

ALL HANDS



Journal of The Warsash Association



St Esslylt (1948-1965)



St Usk 1937-1943 sunk in South Atlantic



St Briavels built 1943 as HM minesweeper, SASL
1946-1955 cadet training vessel



St Glen built 1907 SASL 1937-1940 sunk off
Scottish coast



St Merriel



St Thomas 1948-1965 (unknown artist)

Featured shipping company – South American Saint Line

All Hands 2019-1 (UK Spring)





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Editorial change: The Editor endeavours always to properly exercise the right of revision e.g. spelling, grammar, compliance with in-house standards. The author's approval may be sought in some instances e.g. questionable text, space restrictions, inaccuracy.

- **To increase the page size when viewing online;** in Adobe Reader "View/ Zoom/ Zoom To .../ or Pan and Zoom
- **Click a page number in the Table of Contents** to jump directly to the relevant section.
- **Click on the email links & website links** e.g. www.warsashassociation.net (login first) which are interactive.

1 From the Executive Committee

1.1 Chairman's Message – Roger Holt (HoltR64)

Welcome to the first edition of All Hands in 2019 under the new editorship of Michael Frost. Michael lives in Vancouver thus proving that location is no barrier to communication in these days of instant access through IT. The baton of editorship has been safely passed from Chris Clarke who, over the years, has done a phenomenal job as editor and who continues to provide assistance to Michael as required. Thank you to both for your dedication and willingness to maintain the standard set for All Hands!

This edition is full of interesting articles keeping us up to date on events past, present and into the future. Of great interest is the section devoted to the South American Saint Line – a little known shipping company although I do recall seeing literature about the company when I was thumbing through publicity brochures trying to make up my mind as to where I should apply for a cadetship.

At this point, I would like to mention a few of the 'unofficial' reunions taking place of which I am aware. At the end of May a table has been booked on HQS Wellington for the HMM Curry Lunch and 10 former cadets who graduated in 1964 will swing the lamp once again. In June, the 1969 Reunion has been organised over two days to celebrate 50 years since graduation and 12 couples have signed up plus two additional couples for the Farewell Dinner (David & Diana Montgomery from Australia and Alison and myself). These unofficial gatherings simply underline the amazing bonds of friendship which were forged during our pre-sea training at Warsash. Perhaps when young people from all backgrounds are thrown together in a stressful atmosphere, they coalesce into a very powerful unit of support and friendship which lasts a lifetime. It just goes to show that Whalley knew a thing or two about human nature!

You will read below in section two the latest situation concerning the various plaques which for some years have been located in the library foyer in the Mountbatten Building on the old Warsash Campus (the Upper Site). In short, the plaques have been removed into safe keeping and the re-siting plans for them are well under way. It is the intention for a replica of the Roll of Honour Plaque to be sited at the WMA in the new St Mary's Campus.

The plans for the development of the Upper Site for residential property are quite advanced with a recent presentation to local residents but building work is unlikely to start in 2019. However, the plans for the Lower Site are more advanced with new buildings for the Fire School, Maritime Safety and Offshore and Seamanship Courses plus First Aid and Medical. Work on the Lower Site is due to start during this summer.

You will be interested to hear that the launch of the new Maritime Simulation Centre sited at East Park Terrace Campus, Solent University will take place on 21st May. A short article with details of this event can be found in the body of this edition of All Hands and an invitation has been received from Professor Graham Baldwin for a representative from the Association to attend.

Please make a note of the dates for the UK AGM and Social Event in Southampton which are 26th/27th September. The focal point this year will be the new WMA facilities at St Mary's Campus and East Park Terrace. Details will be circulated in advance but preparations for an interesting two days are well under way.

Those of you with a keen interest in playing golf will be invited to take up the challenge to compete for the Wakeford Trophy in August and we will probably be returning to Petersfield Golf Club. The date and venue will be advised to members in the near future.

In addition, there are many activities being planned by the overseas Branches during the year. If any UK members are planning to visit Australia, New Zealand or North America, please check with the Branch Committees to see if the timing is appropriate for a meeting.

Finally, may I ask you to encourage any Warsash contacts who you may know to become members of the Association if they are not already signed up. As you may know, we have some huge gaps in our demographic profile and it would be good to be able to fill them.



Enjoy this edition of All Hands – happy reading!

With best wishes,

Roger Holt, Chairman [HoltR64](#)

wachair@warsashassociation.net

1.2 From the Editor – Michael Frost ([FrostM61](#))

All Hands Journal: Email waahed@warsashassociation.net articles or suggestions about future editions.

It is my privilege to introduce myself to the members of this Association, frankly unworthy of the job though I consider myself. That is the case in particular because I follow an editor who appears to have been intimidatingly good at pleasing this journal's large and disparate membership. I have to confess to not having known of this august group until I was asked by my daughter-in-law to record some of my life's experiences for the benefit of her three boys, and the big gap in my knowledge (which is to say, anything but my own experiences at Warsash) disappeared when I found how much material was revealed by simply searching 'Warsash'.

I went to the School of Navigation in 1960 from boarding school in Cranbrook. I was therefore quite familiar with enclosed communities such as the old buildings represented, and thought that luxury had arrived when in the second term we moved into the fabulous new buildings. (Lest anyone says anything else, I found nothing whatsoever glamorous about the old cabins, though they were little worse than most of my previous schools' dormitories). On the whole, there was more to enjoy in the courses than I would have expected, though I learned a lot more than nautical knowledge, and after the London to Southampton run on Carthage, I thought that P&O needed my services. They agreed.

In November 1961 I commenced my sea-going with Khyber, a senescent Victory-ship that did not accord with my concept of the company that I had joined, a fact borne out by the fact that on the second voyage to the Far East we spent 42 days in Colombo having our turbines re-furnished (there are worse places to get holed up, I suppose, but few come to mind), after which I transferred to Mantua in Singapore. In that vessel, on our way to Abadan, we ran aground on Kiltan Is. (in the Laccadives). (For the very briefest mention of the incident, see *Supership* by Noel Mostert (1974)). Things improved thereafter, and in 1967 I was 3rd mate on Canberra when we missed the Arab-Israeli War closing of the Canal, and incarceration of the vessel, by 24 hours. A year on that vessel was not an unalloyed joy, but by the same token I was experiencing a variety of experiences (ports, officers, incidents, storms and all manner of interesting passengers) that will suffice for a book.

In the meantime, I had returned from an early MAR at Warsash, taken my 2nd and 1st Mates there as well, and decided in my own mind that while I enjoyed a good life in that company, it was not much of an existence for a wife and progeny, which I thought that the world probably by then deserved. On Cathay therefore, while I was Junior 2nd on this smart little vessel, I met a young lady on board for the Colombo-Hong Kong-Colombo section of the trip: we celebrate our 50th anniversary in 2020.

As she was Canadian, and by then I knew how spritely was Vancouver, I immigrated in 1969 and started University, during which I was fortunate enough to find myself working for Alaska-bound cruises for Holland-America and CPR for 4 summer breaks (45 cruises as Mate for the new-found Alaska cruise trade), a fortuitously lucky break: I learned something of the West Coast, valuable for my subsequent employment as a junior lawyer in Vancouver's major Maritime law firm after I obtained my law degree. In 1979 I formed my own law firm, and enjoyed a few interesting maritime cases, but fundamentally operated a 4-5 person general solicitors' and barristers' practice. This I much enjoyed, and retired in 2014 (by the way, we did leave progeny, two sons, the elder a lawyer, partner in an international law firm, and the younger the marketing manager for a major US/Canadian vintner. There are, additionally, 5 thriving grandchildren: they give me perspective on the real world!).

In our August edition our featured company will be Canadian Pacific. Bear in mind that this branch of a very large contingent of entities (CP generally) has or had several interesting branches, only the largest and best known being Canadian Pacific Steamship Company. There were, and to a degree still are, entities on the West Coast (B.C. Steamship Company (1975) Ltd. for example) and the Great Lakes that merit their place in history and in our collective personal archives. Therefore, if you have any interesting tales, anecdotes, even humour, about any of those companies or ships that will be of interest to others, please feel free to send them to me.

1.3 From the Webmaster – Chris Clarke ([ClarkeC59](#))

WA Website: Webmaster's email: wawebmast@warsashassociation.net

WA Membership worldwide is 527 (including 58 Officer Cadets), of which 495 (94%) are online.



Recruitment: Membership of the WA Facebook Group has reached 227. If you know anyone eligible to join WA who does not yet belong, please let us know who they are and encourage them to join.

Online members: Please be reminded a) you should keep your own personal details up to date e.g. change of address, and b) to keep your login details in a safe place. Doing that minimises the time volunteers spend maintaining the database. If all else fails and you cannot login, as a last resort, email me and I will help you out.

2 WA Notices, News And Events

2.1 New Joiners Since AH2018-3 – (Webmaster)

We extend a very warm welcome to the following new members who have joined since the last All Hands journal. (Login before clicking Usernames).

OC = Officer Cadet			Total Since	AH2018-3	9
Title	Name	Website Username	WA Year	Country	Joined
Mr	Michael Julian	JulianM68	1968	WANA	10/12/2018
Captain	Colin Johnston	JohnstonC65	1965	WAAB	18/12/2018
Captain	David Watkins	WatkinsD79	1979	UK&Ireland	20/12/2018
Captain	Donnell O'Neill	OneillD64	1964	UK&Ireland	28/12/2018
Mr	Stephen Pinney	PinneyS60	1960	WANA	01/01/2019
Captain	Richard Lorraine	LorraineR73	1973	WAAB	12/01/2019
Miss	Dawn Edwards	EdwardsD18	2018	UK&Ireland	05/10/2018
Mr	Mark Williams	WilliamsM70	1970	UK&Ireland	20/02/2019
Captain	Peter Ralph	RalphP73	1973	UK&Ireland	12/02/2019

2.2 WA UK Christmas Lunch 2018 – Captain Brian Hoare ([HoareB62](#))

Full set of photos to download from here>>>[2018 UK Christmas Lunch](#)

Royal Naval Club & Royal Albert Yacht Club Portsmouth: Fifty Five members, partners and guests attended this popular event at the Royal Naval Club and Royal Albert Yacht Club for what I believe is the eighth year running at this venue so it is perhaps worth taking a quick look at the history of this Grade II listed building.

The Royal Naval Club was formed by four Royal Naval Lieutenants serving on board HMS Bellerophon anchored off Spithead in September 1867. From those humble beginnings it became a club of international prestige patronised by kings and princes and at one stage could claim to have 160 Admirals on the books. Over the years no fewer than 19 club members have been awarded the Victoria Cross.

The Royal Albert Yacht Club originated from the Albert Yacht Club formed in 1864 under the patronage of Prince Albert who was a keen sailor, the following year 'Royal' was added by permission of Queen Victoria. The club prospered for the next seventy years, in 1939 the Royal Albert Yacht Club sold its home in Southsea and for the duration of the war was housed within the Royal Naval Club. After the war the Royal Albert Yacht Club moved out and temporarily joined with the Royal Portsmouth Corinthian Yacht Club only to shortly return to the Royal Naval Club premises where both clubs have remained until this day.

The club premises were originally formed from three separate properties. In April 1868 the premises of the Hampshire Banking Company were purchased for £900 and currently form the western half of the present club.

In 1871 it was decided to purchase the properties adjoining the club, the Fitzclarence Tavern and the attached private dwelling house, for the sum of £1400. The joining together of the three buildings was completed in 1875 and its distinctive tower was extended to its full height at the same time.



The first major change to the appearance in nearly 140 years occurred in 2012 with the development of two penthouse apartments on the roof which finally completed the unification of the facade with a common roof line. Looking at the photograph one has to wonder what was in the mind of the local planning authority to allow the construction of two out-of-character flat roof buildings either side of a listed one.



Our lunch followed its traditional informal format, pre-lunch drinks in the bar, grace said by Tony Catesby followed by Christmas lunch with the minimum of speeches and announcements. A wide spread of membership attended, it was pleasing to see our most senior member Alec Miller (40) present, also Angela Winteridge a long standing friend of the Association who was awarded full membership in 2018 for her services, and the father and son team of Harry (2017) and Stephen Moore. Stephen is our first member joining under the 2017 Constitution changes allowing membership for those who are not ex Officer Cadets but who have a close relationship with the Association, its aims, and an interest in Maritime affairs. Also joining us as guests were three Officer Cadets from the Warsash Maritime Academy, Avril Desouza, Frank Essen and Declan Hancock.

On completion of our meal Alan Ewart James (63) proposed the loyal toast and following a short break the Chairman invited Tony Catesby to read the various apologies for absence and messages of good wishes from several members. The Chairman then thanked everyone for attending and introduced our official guests, the three Officer Cadets from the Warsash Maritime Academy. As is the custom at this lunch they were each asked to give a brief account of their career to date and their aspirations for the future which they did with the maturity we have come to expect. The Chairman proposed a toast to all guests attending the function.

