education at East Hardwick and Pomfret College he became a professional illustrator who contributed to the Illustrated London News, The Graphic and Punch.

During the First World War, Pears was recruited by Lord Beaverbrook, the Minister of Information, as a war artist. He held a commission in the Royal Marines and also was an official artist to the Admiralty. Most of his ninety-three pictures featured the Royal Navy. In the Second World War he worked for the War Artists Commission.

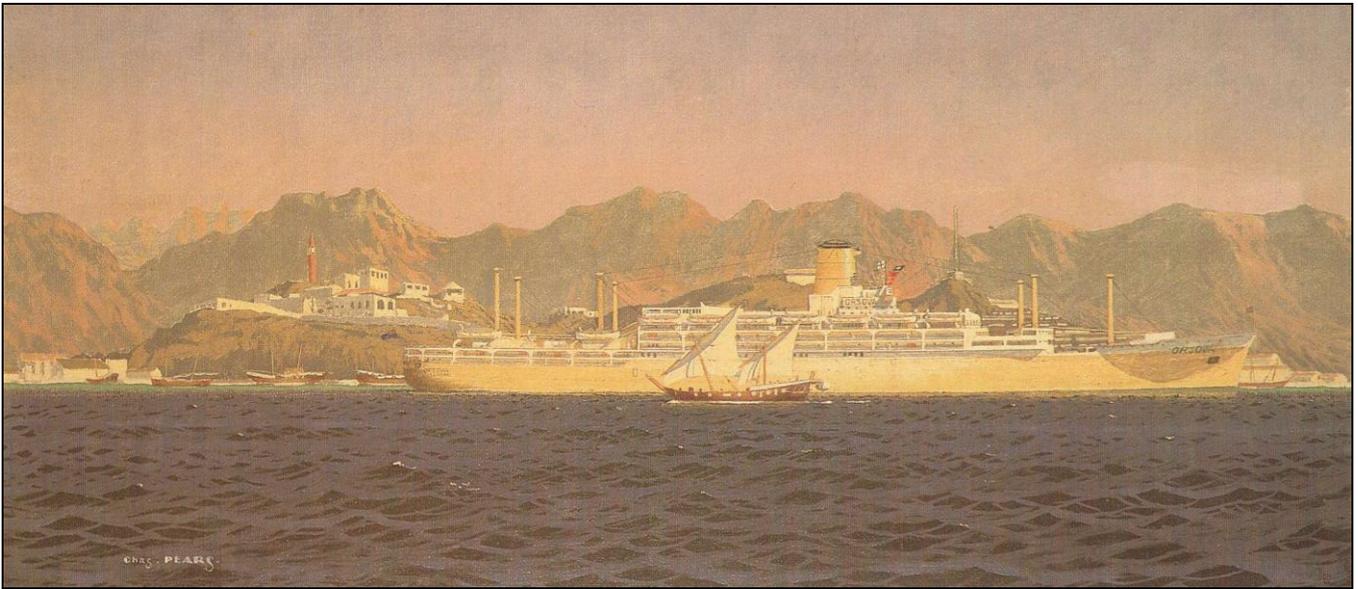
Many of his First World War pictures are in the Imperial War Museum and those done in the Second World War are divided between the Imperial War Museum and the National Maritime Museum, Greenwich. Other paintings are to be seen in the National Railway Museum, the London Transport Museum and the Tate.

He was a keen yachtsman and an expert on ships and brought to his works a high degree of technical accuracy. He had an unusual technique in the handling of a seascape and was known for his dramatic illustrations as seen in some of the examples accompanying this article. He worked for the London Underground and also for GWR, LNER, LMS and Southern railways and latterly British Railways. He was the first president of the Society of Marine Artists, later to have the prefix Royal.

Charles Pears moved to St Mawes, Cornwall, in semi-retirement, and died in Truro on 28 January 1958



Top – a fine poster for Southampton Docks and below, a study of **Queen Mary** arriving at Southampton for the first time and about to enter the KGV Graving Dock at Millbrook.  
Overleaf is a detail from a painting of the **Orsova** at Aden.



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## The Royal Navy helps the Philippines

by Bill Lawes

On Friday 8<sup>th</sup> November the Philippine Islands were devastated by Typhoon Haiyan, which caused a vast amount of damage to many communities living in that area.

Fortunately two Royal Navy ships were able to get to that area and offer assistance to the inhabitants. The first of the two was HMS **Daring**. She had been to Sydney to take part in the Australian Navy's Centenary Anniversary, following that she had moved to Singapore to take part in exercises with some of the countries in that area. Fortunately this meant she was fairly well positioned to load equipment and supplies to take to the Philippines area.

