

## Three Queens and some Southampton History



On 22nd April, 2008, the three Cunard Queens met in their home port for the first and last time. It was an event which seems to have completely by-passed the City Council but there were still thousands of ship watchers, both ashore and afloat, to enjoy the spectacle.

Normally, *ss Shieldhall* would have been out there amid the throng but essential boiler work had curtailed her spring cruise programme and she was confined to her berth in Southampton. I thought that she would still be a good viewing platform and boarded her at 48 berth, along with quite a few other regulars.

It was a sunny afternoon but unfortunately very hazy and not conducive to clear long range shots. Also, from my perch on the monkey island of *Shieldhall*, the *Queen Victoria*, on 101 berth, was mostly obscured by the buildings on Town Quay. However, I persevered and managed to get a few half decent shots, two of which are reproduced here in b&w (in grainy colour on our web site). You can, no doubt, find a lot better ones on the internet.

The *Pacific Princess*, formally *R3* with Renaissance Cruises, was berthed on 106 astern of the *QE 2* on 105. She sailed at 1700 and the *Queen Mary 2*, berthed sstq on 38 berth, waited until the outward vessel cleared. She then made her way up past her two sister Queens, swung in the Upper Swinging Ground off the now defunct dry dock and returned downstream with much saluting of whistles. It was a pity we didn't have steam up on the *Shieldhall* or we could have given her a good toot-for-toot as well.

After *Queen Mary 2* cleared, on her first trans Atlantic crossing of 2008, the *Queen Victoria* also sailed, for the Canary Islands I think.

Another maritime mile-stone (way-point?) in the history of the port of Southampton.

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**Boxes of original water colours and paintings  
Curator Alastair Arnott riffles through for Reg and  
June Kelso**

Talking of history, on the 3rd April eight of us responded to the invitation to visit the store of the Southampton City Heritage Services. It was not at the Maritime Museum as we had expected but hidden away in the industrial units between West Quay Rd and No. 10 gate. Once inside we were like schoolboys let loose in the tuck shop: there were all sorts of delights to savour and remember. Ship models, flags, uniforms, livery, insignia, furniture from both cabin and public rooms, box upon box and rack upon sliding rack of water colours, pictures, posters and paintings. All the nautical paraphernalia of mainly the past two hundred years of maritime Southampton. And we only had time to skim the surface. On top of the maritime stuff there was a tram, a penny farthing bicycle and all sorts of other things just in storage and waiting for the right occasion, if it ever comes, to be displayed.

While at the museum store we literally stumbled over this wooden tablet, which is the right hand one of a pair of panels that used to be in St. Augustine's Church at Northam in Southampton. It has also been displayed at the Maritime Museum itself in the past and maybe the left hand one is still on display there.

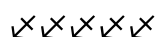
It commemorates thirteen men, names Jago - Young, mostly engine-room and boiler-room hands, including two with the name Arthur May. Father and son apparently, the father being the firemen's messman.

The left hand panel has the names of fourteen other men, with names beginning with A-H, also mainly engineering hands but including a butcher, a baker, a couple of stewards and a "boots".

The two panels therefore detail the twentyseven crewmen from the Northam area who lost their lives.



**Another Titanic Memorial**



Another history lesson took place in the Club Room on the evening of 2nd May. The occasion was a Club Supper and the speaker was Dr. Win Harwood, wife of Past Captain Simon.

Her subject was the Brokage books of Southampton, a unique local record of trade in the mid to late 15th century. Every cart and wagon that passed through the Bargate was dutifully logged, it's contents and destination/origin recorded, together with taxes, dues or levies paid. Around thirty such Brokage books survive and form a valuable historical insight into just how varied, organised and far-reaching that trade actually was at that time.

To be able to decipher the books Win had to learn Medieval Latin and her studies have earned her a well deserved Ph.D. That it was obviously a labour of love for her came across distinctly during her very interesting presentation.