The Chairman made a presentation of a Certificate of Appreciation and a gift on behalf of the Association to Chris Clarke (59) to mark his retirement from the post of All Hands Editor. He highlighted the work done by Chris during his tenure in producing consistently high-quality publications that were much appreciated by members and were the jewel in the crown of the Association. The presentation was greeted by prolonged applause. Chris responded that it had been an honour and a privilege to be Editor and modestly thanked all those who had contributed articles, in particular from the Branches, and all those who had helped with proof reading before publication, especially Bill Watts, more recently Barry Peck and over the years several Branch and Executive Committee members. He acknowledged the benefit of work done by his two predecessors John Downs who is no longer with us, and Alan Ewart-James. He then expressed his thanks and gave a very warm welcome to Michael Frost of the North America Branch who will take over from him in January. Chris said it had been a very rewarding experience as Editor and he would do all he could to help Michael and to ensure a smooth transition. He also encouraged members to send articles to Michael for his first publication in April as the new Editor.

The Chairman thanked Tony Catesby (58) for his work in organising this enjoyable occasion and proposed the toast to the Warsash Association. His final duty was to thank the assembled staff for serving us and present them with an envelope containing a token of our appreciation; he wished everyone a safe journey home.

Christmas lunch is always an enjoyable event and I would recommend any member who has not attended before to join us on December 7th 2019. As members and guests made their way home a small number of us staying overnight found our way to the nearest pub for a serious lamp swinging session which was enjoyed by all but our long suffering wives.

2.3 Forthcoming UK Events

Launch of the Maritime Simulation Centre, 21st May: The launch of the new Maritime Simulation Centre which forms the latest investment in Solent University's maritime education and training strategy will take place on Tuesday 21st May. The new state-of-the-art development is the largest ship and port simulation training centre in the UK and is part of the £100m campus improvement plan.

The facility features six full-mission navigational bridges, an engine simulator and HV training, a liquid cargo handling simulator, a crane operation simulator and much more. As well as this, the new centre will offer the opportunity for several new specialist training courses such as: Dynamic positioning, vessel traffic management and ice navigation.

To celebrate the completion of the new Maritime Simulation Centre there will be a formal opening of the facility by Sir Michael Bibby, president of the UK Chamber of Shipping. This event is an important milestone in the development of maritime activity at Solent University and the Warsash Maritime Academy.

Wakeford Trophy Golf Event: All keen WA golfers in the UK will be interested to know that Chris Dowty ([DowtyC69](#)) is again kindly organising our annual golf tournament at Petersfield which normally happens early in August. Details will be circulated as soon as available. Also any overseas members visiting will be welcome to join us (as long as you are not too good!).

Blue Funnel 'Middies' and Friends Reunion Lunch 8th May: *This notice previously sent out as a website Notice 2019/5 on 5th March is from Ralph Brough ([BroughR53](#)).* Captains Ken Owen and Simon Culshaw (not WA members) have booked the prestigious HQS Wellington on the Victoria Embankment from 1200 hrs on 8th May. HQS Wellington is the headquarters of the Honourable Company of Master Mariners and will provide a



first class environment to reminisce. Look online via this link >>>[HCMM](#) to see the facilities. Simon has used his negotiating skills and the cost will be £70 per head for a two-course buffet lunch and drinks.

Bearing in mind that several Blue Funnel men have been Master of the Honourable Company we would like to remember the late Len Holder who founded the Middies meetings in Liverpool. If you would like to join us with wives or partners together with other interested friends, please contact either Ian Thomson on 02380 254065, email ibthomson@icloud.com or Ralph Brough on 01525 860844, email rbrough555@btinternet.com to request the lunch menu and to advise us of any special dietary requirements.

2.4 Memorial Plaque to Cadets Lost at Sea in WW2 – Roger Holt ([HoltR64](#))

As you may know there were three plaques located in the foyer to the Library in the Mountbatten Building on the WMA upper site, namely The Roll of Honour, Captain GWWakeford and HMS Tormentor plaques. Due to the impending redevelopment of the upper site and with permission from Solent University, the plaques have all been removed from the foyer and are now in safe keeping in readiness for re-siting. The Roll of Honour Plaque was presented by the Warsash Association in 1991.

Subject to Diocese approval, the Roll of Honour Plaque will be re-sited to St Mary's Church in the Parish of Hook with Warsash and arrangements are under way for this to happen quite soon.



The other two plaques will be re-sited on one of the buildings in the lower site when the development has been completed.

The building development of the lower site which will be used for the Fire School, Maritime Safety, Offshore and Seamanship Courses and will commence in June whilst that for the upper site will probably not start until 2020 as discussions continue with the planners and developers.

In addition, it is proposed that a replica Roll of Honour Plaque should be sited within the new WMA Campus at Solent University and suggestions are awaited from the University on the preferred location.

2.5 Australian Branch News – David Montgomery ([MontgomeryD63](#))

Half Deck News: Plans for our **2019 Annual General Meeting and Reunion** are now well advanced and we would request that you all look carefully at your calendars and decide to join us in Brisbane.

Our programme is set out below. Our main functions will be held at the Mercure Hotel, 85-87 North Quay, Brisbane <http://www.mercurebrisbane.com.au>. We have arranged a special room rate of \$145 per night for our reunion. How to book details will follow in due course. We plan to invite members of other Sea Training Establishments to join with us at all events except the Annual General Meeting.

Friday 25th October 2019

Following on from our most successful get-together in the Customs House Hotel in Newcastle last year, join us for a meet, greet and beverage or two, followed probably by dinner at the Plough Inn, Southbank, www.ploughinn.com.au. from 1800 hours (6 pm) Access to the Plough Inn from the Mecure is by free ferry which runs until late in the evening every 15 minutes.

Saturday 26th October 2019.

1015 hrs to 1145 hrs Annual General Meeting in the Wills Room of Mecure Brisbane

6 pm Assemble on the Terrace outside the Wills room for drinks* and canapés.

7 pm A two course Dinner will be served in the Wills Room. It has been suggested that we might invite a Guest Speaker for this event, any ideas? or comments.

9.30 pm lights out!



* Beer Wine and Soft Drinks only!

Sunday 27th October 2019

10 am to 2 pm approx. Cruise on the Brisbane Star from South Bank to the mouth of the Brisbane River. Morning Tea and a Sandwich Lunch will be served and the on-board Bar opens at 10 am!!!

Australian Branch member's annual subscriptions (\$35) were due on 1st January. If you have forgotten please submit your \$35.00 either by direct debit or cheque promptly. **Please ensure that YOU are not a defaulter in 2019. Please pay by Direct Debit to:**

Warsash Association Australia Branch Bank Account, Commonwealth Bank, Ulverstone Branch

BSB 067406, A/c 10216291

Don't forget to include your name with the payment.

Or if you must by Cheque to: Mr Alan Knott, Treasurer, Warsash Association Australia Branch, PO Box 267, Leopold, Vic 3224

Mike Higginbottom (Chairman), David Montgomery (Secretary).

2.6 New Zealand Branch News – Captain Adair Craigie-Lucas ([CraigieLucasA63](#))

On Friday 29 March 15 WANZ Members and partners held another of our very enjoyable Auckland get-togethers. Organised as always by our EED (Excellent Entertainment Director) Mike Pineguy, the whole day went smoothly as planned. Even the weather played ball. A few clouds, not too humid and with just a fresh NE'ly breeze to raise a moderate chop for the 35 minute ferry ride from Downtown Auckland to our lunch venue at Pine Harbour.

The ferry took us past Music Point which is well known to most of us as the site of Auckland Radio (ZLD?) for many years. For those unfamiliar with Pine Harbour Marina, and I dare say that is most of us, it is a hidden gem situated in the district of Beachlands on the Tamaki Strait to the East of Auckland. Those of us who had travelled by ferry met up with the members who had made their own way to the venue at Pepperjacks Restaurant.

A really pleasant lunch in an easy, relaxed atmosphere was enjoyed by all. The only dampener on the occasion was that our Hon. Secretary Tony Peacock was unable to join us. It was difficult to believe that five months had passed since we had all been together at our AGM in Rotorua in October last year. Lunch passed all too quickly and before we knew it, our farewells were due in time to catch the ferry back to Auckland City.



L to R: John Church, Bill Cobb, Jill Church, Robyn Cobb, Dee Pineguy, Mike Pineguy, Barbara Craigie-Lucas, Jon Torgersen, Warwick Thomson, Fay Thomson, Helen Bullock, Mike Bullock, Margaret Payne, Tony Payne (hold glass of wine)



L to R: Warwick Thomson, Heather Bullock, Fay Thomson, Tony Payne, Margaret Payne, Bill Cobb (part obscured) Robyn Cobb, Mike Pineguy, Adair Craigie-Lucas, Barbara Craigie-Lucas.

Our next 'occasion' will be the AGM which has been pencilled-in to take place in Wellington towards the end of October. The Executive Committee will be working hard over the Winter months to put together another low key but, going on past experience, highly enjoyable get-together for us all.



All that remains is for me to thank Members for attending at Pine Harbour, especially to Mike Pineguy for arranging things, and to say let's do it all again at the AGM in Wellington. Finally though, I am sure I speak for all Members when I wish Tony Peacock a speedy recovery. Fair Winds to all.

2.7 North America Branch News – Michael Frost ([FrostM61](#))

For reasons not entirely clear to me, recent events in the port of Vancouver, B.C. (let it not be forgotten that there is that other port named Vancouver, that being in Washington) have suddenly become newsworthy throughout Canada, unfortunate though the circumstances of each obviously are. The first is the case of Regina v. MV Marathassa, and the second the incident on January 28th 2019 when Ever Summit's bow brought down part of a container gantry while berthing in Vancouver Harbour.

One should note that presently there is substantial controversy going in B.C. about ships and shipping, partly because of the endangered population of orcas off in the Salish Sea, and more forcefully because of an Alberta to Vancouver expansion of the oil pipeline into the port. The topic is controversial because of land ownership issues on the long route between the provinces, but principally because of the perceived oil spillage problems in one of the world's more pristine destinations.

In that case (in Provincial Court, not Federal Court, which has more jurisdiction and expertise in maritime matters), despite the fact that the parties agreed that the charges were strict liability offences, the Court found that the vessel was relatively new, was well-run, had caused the fuel oil leakage (which was not voluminous, and which appears to have rapidly dissipated) that it was an undiscoverable valve leakage that was the cause, and declared that The Canada Shipping Act provided that there was available a defence of due diligence, which defence was proven.

(N.B. it took over 60 court days to hear the evidence!). Needless to say, it is probably true to say that local public acceptance of this rationale was less than whole-hearted. Necessarily, it established no worthwhile precedent. (Available at Vancouver Provincial Court, File 233913-1, dated 20190207, or R.v. MV Marathassa, 2019 BCPC 13 (CanLII).)

The second case, which will doubtless wend its way through the PLI Clubs' (PLI Public Liability Insurance Clubs) books and be the New Year's present to a posse of adjusters, involves the striking by the Evergreen ship Ever Summit of a container crane at the Vanterm Container Terminal. On the face of it, the facts are simple: the crane, not having been moved back from the edge of the concrete berth and therefore only a foot or so from the ship's side, was struck by the vessel with its overhanging forecastle as it berthed while under the pilot's control.

There was some minor damage to the vessel, nobody was injured (at least physically if not emotionally) and the crane gantry partially collapsed onto the load of containers. The footage looks far worse than it actually seems to be: bc.ctvnews.ca or maritimeherald.com. Suffice it to say that the vessel sailed less than 24 hours after the incident. It makes the public realize, one expects, that automation has its limits, at least at present.

The West Coast Group of members had pub/restaurant get-togethers on January 24th and March 20th. The group comprised those from WA and other training facilities (Conway etc., and some with which I am completely unacquainted), largely due to the passage of time having reduced the number of ancient mariners able to attend these quorums, were they to be restricted to a single scholastic enterprise.

In fairness it has to be said that not by any means all qualify as 'ancient'!

Your correspondent has attended two of these gatherings and reports that the variety of outlooks, experiences and expectations is as you would expect, with perhaps as many saying how things maritime have declined as are pleased to say that the standards of education and expertise are better than ever. See if you recognize any of the attendees above.

3 Warsash Maritime Academy

3.1 WMA News– Suzanne Galloway ([GallowayS18](#))

Warsash campus: A public consultation for the new Safety Training Centre at Warsash was held in early March. The event was well attended and feedback was overwhelmingly positive with 57 declarations of support. The developed design for the new Safety Training Centre has been completed and a detailed application for planning consent has been submitted to Fareham Borough Council this week. We hope to hear the result of the application in July. Morgan Sindall has been appointed as the main contractor, they were the contractor for the Timsbury Lake site and recently for the new Sports Building. Their team is already hard at work engaging with Solent staff and the design team.