As **Daring** reached the Sulu Sea to the west of the Philippines on 15<sup>th</sup> November, her Lynx helicopter carried out a number of surveys of the area and discovered that a large number of the communities had little food or water and that most of the accommodation had been flattened and many fishing boats destroyed, which was why the locals were without food. A number of these villages were given help by the crew of the **Daring**. The helicopter could carry food and drinking water, some members of the crew went ashore with shelter kits, others managed to repair some of buildings and power systems. Medical teams treated those islanders that had been injured. **Daring's** lynx helicopter visited over 70 islands, most of which had not been seen since the typhoon hit them.

Three days after the despatch of HMS **Daring**, the Government decided to also send HMS **Illustrious** to the Philippines. She had been exercising off the Somali coast with HMS **Bulwark**, RFA **Mounts Bay** and other ships as an anti-pirate exercise. **Illustrious** did a fast 4500 mile trip to Singapore, some times steaming at 27 kts – not bad for a 35 year old. At Singapore, **Illustrious** picked up over 500 tonnes of relief supplies then set off for the Philippines, where she arrived on November 25<sup>th</sup> and relieved **Daring**, which was then able to continue with her original activities.

While she was offering assistance in the Philippines, **Illustrious** was carrying seven helicopters (1 Merlin; three Sea King and three Army Lynx). This facility, together with the crew going ashore to help the local people, did a lot to start the road to recovery for the isolated islands. **Illustrious** was scheduled to return home before Christmas, but her relief work delayed her. She eventually reached Portsmouth in mid-January. Her crew may well have felt the sense of gratitude given by the islanders when the helicopter crews saw signs on the islands saying "Thank You" rather than signs stating "Help", which is what they saw as they arrived.

*Personal comments about the Philippine Typhoon. At the time it hit the islands we were on **Saga Sapphire** where the majority of the stewards and cabin staff are from the Philippines. We could, therefore, see the terrible problems they were having. Many of them just could not make any contact with their families. Fortunately the ship and their agencies in the Philippines worked very hard to try to overcome the problems. Unfortunately, a few of them did have to leave the ship to get back to their families where help was needed.*

# A - Z OF SAIL

by Michael Page

## “W” is for “WANDERER”

For the letter “W” I have chosen the 4-masted barque *Wanderer*, a ship that never had luck on her side.

The *Wanderer* was launched from Potters Yard, Queen’s Dock, Liverpool, in August 1891 and looked forward to a successful life. At 2,800 tons net, 310 feet long and capable of carrying 4,500 tons of cargo she was one of the first of a new breed of massive sailing ships designed to compete with steamers on long haul voyages. But William Potter, who designed, built and laid out over £30,000, needed to complete her, was to confess shortly before his death in 1917 that *Wanderer* had become the greatest disappointment of his life.

On her maiden voyage, her captain and two of the crew died and over the next 16 years suffered mutinies, strandings, fires, collisions, dismasting and nearly a dozen other fatalities. In Liverpool her reputation became so notorious that sailors refused to join her, but as the *Wanderer* set fourth on her fourth voyage in 1895 the worst was yet to come. She carried over 4000 tons of salt from Liverpool to Calcutta, but was struck by a violent cyclone in the Bay of Bengal, which tore off every shred of canvas and the ship rolled onto her beam ends until she nearly capsized. They cut away the masts and eventually hoisted a jury rig and reached Chittagong ten days later.

After a £10,000 refit in Calcutta she sailed for Philadelphia and on the passage two crew died from cholera and four crew mutinied and were put in irons. After arriving in Philadelphia she broke away from two tugs, smashed into a jetty and collided with a ferry, doing US\$ 7000 worth of damage.

On the next voyage it was found that the cargo of coal had overheated and was about to catch fire. The blaze was contained until she reached San Francisco, but burst out once the discharge of coal began. Two days were spent flooding the holds and men worked night and day in intense heat whilst a great crowd watched from the shore expecting any moment an explosion and rush of flames, but luckily they were disappointed.

On the next voyage she was struck in mid-Atlantic by a violent squall which snapped off two topmasts and rolled the ship on to her beam ends. Three men were drowned.

Docking in Cardiff she collided with the steamer *Strathmore* and inflicted £3,000 worth of damage. That night a burglar robbed the ship of her three compasses.

Her next voyage was to be a short trip in ballast to Hamburg to load coke. But whilst moored in the Elbe a steamer crashed into her, all hands abandoned ship and barely had the lifeboat pulled away than the *Wanderer* sank. When it was found that she might be a danger to shipping, a German Court of Enquiry ordered her to be blown up, although the owners of the steamer that had crashed into her were told to pay damages of £19,000.

What a terrible career for a ship with such a fine start and an ending no owner likes.