Enabling works on the lower site are likely to start in June with completion by November 2019. These will include bringing all new services (gas, water, telecoms and electricity) onto the site from Newtown Road; the construction of a new access road; and parking following the demolition of the John Thorneycroft workshop. It is planned that the construction of the fire ground will start ASAP following the enabling package with the new safety training building scheduled to start in early 2020. It is anticipated that all works will be completed - including the demolition of Drummond, Lovat and MOS buildings - in the summer of 2021.

Images on the next page are of the University's officer cadets trying out some of the new kit, including the main bridge simulator, 360 degree simulator, full mission engineering room simulator and crane simulator.

Ship Handling Centre: The WMA has received the latest vessel to join its fleet of scaled models at Timsbury Lake. She is the *Suezmax 1/25th scale ship model named 'Respect' (pictured right), deadweight 160,000T, 274m LOA, 49m breadth, 17m draft, constructed by QinetiQ and delivered at the end of March.



Acceptance and proofing trials followed and once complete the vessel will be added to the fleet on the Lake for training which includes the previous addition, the Eternity, which is an *Aframax sized ship.

The Timsbury fleet is now made up of twelve ship models, some of which can be reconfigured to represent several ship types, including a large sixth-generation container vessel, VLCCs, tankers, LNG carriers, bulk carriers, car carriers and a ro-ro ferry. Read details of the facility and the models here >>[Ship Handling Centre](#).

***Suezmax** are medium to large-sized ships with a deadweight tonnage (DWT) between 120,000 to 200,000. They are the largest vessels that meet the restrictions of the Suez in a laden condition.

***Aframax** is a medium-sized crude tanker with a dead weight tonnage (DWT) ranging between 80,000 and 120,000. The tanker derives its name from AFRA which stands for Average Freight Rate Assessment. AFRA system was created in 1954 by Shell Oil to standardise contract terms.



Senior Certification: All senior officer progression certification is fully located at East Park Terrace. Renovations to three floors in the Reginald Mitchell building contain the latest teaching technology and the spaces are dedicated to the Warsash School of Maritime Science and Engineering. The investment, once all the new facilities are complete, will amount to over £40 million. The School operates teaching and training out of four campuses; East Park Terrace, Warsash campus, Timsbury Lake campus and St Mary's campus for Officer Cadet Education.

New WMA Maritime Simulation Centre: *The new WMA Maritime Simulation Centre will be launched at the Solent University, East Park Terrace premises in Southampton on Tuesday 21st May, 2019 by Sir Michael Bibby, president of the UK Chamber of Shipping. There will be WA representation at the event and we hope to include a report in the next edition of All Hands SH2019-2. The new state-of-the-art development is the largest ship and port simulation training centre in the UK and is part of our £100m campus improvement plan.*

(WMA publicity text): The big news for Solent University this summer is the opening of the UK's largest and most sophisticated maritime simulation centre on its main campus in Southampton. Part of Solent's overall investment of more than £40 million into maritime education and training, the new ship and port simulation centre will open its doors for business this June, 2019. "As pioneers in the use of simulation for professional development of ship's personnel since the 1970s, we are proud to remain at the forefront in delivering specialist higher-level training," says Lars Lippuner, Head of Commercial Operations at the University's Warsash School of Maritime Science and Engineering. (Right: Bridge simulation suite)





The new centre will include the latest equipment and software from Wärtsilä including: eight full mission bridge simulators; over 50 part task simulators; a full mission engineering room simulator; HV simulators; liquid cargo simulators; on-and off-shore crane simulators; GMDSS radio communications and VTS suites; DP simulators; and four multi-purpose desktop simulation classrooms.

The new centre will also offer the opportunity for several new specialist training courses such as: Dynamic positioning, vessel traffic management and ice navigation. Everything will be networked for joint exercises between bridge and engine compartments, or ship and shore. The simulation centre will also feature hundreds of ship models, which will be used by cadets and maritime professionals alike. “This new centre has also been designed with the future in mind,” says Lars, “It features a ‘Virtual Shipyard, to test ships which are in the process of being designed, or to create digital twins of existing ships.



(**Right:** 360 degree simulator)

This allows officers to train in a virtual environment that mirrors their own workplace, further enhancing the experience.”

The ‘Virtual Shipyard’ will also be available for students on the University’s yacht design and production courses. Students will not only benefit from testing their designs in Solent’s own 60m towing tank but also in a virtually unlimited set of environmental parameters.

The new maritime simulation centre will also play a pivotal role in the University’s maritime research - from Sea Traffic Management to the machine execution of COLREGS, and further studies looking at navigational safety and the human-machine interface and operations. Digital systems are key to the successful future of the maritime industry and there is a demand for digital skills across the maritime workforce,” continues Lars. “In a fast-evolving world it is crucial that students receive the best educational foundation in their initial studies, and are able to expand on it through continuous learning through their professional careers - the new simulation centre will do exactly that. (**Right:** Crane simulator)



We look forward to continuing to work with maritime sectors across the globe to ensure our training methods are relevant for current and future mariners.”

WMA Officer Cadets Passing-out Ceremony (WMA website):

On Saturday 1 December 2018, 20 officer cadets from the January 2016 deck foundation degree and HND cohorts celebrated their achievements at their passing out ceremony.

The new officers were joined by family and friends, as well as their training managers and staff from the Academy.

Congratulations to our newest officers! We wish you all the best in your future careers.



3.2 Officer Cadet Matthew Gibb – From WMA Website

Matthew Gigg, 27, grew up in Plymouth and always had a fascination with the sea. As soon as he could walk, he could swim. He knew he wanted to work in, around, or on the water. He began sailing from a young age, which led to a job teaching water sports. But it was his thirst for adventure that propelled him to look into doing a Merchant Navy deck officer cadetship.

We spoke to Matthew about his training at Warsash, what he hopes to achieve in his seagoing career, and the moment he found out he’d won the MCA’s Officer Trainee of the Year award.



You recently received the MCA Officer Trainee of the Year award – congratulations! How did you feel when you found out? I was humbled and honoured to be nominated and win. I actually found out both at the same time! I was shocked and excited, and I'm still overwhelmed to have won.

Why do you think you were chosen for the award? I faced a life-threatening illness, but I didn't let that affect my mental wellbeing or my approach to my studies. I saw it as my challenge, not my holdback. I applied myself to the course and my academics speak for themselves in the face of adversity. I like to think I was an integral part of my cohort and a good representative for Warsash at the events I attended.



What was the award ceremony like? The ceremony was held at Trinity House in London. The building is spectacular – I would highly recommend anyone to visit it. The ceremony was small, around 100 people, but that made it more personal and more special. My proudest moment was having my fiancée and my family with me to see me receive the award.

Tell us what made you want to work in the maritime industry, particularly as a deck officer in the Merchant Navy? While I loved teaching watersports, there was something niggling away. Something wasn't fulfilling my needs, and I realised it was my thirst for adventure. I loved the idea of seeing the world. I spoke to a friend who was doing a cadetship, who told me about his course and his sponsoring company – from that point on, I was hooked!

I did a lot of research and applied to a number of sponsoring companies, and was overjoyed to be offered a sponsorship with V.Ships (previously Bibby Ship Management).

I couldn't wait to get started. After six years out of education, the thought of going back to school was scary, but definitely worth the risk. I wanted to take on a cadetship as a challenge to myself.

How did you come to study at Warsash? Cadets don't really have much control in which maritime training college they end up at. Lots of the sponsoring companies send cadets to a college a long way from their home town to get them used to being away. Thankfully, as an older cadet, I had no issues with this. Warsash has a lot of prestige, and I feel it still boasts the best nautical training in Britain.

Tell us about your training. What was the best thing about the lecturers and facilities at Warsash? Every lecturer has their own style of teaching, and you will not always get on with every lecturer or every teaching method. But you have to work past this, adapt and be versatile; the lecturers are ultimately there to help and get you through your cadetship, they don't want to fail you! Every lecturer who taught me had an abundance of knowledge which was very useful to me.

During my cadetship, the cadet training was transitioned from the old Warsash campus to St Mary's, in the city centre. There were some teething problems, which was to be expected, and the transition happened just before my cohort's SQA exams, which wasn't the best timing, but we all passed.

The facilities at St Mary's are so much better. I think this new campus has a lot of potential and will continue to supply the merchant navy with officers trained to the best standard.

Has anything you learned during your academic studies really stuck with you? I found I had a real passion for celestial navigation. I loved the stories behind the stars and I loved being able to replicate what seafarers of old used to do. I loved learning how to use a sextant – and this actually came in handy in my orals!

What was your first sea phase like? Was it what you expected? My first sea phase was busy! It was a four-month trip on Foreland Vessels' roll-on-roll-off (ro-ro) cargo ships. I loved it.

I had an amazing chief officer who was very knowledgeable about celestial navigation. He knew I had a passion for it and was more than willing to pass his knowledge on to me.

I would advise any cadet to get off ship as much as possible to explore every location, because as an officer you won't get as many opportunities to do so. During my cadetship I visited countries such as China, Oman and Bahrain.

The first trip is always the hardest. It's the unexpected. It'll be different to your classmates'. No two cadetships are the same and as soon as you stop comparing and competing, the more enjoyable yours will be. It doesn't



matter if someone sailed on a cruise ship and you were on a bulk carrier – you will have both done things that will help you progress your own career.

Did the academy or university give you any help or support when you needed it? Yes. I had a life-threatening illness during my cadetship and I had the utmost support. [Cadet Manager] Dawn Edwards is a saint, and Angela [Winteridge] is brilliant too. Both are great people to know.

The experience actually taught me that life is fickle and you cannot let things hold you back; all I cared about was to graduate and attend the passing out ceremony with my cohort. It taught me that being strong isn't just a physical trait, it's also a mental one – and that gave me the determination to succeed.

What was it like coming back to the academy after your sea phase?

I found coming back to school really hard. I didn't like being back in the classroom – it really tests your mental capability. After four months of shift work, going back into a daily routine is a challenge. However, it's nice to get back to see your classmates and talk about what you did and where you went.

What's your favourite memory from your time at Warsash Maritime Academy? There are so many! I loved doing the 24-hour liferaft challenge, that was a great bonding experience. I also loved the short courses – they're a vital part of your training, but it's also a relaxed, enjoyable working environment.

I was also lucky enough to be selected to take part in a number of events during my cadetship: the 2017 Festival of Remembrance; the official opening ceremony of the St Mary's campus, which was attended by HRH The Princess Royal; and the 2018 annual UK Chamber of Shipping dinner.

The passing out ceremony is also a highlight as it's an event where everyone enjoys themselves, and I was very proud to receive the Commendation for Individual Achievement award – it tells you you're doing something right!

One of the best memories you will take away is passing exams. It's nerve-wracking when the results are posted, but there's no better feeling than seeing your results with your buddies. But my favourite memory is passing my orals. This is the BEST feeling.



Tell us a bit about your career so far

I started out working for an independent dredging company called Severn Sands, sailing as first mate. I was responsible for navigating, maintenance of fire-fighting and life-saving appliances and all the dredge gear.

But I've just recently gained a position in an offshore fleet, which was always my ambition – I'm 2/O and navigation officer on a platform supply vessel for V.Ships Offshore. Next step is to gain my dynamic positioning tickets, and from there I'm aiming to achieve chief officer status, and ultimately master mariner.

What advice would you give to someone wanting a career in maritime? Do your research to pick the right training provider for you. Different providers offer a different variety of vessels you can sail on. Take every opportunity you get, and get ashore as often as you can while you're away.

With this line of work, you take out what you put in. I put everything into qualifying and have come away with many people who I would consider lifelong friends.



4 South American Saint Line (SASL)

4.1 Brief History of South American Saint Line

This company was formed in 1926 at a time of significant international economic growth following the devastation of the First World War. This conflict had however largely by-passed South America (notwithstanding the naval battles of Coronel and the Falkland Islands, the first of which the Central Powers would have been proved completely inept had they lost, and the second of which the Royal Navy evened the scales of history in a victory which they ensured was overwhelming and the end of German surface raiders for the rest of the War).

In effect, the time was especially ripe for the potentially vast economic potential of Brazil and Argentina, the latter of which at the time had an economy approaching the GDP of the United Kingdom, to manifest



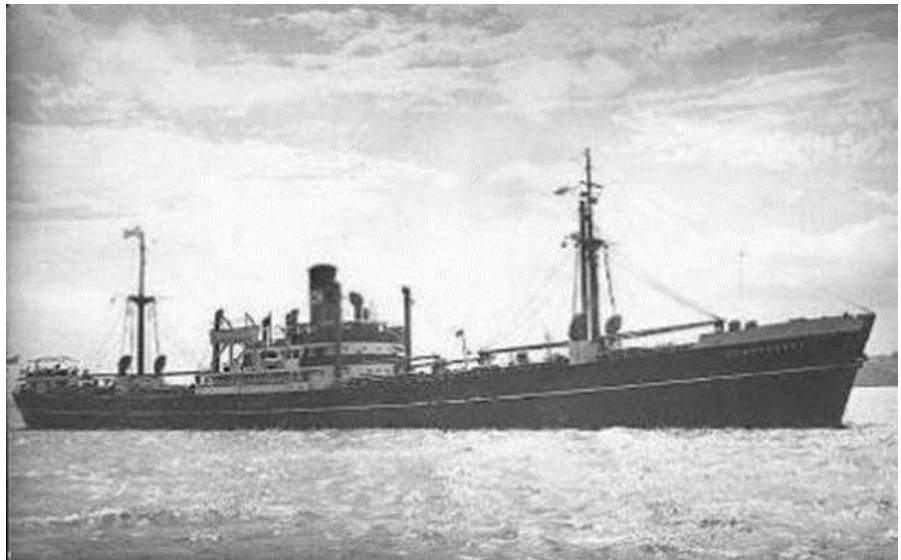
themselves. For this reason, the original name of the enterprise (Barry Shipping Co.) was altered to reflect the concentration on this burgeoning trans-Atlantic trade.

During its operation, the company operated at its height over 40 ships, and on the various websites can be seen the variety of the vessels operated by the company (in fact, the *St Essylt*, a small passenger cargo/passenger ship, looks comfortable enough even today, though its size (6,855 grt) in the days before stabilizers would perhaps have somewhat limited its appeal). One has to wonder, be it said, whether the time of its incorporation and its subsequent period of maximum growth was somewhat unfortunate: the Great Depression was just around the corner and it seems likely that the great trade potential between Northern Europe and the engine room of South America proved to be an unfortunate chimera, not for a matter of years, but for a long succession of decades, none of which decline in trade nor prestige can be ascribed to anyone or anything other than the vagaries of the worldwide economy.

If, like your correspondent, you had not before come across this company (it was subsequently apparently 'absorbed' by Houlder Line) it perhaps comes as a surprise that there is in print an eponymous book by PM Heaton.

4.2 Loss of the *St Margaret* (SASL) in 1943 – Chris Clarke ([ClarkeC59](#))

The South American Saint Line vessel St Margaret (see right), sailing independently after leaving Convoy ON 165, was sunk in position 27° 38' North, 42° 23' West (mid N. Atlantic) on 27th February, 1943. The submarine involved was U-66 (Type IXC) commanded by Kapt. Lt. Markworth who was later wounded on August 3rd 1943 in an aircraft attack when returning from a patrol and did not go to sea again. The U-boat's log book reported they took St Margaret's Master, Captain David Sidney Davies, aboard as a prisoner.



*He was incarcerated in a prisoner-of-war camp from which he was released on 27th April 1945 after the camp was overrun by the Welsh and Scots Guards of the British 2nd Armoured Division. (The following report of the loss of the *St Margaret* appears on the [39-45 War](#) website. Some minor changes e.g. spelling, were needed, otherwise its authenticity has been retained as much as possible).*

U-66 was later sunk on the 6th May 1944 west of the Cape Verde Islands by depth charges, ramming by destroyer escort USS Buckley and gunfire from Avenger and Wildcat aircraft of the US escort carrier USS Block Island resulting in 24 crew dead and 36 survivors. Source: [U-66](#).

Shipping Casualties Section - Trade Division: Report of an Interview with Chief Officer George Hamilton of the SS *St Margaret* 4,312 GRT of South American Saint Line, Convoy ON165, sunk by two torpedoes from U boat, 27th February 1943. All Times are ATS (+ 3 hours 16 minutes GMT). **Right:** *St. Margaret's* Master, Captain, David Sidney Davies.



Report of Chief Officer Hamilton:

1. We were bound from Liverpool to the River Plate with 6000 tons general cargo, armed with 1 x 4"; 1 x 12 pdr; 2 Oerlikons; 2 twin Marlin, 4 PAC Rockets and Kites. Our crew numbered 43, including 5 Naval gunners, and we carried 7 passengers. Of our total personnel, two were injured and four are missing. We carried approximately ninety bags ordinary mail stowed in no 5 'tween deck; these went down with the ship, and there is no chance of compromise. We also had on board one bag special mail, which was put in the Confidential Book Box, and thrown overboard; again, there is no chance of compromise. The confidential Books and Wireless Codes were thrown overboard in weighted boxes. Degaussing was off.

2. We left Liverpool at 0800 hrs on February 2nd in convoy ON 165 and proceeded without incident until Friday 19th February when the convoy dispersed, and we proceeded independently. On 25th February a message was



received reporting a submarine operating in the area, approximately 345 miles SE of our position. At 2100 on the 26th, a further message was received, but owing to some misunderstanding it was not deciphered until the middle of the watch, when it was found to read "if not south of position alter course immediately, and make for St Thomas. If south of this position, ignore this message". When this message was deciphered, 0420 on 27th February, we were making for Pernambuco to refuel, and we had insufficient fuel to reach St Thomas. The Captain therefore decided to carry on the course of 180 degrees to make Pernambuco.

3. At 0942 on 27th February 1943 when in position 27° 38N, 43° 23W steering 180 degrees (true) at a speed of 9 and one half knots, we were struck by a torpedo. There was an east wind, Force 3, moderate sea with a heavy SE swell. The weather was cloudy, fine and clear, with good visibility.

4. One of the apprentices saw the torpedo break surface, as it was approximately six points from the bow, but thought it was a porpoise. It struck on the port side in the engine room, with a very violent explosion, and a flash. A tremendous column of water was thrown up, flooding the after deck. The engine room flooded to the cylinder tops immediately, and the engines stopped. The main wireless was completely destroyed. The deck did not appear to be damaged, but the two port boats, which were swung inboard at the time, were damaged. The ship settled on an even keel, but did not list. The Captain ordered "abandon ship" and No 3 boat got away in four minutes with 25 people, including all the passengers. The No 1 lifeboat, which was cracked and leaking badly, was lowered with seven or eight of the crew in it. Both port boats were lowered, but filled on becoming waterborne. No rafts, two rafts having previously been washed away through stress of weather. Everyone was clear of the ship by 1010. Our wireless operators sent out distress signals for 15 minutes, using the emergency set, before abandoning ship and although the emergency set radiated satisfactorily, no answer was received. The boats wireless set was placed in No 3 lifeboat with the receiving set.

5. No 3 boat was the only really seaworthy lifeboat, and contained 25 people, the remaining survivors being distributed between No 1 boat and two rafts. I transferred provisions and water from the waterlogged No 4 boat to a raft then set it adrift. After trying to effect temporary repairs to No 1 boat, we found it impossible to stop the leak, owing to the planks being split in the bilge streak, so after removing the provisions to the raft, this boat was also cast adrift.

6. At 1045, the vessel was struck by a second torpedo on the port side, in No 3 hold. This was a very violent explosion, which caused cascades of water to pour through the ventilators, the ventilator covers being blown off. We did not see a flash or flame. At the time the boats were about 2 cables away, and we watched the ship sink at 1055, vertically, bow first, with her stern out of the water.

7. Shortly after the ship sank, the submarine surfaced and closed the lifeboat, which contained the Captain, 2nd Officer, all the passengers and some of the crew. The Captain and 2nd Officer were taken on board the submarine and questioned. After a time the 2nd Officer was sent back to the lifeboat, but the Captain was kept on board the submarine as prisoner of war.

The submarine then closed my raft, and I was taken on board to be questioned.

The Commander asked me where we were from, and where bound, but I refused to give him our exact destination, saying that we were bound from England to South America. All the time that I was on board, I was covered by Bren guns, and after the Commander had finished questioning, one of his crew took a number of photographs of me. I was then ordered back onto the raft. **Right:** German submarine U-66.



8. The submarine was obviously a German of about 500 tons, and of the U-33 class (type 9C U-66). It looked quite new and I could see no signs of rust or seaweed. I noticed one gun forward, and a small AA gun mounted on the conning tower. A Swastika was painted on the conning tower with a wolf through it. The commander was tall, lean, dressed in a rather shabby khaki uniform, and wore a red beard. He seemed very fit. I noticed that he spoke poor English. The crew all wore long khaki trousers, in an equally shabby state of repair. The Commander took our boat's wireless transmitting set from the lifeboat, together with a few tins of provisions from my raft. Whilst I was in the conning tower, a Lieutenant asked survivors on the raft for some cigarettes, for which he gave them in exchange some cigarettes of a very inferior quality, of German manufacture. The submarine then steamed away on the surface.

9. After this, I transferred to the lifeboat to take charge, taking the two rafts in tow. I set sail at 1400, and steered a SSW'ly course for St Thomas, which was approximately 1,230 miles away. The (here some words are missing from the copy) each raft carried 10 gallons of water. We had a supply of smoke floats, rockets, red flares;



the lifeboats had a red sail and there were yellow protection suits. There were now 26 in the lifeboat, ten on one raft, and nine on the other. I put everyone on very short rations, in view of the distance from land, a typical meal being one and one half ounces of water, 3 Horlicks tablets and 2 spoonsful pemmican.

10. We sailed through the night, making about 1 knot, but at 0300 on the 28th the tow rope parted, and the rafts broke adrift. I waited until daybreak before connecting them up again, owing to the heavy swell, as I wished to avoid damaging the boat, the rudder having already been damaged by the raft, necessitating lashing the gudgeons to the pintles. At 0530 I connected up again and set sail. I realised that even given the most favourable conditions, it would take 50 days to reach land, so I suggested to the crew that the rafts be cast adrift, and for the boat to carry on independently, as there would be a better chance of being picked up. The crew did not favour this suggestion, so I shelved it for the time being, and carried on as before. During the course of the day, one of the rafts showed signs of breaking up, so it was necessary to transfer the men from it into the lifeboat. After removing the stores, I cast this raft adrift. There were then 35 in the boat, with ten men on the remaining raft; the lifeboat was very overcrowded, and our limbs soon became stiff, due to the cramped conditions. I feel very strongly that the lifeboats have not sufficient space for the numbers of persons allocated to them.

11. At 0500 on 1st March, some of my crew reported having seen aircraft, and although I did not see anything I fired three rockets, and used three smoke flares, and several red flares. Of course, we received no response to these signals, and I considered the plane existed only in the imagination of those who reported having sighted it. The following morning at 0700, a single aircraft was sighted a great distance away in the SE'ly quarter, followed 10 minutes later by a second plane. I again sent up several distress signals but after being in sight for a quarter of an hour both planes disappeared without seeing us.

12. Shortly afterwards, another aircraft was seen in the NE'ly quarter and appeared to be closing us, so I fired our remaining rockets, which succeeded in attracting the attention of this aircraft, at a distance of at least 10 miles. The plane flew over the boat and gave a recognition signal, at approximately 0745, then flew away. I thought it would take some considerable time for a rescue craft to reach us, but at 0900 several funnels and masts were sighted to the NE. I now ordered the motor to be started, and lowered sails on the raft and lifeboat. I had deliberately reserved the petrol for such a purpose. When the ships came into full view we recognised them as United States warships. I manoeuvred the lifeboat and raft to the lee side of the American destroyer Hobson, and at 1003 everyone was taken on board, after having sailed only 65 miles in 4 days. We were rescued in position 27° 17N, 44° 34W. The lifeboat and raft were destroyed by gunfire.

13. The Hobson landed us at Bermuda on Friday March 5th. The crew were put on board an HM Ship on March 15th and were landed at Portsmouth on March 22nd.

5 A Story of Eagle Oil Shipping Company Ltd.– John Clarke ([ClarkeJ44](#))

John Clarke attended the School of Navigation at South Stoneham House, Swaythling in 1944. He joined the WA in 2018 and we were delighted to see him at the 2018 Social Event at Chatham and at our Christmas Lunch.

My appointment to join the M.V. San Eliseo arrived, together with a travel voucher for the journey to Liverpool, telling me to join the vessel on April 15th 1945. The ship was in dock at Cammell Laird Shipyard in Birkenhead and undergoing repairs. Upon my arrival I showed my joining papers to the policeman in the dock office who gave me directions to get to the ship.

As I climbed over cables, rail tracks, and endless piles of construction materials, I was amazed at the apparent shambles in a working shipyard. Passing huge cranes, gantries and sheds, I finally arrived on the dockside and there she was: MY VERY FIRST SHIP!

Mounting the gang-way I explained who I was and the watchman directed me to the Captain's office, who welcomed me on board and officially added my name to the ship's papers.

As the first of two new apprentices he told me that I would be the senior apprentice and listed my duties:

- No.1: report to the First Officer every day.
- No.2: Assist the chief steward in medical matters.

The following day I was to report to HMS Eaglet shore establishment for instruction in maintaining and firing the 4.7" naval gun mounted on the after end of Eliseo. I had also trained at Southampton and Whale Island on this type of gun. I was also delighted to hear that I would receive £10 every month danger money in addition to my £2 a month, as I already had to pay for a correspondence course arranged by the company.

At 6pm, dinner was being served in the saloon. Anxious not to be late, I was the first to arrive having no idea where I should sit. Others arrived and I was handed a menu; with rationing still in force, I was amazed to see the



selection of food to choose from. I was later told that the stores were filled to the brim in Curacao in The Dutch West Indies. The next day I went over to Liverpool and joined the Royal Navy for a day of gunnery instruction.

On board were a group of Royal Navy seamen, called “Demmis” (Defence of Merchant Ships) to man the gun: they teased me by calling me the Gunnery Officer. Lofty, the other apprentice, arrived and hearing my news, said that he “was glad to have arrived last.” The next day I reported to the First Mate to get our duties for the day. One regular duty was to ensure the Captain’s water tank was always full. This task involved using a hand pump in the midship storage area. The Boatswain was also there to be informed of work for the day, and I was told to join him in the leaving preparations.

The ship sailed three days later, proceeding to the Liverpool Bar in the Mersey Estuary. We waited there for a convoy to form. The Eliseo was placed in the middle of convoy. Our destination was Venezuela and this was the last convoy to leave Liverpool: the war ended soon afterwards.

The amount of pumping was exhausting. How could one man get through so much water? Working on the Monkey Island, where the tank was standing, I told the Boatswain. He examined the tank for leakage and found a ‘strange’ pipe going down and under the flying bridge and up to the water tank supplying the DEMS gunners.

He asked one of the pump men to remove it, being sure that one of the gunners had bribed a dock worker to fit it for them. Our work almost halved.

Approaching a foreign coast for the very first time I was taken aback by the white sands and waving palm trees: they looked like book illustrations I remembered from years back. Sadly, it was the first and last time I saw such a wonderful sight.

On arrival at Port Recife a ship’s agent joined us for dinner. The Captain, convinced that we boys had never seen a banana (we had had plenty of them pre-war) said “give this cadet some money to get some bananas.” I was given one 5-Bolivar piece and went ashore. Following instructions, I followed a pathway a long way and finally reached a clearing, there were several mud huts surrounding a very large one, on the top of which was a big shiny Coca Cola sign. Behind this hut was an elderly lady surrounded by fruit. So, I waved the coin and pointed to a stalk of banana hands. Accepting the coin, she gave me all of them!! Staggering back up the gangway I was cheered when those aboard saw so many pieces of fruit.

The dock was at the base of high cliffs where the storage tanks were situated. This allowed high speed gravity loading without pumps. With ullage plugs removed gas poured out quickly. Lofty was on cargo duty standing close to one of them and was overcome by the fumes: my first duty as assistant medical officer had arrived. Moving him away from the fumes he quickly recovered.

Moored alongside was an American navy supply tanker; she was painted white and the crew were also dressed in white. They very kindly gave us a large box of paperback books: it was the first time that I had actually ever seen one.

In the afternoon, the American sailors were watching a movie on deck when one of the large rubber supply pipes on the dock side fractured. A column of oil shot into the air. Fortunately for us, the wind spread it away from us and toward the tanker. She, and many of her crew, very quickly changed from white to a dirty brown!

Carrying a full load of crude, we approached Curacao. An impressive entrance with cliffs guarded the entrance. A bridge composed of barges carrying a roadway swung open to allow the ship to pass through the centre of the town (Willemstad). The refinery and ships moored are situated in a deep-water lagoon in the centre of the island.

After arriving, Lofty and I were told we were being transferred to S.S. San Gasper. She was completing repairs following having been torpedoed. Once ready, she sailed south several times to Santos in Brazil, before leaving Curacao for the Stanlow refinery in the Manchester Ship Canal, loaded with a cargo of crude oil. For this reason, the tanks all had steam pipes running through them. Lofty and I took regular ullage measurements to ensure that the temperature of the oil, upon arrival, would be the same as when it was loaded. When fully loaded the freeboard is low and working on deck could therefore be quite unpleasant.

My first shore leave had arrived much sooner than I had expected. I was given a travel voucher to get home and was delighted to hear I would receive food payments whilst I was on leave. The reality of being at sea was so much better than my dreams!

6 A Medical Disaster Avoided - Captain Michael Butcher ([ButcherM51](#))

In late September/early October 1960, whilst on relieving staff, I was assigned as Chief Officer to the Shaw Savill Line refrigerated cargo vessel, “Coptic” which was undergoing a refit on the River Tyne in Newcastle. This proved to be a most interesting assignment. She had a lot of work going on which we were required to oversee at the fitting out berth. The 2nd Engineer turned out to be an old Kiwi shipmate from my “Canopic” days



(when he was a junior engineer at the time and I was 4th mate). We had a very good working relationship and liaised regularly about the refit progress. After a few days aboard, I noticed the drinking water had an unpleasant taste and found that others had a similar view. This needed an investigation and we set about finding the source. The water for drinking was pumped from the fresh water tank into a tank above the Officers accommodation and gravity fed into the system. Thinking this was the source, we emptied the tank and had it cleaned out and refilled. There was no improvement in the taste. I consulted with my 2nd Engineer friend who took me through the whole process of pumping the water from where the fresh water from ashore was held and then into the gravity tank. He assured me the pipes had been checked as had the general service pump which was the one being used. There seemed to be no answer and we suffered for another day. However, I ensured all the standby crew members knew drinking water must be boiled until we found the cause and fixed it.

Out of the blue we received word from the agent that we were to prepare for sea, before all the refit work was complete, and proceed to Hamburg, Germany, where we were to load cargo from two British ships which had been diverted from London, where a dock strike was in progress. We were to be the 'mother' ship and stay there pending further notice. A Master was on the way to join us – Captain Frank Charnley, and a Chief Engineer plus others to form the skeleton crew. I was to interview all potential crew members required who were being sent down from the Shipping Office. Everything was to be ready for sailing in three days. Our cold chambers were to be frozen and all hatches ready – a formidable task for the Refrigeration Engineer. The ship was 'a-buzz' but we hadn't resolved the fresh water problem.

Although the 2nd Engineer had assured me everything was all OK his end, I was unconvinced and went down again with him to the engine room and suggested we have the general service pump stripped and checked. He reluctantly agreed and, behold, there we found the problem. As is generally known, in such a pump there is a 'spectacle' frame which is either open to allow sea water in when water ballast is taken aboard or closed for internal uses. It was open! Horror of horrors, we had all been drinking polluted River Tyne water! Action was required and the problem rectified.

The tank on the bridge emptied again and refilled with the right brew! However, the main concern was the health of all aboard – even the new crew! I had also been busy appointing the suitable crew and upsetting the Shipping Office when I refused to sign on some of the less desirable they sent down. As we had a big job to do in Hamburg, we needed good men and some were clearly not – with poor records.



It paid dividends and we ended up with a keen and reliable group. As a result of the short notice, we had no time to take medical action with the crew prior to leaving but made arrangements to have every member of the ship's company to receive typhoid injections immediately on arrival in Hamburg.

Captain Frank Charnley was most supportive during these rather stressful days and the very unusual circumstances that faced us. They were not the kind of incidents one expects during relieving duties but was excellent experience at the same time. Instantaneous decision making was mandatory and fortunately most of them were to the good. Frank was always consulted on the company policy matters but left it to me to make the operational ones as long as he was 'kept in the loop'.

We duly had our mass injections on arrival in Hamburg the following day and fortunately there was no reported sickness amongst the crew for the whole time we were together during our coastal voyages for the following weeks. We were in Hamburg for about a week loading the cargoes of mainly frozen products from a Port Line ship and a Blue Star line ship so they could resume their schedules. On completion of loading, we had to wait for further instructions until the London strike was over but this was only brief and we signed off articles in London on Oct 24th – just two weeks after leaving Newcastle – although it seemed much longer! We signed on again once the cargo had been discharged on the 5th November, 1960 and sailed to Glasgow where the remaining repairs etc. were to be completed.



7 Warsash Graduation Photo – Summer Term 1969 3RM Engineer Officer Cadets



Names – by row, left to right (transposed from a hand-written list).

Back row: Jim Fleahy, Bob Nimmo, Peter Dezoose, Ian Webster, Neil Borthwick, Alan Buckley, Fred Venner, Dave Williams, Dick Young, Kevin Hislop

Middle row: Richard Linacre, Richard Hardy, Richard (Dick) Ellett, Jim Nelson, Tim Claridge, William Ransom, Peter Lincoln

Front row: Mark Luckhurst, Peter Marshall, George Ewen, Dave Ducas, Kevin Alcock, Dicky Beau Tame, Dave Stirrat, Tim Hobday

8 Constructing The Big Ditch– Peter Davy ([DavyP59](#))

*Many WA members have sailed up the Manchester Ship Canal in their sea-going careers but how many of us know anything about its construction? This article submitted by Peter Davy, which appeared in the **Mailonline** website on 15 March 2019, illustrates how the canal was constructed between 1887 and 1894. Some adjustments to the artwork has been necessary to fit AH formatting. If you have any interesting stories or anecdotes about the 'Big Ditch' please do submit them to the Editor via wahed@warsashassociation.net for publication in the next All Hands.*

- **Mud, sweat and cheers:** The 'Big Ditch' men who spent seven long years building the Manchester Ship Canal... before Queen Victoria opened it as a glory of the industrial age in 1894
- **Some 130 labourers died** in the punishing waterway construction slog and many more were left disfigured
- **The canal is operational today** and transports over 7.5 million tonnes annually from the Mersey into the city
- **The project employed 16,000 men at its peak** and used over 6,000 wagons and 124 steam-powered cranes

The digging of the Manchester Ship Canal was one of the most gruelling tasks a Victorian labourer could have the misfortune of working on.





If the men survived their punishing shifts - 130 were killed in the waterway's construction - they would almost certainly suffer from lifelong disfigurements and disabilities. While the city's 'Big Ditch' is still used by boats to breeze effortlessly through to port to this day, a collection of antique photographs reveals the seven-year grind endured by the men who dredged the canal by hand.

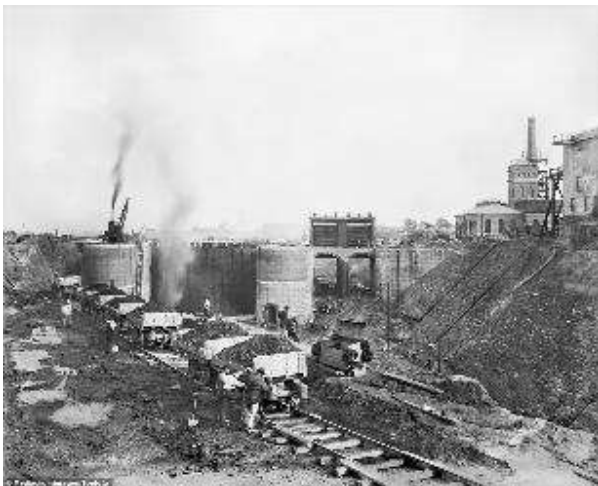
This slog began in November 1887 and was finally completed in 1894 when it was officially opened by Queen Victoria. During this time, scores of men sweated over the build, with 16,000 workers employed at the project's peak to operate 124 steam-powered cranes and 80 locomotives.

In the beating sun or the pouring rain, they broke their backs hand-shovelling millions of tonnes of rock and soil to create the waterway.

The scale of the project is illustrated by the sheer volume of soil removed during the work which had to be transported off site. The photograph shows a temporary railway track to allow the dug-up dirt to be carted away.



Most of this excavation was done by hand, with only spades to assist the men. Clothes had to be practical and workers wore heavy boots with thick hob-nailed soles. Some 16,000 workers - known as 'navvies' - sweated over the Canal's build at its peak to help shift the millions of tonnes of soil from the soon-to-be waterway. At the time the canal cost £15 million, equivalent to over £1.6 billion in modern terms.



Thomas Walker, the project engineer contracted to build the canal, thought of the idea to build the temporary tracks to transport the soil from the site and also to carry workers to different sections. When Walker died on 25 November, 1889 the build suffered numerous setbacks such as flooding.

Labourers are seen building one of the many bridges which span the Manchester Ship Canal. These include the Mersey Gateway Bridge, the Warburton Toll Bridge and the iconic Barton Swing Aqueduct.

The 'navvies' are seen wearing traditional Victorian working-man clothes including flat caps and waist coats.





The canal runs for 36 miles from Eastham on the Mersey estuary to Salford in Greater Manchester and it enables ocean-going vessels to navigate their way from the Irish Sea into the industrial heart of Manchester. Coupled with Liverpool which sits on the River Mersey, the canal allowed the North West to become an industrial powerhouse.



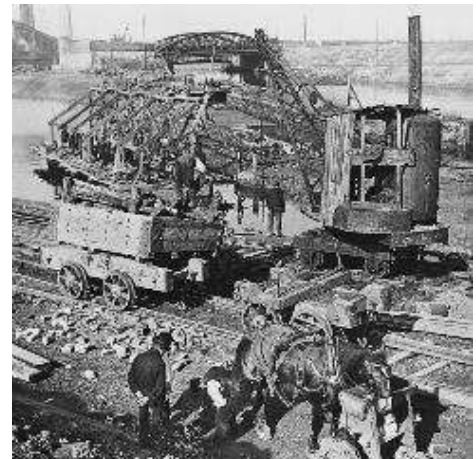
A diver prepares to carry out underwater checks in 1890. His crew would use the long hose to pump oxygen to him. The old diving suit would also be equipped with a lifeline, to tug on in case of trouble, and a copper and brass helmet with a small eye hole. Even on the water, the crew would wear their normal clothes. These were often made from wool or cotton in dark colours as this was cheaper and the dirt didn't show as much.



Home and dry: Back on land, the diving crew pose for a photograph with the suit hanging up to dry. In the latter stages of the construction, divers would frequently go underwater to check the depth of the waterway and ensure there had been no erosion



Once the waterway had been carved out by hand, a dredger would redirect the area's rivers to flood the newly constructed canal. Large buckets placed on a belt would scoop up soil from the canal's bed and then tip it into a holding section on the vessel. The navvies worked for long hours in very difficult conditions. They had to contend with all weathers, including heavy rain and severe frosts. The work was also dangerous, with risk of serious injury or even death, as the workers removed millions of tonnes of rock and soil.





The navvies were paid the equivalent of £16 for a ten-hour working day. But the payment came at a price - over 130 men were killed and hundreds more were disfigured or disabled due to the backbreaking work during the build. Crane operators work during the final stages of the construction in 1892. In addition to the 124 steam-powered cranes used during the seven-year build, 80 locomotives and over 6,000 trucks and wagons were brought in to assist the labourers.



Above left: The yacht, Norseman, was the flagship vessel at the canal's opening ceremony in 1894. The ceremony was the last of three royal visits Queen Victoria made to Manchester. She knighted the Mayor of Salford, William Henry Bailey, and the Lord Mayor of Manchester, Anthony Marshall.



Above right: A ship passes through the Barton Swing bridge in 1910, six years after the canal became operational. A Roman Catholic school on the south bank had to be demolished to make way for the bridge. And the River Irwell had to be temporarily diverted around the site so navvies could build the central island.



The Ship Canal allowed the Port of Manchester to become the third busiest in the country despite it being located 40 miles inland. At its peak in 1958, the canal carried over 18 million tonnes of cargo.

Dozens of boats steam up the canal a year after its opening. It became a wonder of the age and saw the North West become an industrial powerhouse. It brought wealth, prosperity and jobs to the region.

9 A Pilot's Story – Captain Alex Lang ([LangA58](#))

No doubt many ex-Warsash cadets became marine pilots but I wonder how many had the opportunity of piloting vessels in and out of sixteen separate ports?

After an apprenticeship with Port Line and a couple of years with NZS Co. Ltd. I moved to New Zealand and subsequently served with Union Steam Ship Co., the NZ Government Ship 'Moana Roa' (see right), Shell Oil NZ Ltd, Unit Shipping Co Ltd. and Maritime Carriers NZ Ltd. At the time there were many coastal and trans-Tasman ships where the Master or Mate held pilotage exemptions for the various ports that they regularly called at, as this obviously alleviated the need and expense of taking a





Harbour Pilot for entry and departure from each Port.

I got my first command in 1971 at age 30 and at that time the gaining of Port Pilotage Exemptions was relatively straight forward. To qualify you had to be either Mate or Master with a Master's certificate, then undertake at least three arrivals and departures at station on the bridge under the guidance of a licensed port pilot, or exempt Master, then undertake the examination at the Harbour Board Office.

My first Master's job with Unit Shipping Co. was coastal trading between Onehunga and Timaru. I think of Onehunga as the back door of Auckland as its entry was on the west coast and the port was in the southern suburbs of Auckland and under the jurisdiction of the Auckland Harbour Board. At the time Onehunga was pilotage exempt, as it was a bar harbour and the Auckland pilots would not go out over the bar, so it was left to individual Masters to do their own piloting. Nowadays Onehunga is little used, however as a pilot is now compulsory, Auckland pilots will board and disembark off New Plymouth which makes it somewhat onerous.

Operating in and out of Timaru on a weekly basis I quickly passed the exemption criteria for that port. However Unit Shipping didn't last long and went into liquidation after less than two years. After joining Maritime Carriers NZ Ltd, I did one trip as 2nd Mate before getting a permanent 1st Mate's job. By the time I was promoted to Master in 1976 I had been able to obtain further exemptions for Auckland, Tauranga, Lyttelton, Otago Harbour (which included Dunedin and Port Chalmers) as well as Bluff and Westport.

Being Master and doing your own port pilotage was somewhat of a steep learning curve as I'm sure many others will concur. I remember thinking "I wish I'd paid more attention" instead of just being there and watching. Ship handling of a trans-Tasman vessel is somewhat different from a small coaster, but of necessity you quickly learn. I was never able to obtain any Australian exemptions as the requirements were three voyages within a year and as we were not on a regular run, my ship never seemed to go to the same port on successive voyages, and then, with a NZ coastal run, plus leave in between, time flashed by.

In New Zealand as probably most places, a port pilot's job was always very much sought after. However, with a limited amount of ship handling experience plus exemptions for eight ports, I was in a prime position, and so it was when a vacancy became available at the Port of Tauranga I was accepted and commenced my pilotage career in July 1977. Over the next almost six years I handled just about every type of ship that came into Mount Maunganui as only a few coasters or fishing boats went up to the small Tauranga wharf.

Right: Captain Alex Lang piloting the mv Erne at Matakana Island near Maunganui. (Apologies for the poor quality photo)



We handled the normal general cargo ships, tankers, log ships, wood chip carriers, car carriers, livestock ships, a few passenger ships and the odd British or US Naval vessel.

There were also some strange or not the normal run of the mill propulsion types. The twin screw reefer ships were on the wane in the 70s but the norm was slow acting diesels which sometimes made for challenging situations.

We had the odd steam reciprocating engine, the steam turbines which were also slow to manoeuvre, then the gas turbine large RoRo's which were regular callers, but not pilotage exempt because of the tidal constraints that we had to contend with.

One ship had two engines coupled to a common shaft, but for manoeuvring one was for ahead and the other astern so you could only ever get limited power on either ahead or astern. Another ship which was fortunately only a one-time caller, had no rudder but a Kort nozzle around the prop (**see right**) and if you went hard over most of the thrust missed the nozzle which was a problem with the tidal flow and sharp turns approaching Mount Maunganui.



By 1982 I thought I'd look for greener pastures on the other side of the Tasman. Pilotage jobs in Queensland seemed to be advertised frequently in the 'Australian' newspaper.



The Queensland Department of Harbours and Marine at that time administered all 15 ports in Queensland, from Karumba, Weipa and Thursday Island in the North, to Gladstone, Bundaberg and Brisbane in the South. Pilotage jobs seemed to be advertised every 3 to 4 months or so but the Queensland government Marine Department had a strange way of doing things, obviously constrained by bureaucracy. A job was advertised but this was always filled from within the Dept and so the new successful applicant got the job that had been vacated. For example, if a Mackay Harbour Master's job was advertised, a pilot from Cairns may be successful and so his job as a pilot was filled from outside. So when you applied you never got the posting that was advertised and could end up anywhere in Queensland.

I went on holiday to Queensland and after I'd applied for the first job we flew into Townsville then took a couple of weeks driving down to Brisbane (1,600kms). I called on the Harbour Masters of Townsville, Bowen, Mackay, Hay Point and Gladstone and by the time I got to Brisbane and called on the Harbour Master he said "I've been expecting you". Anyway, I think I made my mark and indicated that I was keen. I subsequently applied for a second job and in time received the standard letter that I had been unsuccessful.

Right: Captain Lang disembarking from the log ship Bintang Harapan.



After phoning the Marine Superintendent I was offered a pilots job in Townsville, as the person next on the list after first accepting had turned it down which was why I had received the 'Unsuccessful' letter. A few weeks later I applied for a third job advertised in Queensland's Government Gazette, then a short time later received a telegram sent to the Tauranga Harbour Board requesting that I phone the Queensland Department of Harbours and Marine - not exactly diplomatic sending it to one's employer.

After receiving written confirmation and handing in my three months' notice at Tauranga, I was surprised to receive an "Unsuccessful letter" but quickly realised, it was for the third job that I had applied for, but my wife turned white when I showed it to her as we had started preparations to move to Australia! The system was correct as I had been given the second job that I'd applied for. Government departments don't change much! After commencing at Townsville and gaining a license for that port, I then got extensions for the port of Lucinda Offshore Terminal.



Lucinda is a 5.76 km long jetty for bulk sugar export, and Hinchinbrook Channel (see above) which went to a small jetty used for the export of bulk molasses. Only small 6,000 ton tankers could get up that channel which was very interesting as it wound a passage through the croc-infested mangroves. There were very few navigation aids so it was a two hour daylight-only pilotage on the inside of Hinchinbrook Island from Cardwell to Lucinda.

One interesting ship I took up that passage was a small German expeditionary ship with only 120 passengers, which anchored half way down the island. The passengers were taken off in zodiacs to search for crocodiles. It had also been through the NW Passage of Alaska both ways, and also down to Antarctica. Townsville pilots also operated the offshore coal jetty at Abbott Point near Bowen about 200 kms south, so when we had coal ships we'd stay at a motel in Bowen while the ship loaded unless it was there for more than 24 hrs in which case we'd drive back to Townsville.

Right: Chart of Hinchinbrook Island & Channel





I soon found that there was always a need for relieving pilots at the central Queensland ports so eventually had licences for seven Queensland ports including Cairns, Mourilyan Harbour (sugar) and Hay Point (coal).

One slightly unofficial pilotage was to deliver a landing craft from Townsville to Port Moresby as the local PNG crew didn't know how to navigate back across the Coral Sea, a three day voyage. (No GPS in 1990). The ship had arrived in Townsville to go on the slip, after following another ship of the same company from PNG.

An interesting aspect of being a relief pilot occurred in July 1990. I was in Townsville and received a call that Hay Point Harbour anticipated a multiple change-over at both terminals on the afternoon tide. They were short of pilots and could I help out? There was a scheduled flight from Townsville to Mackay although the timing was pretty tight. As my aircraft came to a stop outside the Mackay terminal the Hay Point Pilot helicopter landed right in front. I got off the plane and straight on the helicopter which then landed me on the ship waiting at Dalrymple Bay. Within ten minutes of arriving at Mackay I was on the bridge organising the departure. After doing a change-over at that terminal, I flew back to Townsville that evening and was piloting there the next day.

Hay Point and Dalrymple Bay coal terminals were always busy with invariably more than ten vessels at anchor. In early 1995, before work place health and safety and fatigue clauses became an issue. I was down at Hay Point to renew my licence as I hadn't been there for some time. I did three jobs at both terminals with other pilots then that evening I did a change over at Hay Point then back to Mackay for a few hours of sleep. In the morning I drove the 216km from Mackay to Abbott Point coal terminal where another coal ship was waiting to sail. This was just a quick job as once clear of the wharf, you just headed the vessel to sea and got off. Back on the road and another 197km drive to Townsville where a tanker was waiting to sail, I then transferred to an inbound bulk nickel ore carrier and berthed that, then home having piloted five ships in three ports in less than 24 hours. Next morning I drove up to Lucinda (139kms), sailed a departing bulk sugar ship then berthed another one at the offshore terminal. While this activity was a bit unusual I enjoyed the driving and the variety of the ports.

After almost 13 years in Townsville I was lucky enough to buy in to a private pilotage in Dampier Western Australia where we had the contract for Hamersley Iron which later became Rio Tinto. The variety was not the same but the size was somewhat larger, being mostly Cape-size ore carriers accounting for over 60 million tons of ore each year, now almost double that. Dampier also exported 4 ½ million tons of salt each year in smaller Handymax bulk carriers.

All up, Warsash cadet to ship's captain then 28 years as a pilot, I also did observer trips with other pilots at Weipa in North Queensland, Thursday Island and Mackay and once did a couple of trips with a pilot friend in Felixstowe who had also been a Warsash cadet. As Warsash cadets we should be proud of our history and I'm sure there are many interesting stories out there of our careers either ashore or afloat.

Finally I am reminded that I was presented with a Trinity House Lighthouse service licence for the Walton Backwaters pilotage area by fellow ex-Warsash cadet, Captain Tony Catesby (ex-Trinity House Superintendent). It reads 'This is to certify that Captain Alex Lang of Western Australia has satisfied the Pilotage Sub Committee as to his ability to handle vessels of deep draft, that is up to five feet, within the confines of the Walton Backwaters in the County of Essex on the East Coast of England'. Who needs friends like Tony when you already have pilotage licences in sixteen ports for vessels with a draft in excess of 50 feet?

10 International Code Used in Earnest! – Captain Brian Charles Dennis ([DennisB56](#))

Here is a true story from that terrible Korean War of 1950-53.

After passing my Second Mates Certificate of Competency in December 1959 I was informed by my shipping company, Clan Line that they had no vacancies for the time being. As by this time I was completely broke, the situation seemed dire. Later the same day they contacted me and informed me that they had been contacted by the Silver Line who were looking for a Third Officer. If I took up the position for one voyage I would not lose any seniority within the company. The voyage was to load new Ford cars at Dagenham for delivery to Chesapeake Bay in the USA, a voyage supposedly of about six weeks.





I did not hesitate and agreed to the arrangement. The next day I was on my way to Sunderland and joined a new build general cargo economy Dofasco called the mv Silverisle (**above**) built 1960 7,744 grt. It is necessary to explain the operation of the economy Dofasco to understand the predicament we eventually found ourselves in.

The economy Dofasco had a fuel consumption of 13 tons per day giving a speed of 13 knots. It ran on heavy fuel (HF) but manoeuvred on refined diesel as did the generators. It took an average of 30 minutes to change from HF to diesel. After discharge in the Norfolk we then loaded coal slurry in bulk for Wakamatsu Japan. After 5 months general Tramping to places I had never heard of we received news that we had been chartered to a Japanese shipping company for six months. In the last voyage of the charter, we loaded bulk grain in Fremantle for Hungnam in North Korea. It was January 1961 and our route took us through the Bering Strait in Indonesia. We passed through the Strait at about 0730 hours and it was quite a sight with high dormant volcanos on either side. Several locals, fishing from rafts made of lashed-together pieces of wood, seemed quite surprised to see us. **Right:** Captain Brian Charles Dennis.



I was on watch when we passed the 38th parallel at a distance of 12 to 15 miles from the coast. There was a near gale blowing and it was very cold. We had the latest model of the Kelvin Hughes TM 16" radar which was an excellent set. At about 1000 hours I noticed a very fast echo heading on a course to intercept us. Through the binoculars I could just make out a warship, throwing up mountains of spray as it ploughed into a head sea. I immediately sensed that there might be some sort of confrontation. I was alone on the bridge apart from the helmsman so I blew for one of the Cadets to come to the bridge, informed the Master and phoned the Engine Room to advise we might have to manoeuvre the main engines.

The Fourth Engineer in a fluster said it would take at least a half hour and he would have to get assistance from other engineers. By this time the Cadet had arrived on the bridge and the warship was now close enough to identify the North Korean flag and an International Code Pennant. Just as this was identified there was the scream of two Mig 15 fighter jets roaring over the ship. I told the Cadet to get the signal book out and I then read a two flag signal from the warship. I relayed this to the Cadet and after a couple of minutes he stated "Stop Instantly or I will open fire". By this time as I had been on the open bridge wing for several minutes without proper cold weather gear on, so I don't know if I was shivering from the cold or fear. My response was a rather agitated "Stop fooling around this is serious". The Cadet thrust the book at me and pointed out he was correct. By this time the Master had arrived and was put in the picture.

The Migs had done another sweep over us and the warship was now close enough to see their armaments were fully manned and pointing directly at us. The Master rang Stop Engines. The Fourth Engineer was directly on the phone stating they could not as it was so cold that the heavy fuel would probably thicken in the inlets and we would be dead ship. I was instructed to tell them they must stop the screw which they then did. The next flag signal was "What ship, where bound".

We hoisted our signal letters on the starboard foremast yard but had a problem with the "where bound". All our halyards on the triatic stay had radio aerial attached. It took a few minutes to free these up and to hoist the signal for Hungnam. The engine room phone rang and the Fourth Engineer said they had to turn the screw otherwise we would be immobilised for several hours. It was decided that they could turn the screw but we would not ring 'dead slow ahead' on the telegraphs. By this time we had two warships and two Migs flying overhead.

On the first warship they were raising and lowering and raising the first flag signal again and again. I phoned the engine room and said they had to stop the screw. To buy time I asked the Cadet to look up the signal for "We do not understand your signal". This we put up and hoped for the best. Thankfully the Fourth phoned up that they were now in a position to operate the main engine. This had worked and we waited for the next signal. We were in limbo for a while and assumed that, as a virtually brand new ship, they did not have our signal letters on record. The two Migs withdrew and we were only being circled by the two warships. After about an hour we received a new signal "Follow me".

We were escorted to a position 12 miles from Hungnam and were boarded by about 20 North Korean military, secret service and public health officials.

All the crew had to muster, all radios and cameras were surrendered and locked away. The Radio Room and radars were all sealed up and we had no contact with the outside world. Supposedly, the Korean agent was the only person who spoke and understood English.

Hungnam was a very sorry sight. Before the Americans had evacuated their troops, they had destroyed all the equipment and port infrastructure and it was still as they had left it. We had to anchor in the bay and lighten ship into barges before we could get alongside. This was the period shortly after Russia's Sputnik satellite had been



launched and the Americans were desperately trying to get a successful launch into space. After each failure the Korean dockers would take the “P” out of American efforts.

The discharge of the bulk wheat was by ship’s gear with the wheat being shovelled into large canvas slings and then shovelled into rail wagons once on the quay. Once a wagon was full they attempted to hook the ship’s union fall onto the rail wagon and pull it along the Quay using the ships winch. To prevent damage to the ship’s gear we had to isolate the ships winches when they attempted this so we were not very popular.

After a couple of days alongside we had a great show of public health officialdom. A gang of white boiler suited officials descended into the holds and eventually came out and in high dudgeon produced a frozen mouse. A great fuss was made and it was relayed back by the agent that they were threatening to reject the wheat.

To add to our woes the Serang and a delegation sought audience with the Chief Officer and presented him with their copy of their Articles of Agreement. They pointed out a clause in their Articles limiting them to a maximum latitude north or south of the equator. The Latitude of Hungnam was well north of this maximum and the crew refused to work on deck. Consequently all the re-rigging of the ship’s gear was down to the Duty Officer and a Cadet.

We were discharging cargo continuously and on the 2000-2400 shift that night the cadet, agent, secret policeman and myself were having a hot cocoa at 2200 as had become the routine. I decided to pull the leg of the agent about the incident with the mouse. Very seriously I said that the mouse must be Korean as Australian mice were very much like miniature kangaroos and hopped about to give a visual demonstration. The Agent choked in his cocoa and the secret policeman whipped out his revolver and waved it in front of me. The agent pleaded with me to apologise which obviously I did but it confirmed my belief that the policeman was recording everything we did and said. After the policeman left us, the agent confided that he was always under suspicion and that it was foolish to bait the Koreans. He related that one Dutch Master had been particularly difficult and had been arrested and put in a cooler until his ship was due to sail.

After a total of about three weeks we were fully discharged and sailed under escort to south of the 38th Parallel. This was our last voyage under Time Charter and we headed to Mackay in Queensland where we loaded bulk sugar for Tate and Lyle in London. Altogether, the voyage lasted 14 months and ten days, giving me the necessary sea-time to qualify for taking my Mate’s Certificate of Competency. I attended Warsash later in the year, qualifying in November 1960.

11 Maritime Industry Focus

11.1 Digital Standardisation in Shipping—via Chris Clarke ([ClarkeC59](#))

Extract from [gCaptain](#) - New Container Line Association to tackle digital standardisation in Shipping.

Some of the world’s top container shipping lines are banding together to form an association seeking to drive new digital technology standards to boost efficiency for shipping lines and customers.

The Digital Container Shipping Association (DCSA) was officially launched in Amsterdam on April 10th after gaining regulatory approval from the U.S. Federal Maritime Commission (FMC) last month. Partners include MSC, A.P. Moller – Maersk, Hapag-Lloyd and Ocean Network Express, with more expected to join in the future. (Photo by tcly ([The City Loves You](#))/[Shutterstock](#))



The plan to create a neutral, non-profit association for ocean carriers was first announced in November 2018. The association, which focuses on driving standardization, digitalization and interoperability in container shipping, is now starting operations with a leadership team made up of senior industry figures, including Maersk’s Thomas Bagge, as CEO.

“For the first time in twenty years, the container shipping industry has come together with a common goal to move the industry into the digital era. With the regulatory approval in place, we look forward for the association to take up work and to begin to collaborate with multiple stakeholders from the entire value chain,” says André Simha, Chief Information Officer of MSC, Mediterranean Shipping Company, and Chairman of the Supervisory Board of DCSA.



One of the association's first projects will be to focus on digital standards to tackle the lack of a common foundation for technical interfaces and data. The association is also creating an industry blueprint for processes, which will be another significant part of the future of shipping. The work undertaken will be for the benefit of the entire industry, as all standards will be openly published and available free of charge to interested external parties, the partners said in a [statement](#).

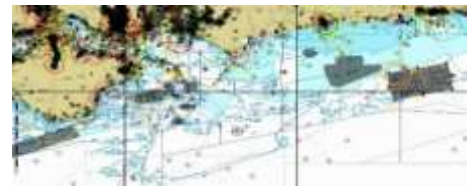
The location of the association's headquarters in Amsterdam, which is seen not favouring any one shipping company in the group. At the same time, the association claims, it provides proximity to shipping infrastructure and ease of access, as well as an attractive location for talented employees.

"DCSA is working for the benefit of the entire container shipping industry, so it was important for us that the headquarters is located on neutral ground, with no specific stakeholders or companies being favoured," says Simha. DCSA is also in discussions with multiple other container shipping lines around the world who are interested in joining. Preparations for two more companies to join are already in process, the partners said.

11.2 Sea Traffic Management – via Chris Clarke ([ClarkeC59](#))

Extract from [Sea Traffic Management Website](#)

The European Maritime Simulator Network (EMSN) will be used to validate the STM (Sea Traffic Management) concepts and services. While running a technical test to control all connections and validate two of the scenarios, it was suddenly realised that STM were running the largest civil simulation test ever. With 29 manned bridges in 10 centres.



The scope and purpose of the European Maritime Simulator Network (EMSN) simulations are designed to reflect the STM concept, to validate and evaluate the findings and to give input to various hypotheses and the Formal Safety Assessment developed by other activities within the project. Once developed, the simulation scenarios need to be tested and evaluated in terms of the technical functioning of the EMSN including its data logging and whether the scenarios themselves are suitable to provide data for analysis regarding the STM hypotheses. The tests held on March 20, 2017, which were coordinated and led by Fraunhofer CML, tested the EMSN function and its data exchange including voice communication. The primary goal of the test was to ascertain that the planned scenario gives rise to several expected (planned) traffic situations where the use of STM tools may be of benefit.

As no STM tools were available, the focus was instead on verifying that the scenarios provide enough data regarding e.g. traffic congestions, close-quarter situations and navigational difficulties, etc.

The secondary objective was to ascertain that the scenario duration is reasonable and that the network functions throughout the period of the simulations. The scenarios include areas in the Southern Baltic and English Channel as specified during the STM Work Camp in Berlin 2016. **Right:** Simulation centres in EMSN during the STM Validation Project



The areas have been built and are available for all simulation users, i.e. Kongsberg, Rheinmetall and Transas. They may need further development regarding objects and other details but will be sufficient to run the pilot.

Western Baltic and English Channel: The Western Baltic scenario featured about 30 EMSN-dedicated ships as they approached Fehmarn Belt in good visibility. In the English Channel scenario 30 EMSN-dedicated ships were simulated in an area south of Southampton representing a certain level of normal traffic in the area. All vessels within the exercise had an individual initial position, route and speed. The routes of all vessels terminated at individual endpoints. For each vessel, an individual ETA at the endpoint was given. Participants were asked to navigate their vessel safely from the start position along the pre-determined route and to maintain the schedule as closely as possible. When altering course for shipping, participants were expected to resume the navigation track as expeditiously as possible.

Read about WMA's involvement in STM >> [Project Sea Traffic Management \(STM\)](#).

Download this WMA paper >> [Sea Traffic Management on trial](#).



12 Cruise Ship Engines - Chris Clarke ([ClarkeC59](#))

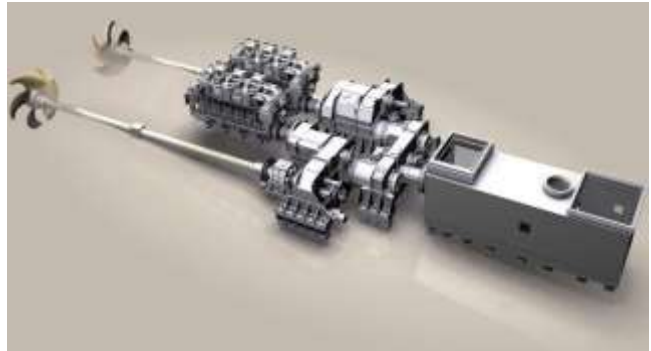
I have adapted this as the first in a three-part series of articles for publication in All Hands by kind permission of the [Cruisemapper](#) website. The engineering information it contains should be of interest to those WA members who, like me, served as navigating officers so many decades ago, as well as our more recent growing number of engineer officer members. The [Cruisemapper](#) website contains some very interesting cruise ship technology related data and facts which we may be able to include in future editions of All Hands (engines, power, marine propulsion systems, fuel consumption for cruise ships, pollution, building and safety as well as related registry, cost to build, speed and passenger capacity).

Note: In 2020, IMO (International Maritime Organization) implements its global 0.5% sulphur cap on marine fuels. If not using scrubbers (pollution control devices), owners of older vessels must use as ship fuels either MGO (marine gas oil), ECA Category Fuels (low sulphur MGO), new modified fuels and blends, or LNG (liquefied natural gas). Each fuel option is based on vessel type and age, routes / itineraries and powerplant. Most [newbuild passenger ships](#) are [LNG-powered](#). World's largest seaports plus numerous smaller ports already have installed [shoreside power capabilities](#) providing shore-to-ship power supply to berthed vessels. In many ports, shore power is in addition to LNG bunkering capabilities

Cruise Ship Engine: Without a source of power, these huge cruise vessels would be nothing more than drifting aimlessly hotels. A large number of older ships use diesel reciprocating engines for generating power for propulsion. Cruise ship engine power is supplied through transmission to the propeller shafts. These transmissions determine the revolutions of propellers.

Modern ships use either diesel electric engines or gas turbines as a source of power for propulsion, and for ship's systems. Some of the larger ships depend on two power sources - one for electrical power and one for propulsion. (**Right:** Cruise Ship Engine)

Gas turbine engines, as being aero derivative, generate heat which is transformed from mechanical energy in electrical power. Compressed air is fired in combustion chamber, to achieve this. Hot exhaust is made over a turbine which spins to drive mechanically a shaft.



The power can be used to spin the electrical generators. The same as do diesel-electric engines, yet they use direct drive system, not a turbine. The output shafts, to produce electrical power, are connected to the electrical generators.

Both engine types need a lot of fuel. [Cunard QE2](#), for example, consumes daily 380 tons of fuel when she's traveling at 28.5 knots speed and carries fuel enough to sail for 12 days. Usually ships fill up at various ports, and use fuelling barges as floating gas stations. Vessels use lower-grade diesel which tends not to burn as purely as diesel-powered road-going vehicles.

All ships rely on the propellers to be pushed through water. These, referred to commonly as screws, provide forward and reverse motion. Airplanes, for example, require tremendous speeds of propellers to provide forward motion for flight, but ship propellers don't need to turn so fast and rely on torque power. Therefore, they travel slowly, and rarely top 30 knots (for more info follow our speed-link above).

Cruise ship engine room: The basic detail about the cruise ship engine room is its location. Ships' heaviest weights have to be situated at the lowest possible place because of stability, and usually engines are mounted above the keel. Ship's lowest decks are almost entirely full of machinery. An area creating enough power for driving such an enormous vessel through water needs to be really big - very often engine rooms occupy at least three decks. But rather than long halls stretching length of hulls, machinery is almost always divided into smaller compartments - one might house main engines, and another might contain air-conditioning system. **Right:** [Allure of the Seas](#) engine room.





This compartmentalization is for safety reasons. If a penetration to the hull or fire happens, multiple compartments help contain the damage.

Rarely, engines are not placed at the bottom of ship - four main diesel engines on RMS Queen Mary 2, are placed above the keel, and two smaller gas turbines are on top, aft of funnel.

An interesting fact is that it was not unusual for older liners to feature two engine rooms. Gradually, technology allowed consolidation of engine spaces. However, legislation today requires vessels to have equipment duplication and two engine rooms.

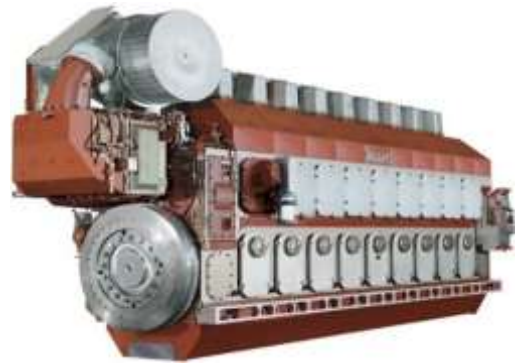
In May 2015, Wartsila Corporation and [Carnival Corporation](#) partnered to optimize cruise ship engine room operations of all the 101 ships across the corporation's nine global brands. The deal was signed by Micky Arison (Carnival's Chairman) and Bjorn Rosengren (Wartsila's President and CEO).

The plan included installing Wartsila's latest marine solutions, first tested on several Carnival Cruise Line vessels in pilot projects. The new systems and technologies included engine control and monitoring systems, safety and fuel efficiency equipment.

Wartsila's "Asset Performance Optimization Solution" package allows obtaining optimal performance from Wartsila marine diesel engines, recommends how to deal with potential issues, maximizes ship performance, ensures full-capacity systems operations, increases predictability of fuel management and maintenance needs. Wartsila's fuel engine package was specifically designed to reduce fuel consumption.

Wartsila Marine technologies aim to optimize ship performance, but also allow to locate deviations from normal parameters of equipment and engines. This allows emerging problems and engine fault sources to be fixed before they occur.

Right: NCL Epic cruise ship engine.



Conventional diesel cruise ship engine: Today's direct-drive diesels feature one main advantage - the option to use shaft generator, which is a device using the circular motion of propeller shaft in order to generate electricity needed for hotel services, like cooking and lighting. Shaft generators can be used only while the ship is moving with fairly constant cruising speed.

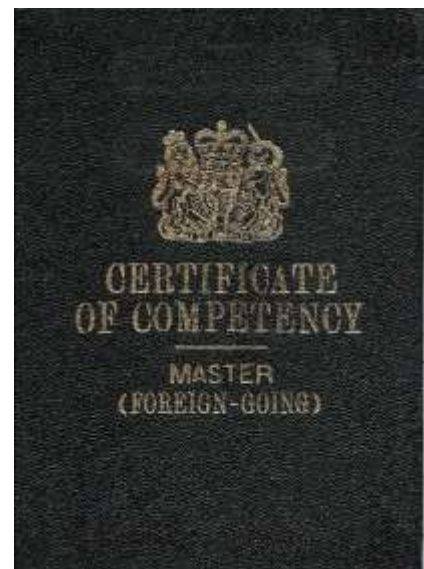
13 You Get a Ticket for a Tram! - Captain C F Parfitt

The following extract is from the January Newsletter of the Nautical Professional Education Society of Canada (Editor Captain David Whitaker) which originally appeared in the Journal of the Honourable Company of Master Mariners in 2018. The newsletter is sent to us by Captain Whitaker whom some of our Canadian members know (also by coincidence 2nd Officer of Furness Withy's mv Bardic on charter to Shaw Savill when I was a mere Cadet – Chris Clarke).

Letter to the Editor: Contained in a number of articles that have appeared of late in the HCMM magazine has been the reference 'ticket' when associated with that of Master or Mates examinations. This terminology took me back some 60-odd years when nearing the end of my apprenticeship.

Part of the training scheme of the company in which I was serving demanded a 'diary of events', to be written daily and to contain all relevant aspects of the past 24 hours, including sketches and diagrams where appropriate. These particular diaries were subject to the Captain's scrutiny prior to his making ship's rounds on Sunday mornings.

In one such entry I idly added that I needed only 30 days 'seatime' to be eligible to present myself to the then Board of Trade to sit for my Second Mate's 'ticket'. Later that particular Sunday morning I was summoned to report to the Captain, a certain F.S. Hall (Extra Master), a gentleman with a distinguished war record, and of immense personal presence.





After standing to attention in his office for what seemed like a ‘dog watch’, Captain Hall eventually made his entrance. I was immediately informed, in no uncertain terms, that should I ever indeed make it to the examination room – and should I unbelievably be fortunate enough to be successful in fooling the examiners – I would then be granted a Certificate of Competency – for the rank I was hoping to achieve.

His parting words still ring in my ears: “You get a ticket for a tram!” I do hope I am not being too pedantic, but I still remember that salutary lesson every time I purchase one of those that gains me entry on to a Coach or a Train, but sadly, seldom nowadays do I find a Tram!

Yours sincerely, Captain C F Parfitt.

14 Obituaries

14.1 Captain Thien Htike ([HtikeT56](#)) – From Alan Jordan ([JordanA55](#))

Captain Thien Htike was formally known as Captain Swee Hock.

The term Charlie arrived at Warsash was the height of one of the coldest winters in the UK on record and I found myself befriending your father and helping keep him warm. A hidden hot water bottle and extra clothing under his uniform - he was frozen. Yet, he never complained and one could clearly see that his determination to succeed, improving his English to ensure success in his studies, would take him far up the promotion ladder. He proved this right. My support was minimal but I was always happy that he turned to me when he sought help with anything - usually only some technical term he did not understand. (From Alan Jordan)

14.2 Captain Richard Henshaw ([HenshawR51](#)) – From Captain Darrell Daish ([DaishD57](#))

We have been informed that, sadly, Captain Richard Henshaw crossed the bar on 27/11/18 in Wellington NZ.

14.3 Warren Binns ([BinnsW58](#)) – From Captain Tony Catesby ([CatesbyT58](#))

We have been informed that, sadly, Warren Binns crossed the bar on 26/01/19 in UK.

14.4 Don Ede ([EdeD45](#)) – From David Montgomery ([MontgomeryD63](#))

Don attended the School of Navigation during the year it moved from South Stoneham to Warsash, 1946. After his one year there, he joined the Pacific Steam Navigation Company as a cadet for three years before moving to Shaw Savill Line in 1950. He served the whole of his sea time with that company, rising to Chief Officer before eventually relocating to Australia in 1960. Some of the vessels he served on include the Losada, Tamaroa, Cedric and the Esperance Bay. He became a member of the Master Mariners of Australia in 1962.

Commencing as a cargo supervisor in Melbourne, he joined the newly formed Seatainer Terminals Ltd in 1968, initially in the Head Office where preliminary planning took place, before the Melbourne Container Terminal at West Swanson Dock opened. There he joined an old shipmate from Shaw Savill, Captain Des Craig, who was the Terminal Manager elect. When the terminal opened in 1969, Don became the Terminal Operations Manager.

One can imagine the extreme pressures of that period when all the systems were new, there was very little information available to access in regard to the most suitable handling systems with brand new craneage and mobile equipment. A lot was trial and error and the training of both operational staff and clerical staff all drawn from the general waterfront was so essential. Many long hours were spent in the pre-operational period and well beyond. Whilst Des Craig was the figurehead leading the implementation, Don Ede was the quiet achiever in the background, helping and advising the staff whilst endeavouring to meet the needs of the customers. This was possibly the most difficult era in the introduction of the container systems.

Having weathered the stormy times from 1969 until 1987, Don decided to move on and accepted a position with the Union Steamship Company of NZ, Melbourne Branch, as the Assistant General Manager with particular responsibility for the introduction of the company's new RoRo vessels until his retirement in 1995 when he moved to his favoured homestead in Somers on the Mornington Peninsula. He crossed the bar on 07/02/19 having spent his last three years in care, at the age of 90.

End of Journal



South American Saint Line



Orminster built 1914 (1940-1944) sunk English Channel



St Lindsay torpedoed in the Atlantic 1941



St Margaret (1) 1936- 1943 sunk in Atlantic



St Helena built 1936 sunk 1941 in Atlantic (Stuart Smith)



Ripley built 1936 (1940-1941) sunk in Atlantic



Shakespear 1926-1941 sunk in Atlantic



Hermiston (1961-1963) built as St Rosario



Nerbudda built 1919 for BI, SASL 1936-1936

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