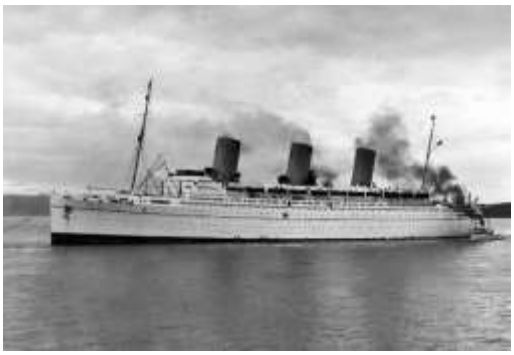
ALL HANDS

Featured Shipping Company: Canadian Pacific Line

Empress of Canada 1922, at Vancouver c1933, sunk by Italian Sub Leonardo da Vinci off West Africa 1943

Princess Patricia 1949-1995

Empress of Australia, ex-Tirpitz, renamed 1922-1952



Empress of Britain 1930-1940 sunk by U-boat

Empress of Scotland (ex-E of Japan 1929), renamed 1942-1958

Empress of Russia 1912-1945

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1 From the Executive Committee

1.1 Chairman's Message – Roger Holt (HoltR64)

Welcome to the latest edition of All Hands which once again contains a very interesting set of articles which I know that you will thoroughly enjoy reading during your coffee breaks or when taking something a little stronger when the sun is well over the yard arm!

The last few months have been a time of mixed emotions ranging from the delight at seeing the latest cohort of Officer Cadets graduating and passing out at the end of their training to great sadness to learn that Captain Reg Belcourt had completed his last voyage and had crossed the bar into a safe anchorage. His demise was particularly sad as he was in the process of visiting his country of birth when he slipped and fell causing a sequence of events with which he was unable to cope. A full obituary appears at the end of All Hands. Reg was a great friend to many and a fantastic supporter of this Association over many years – we, and all those whom he and Keren supported, will miss him.

The AGM and Social Event will soon be upon us in Southampton on 26th and 27th September. I do hope that as many of you as possible will attend this special gathering based on Solent University. David Dearsley has done a fantastic job in organising a great programme which will include time spent at the new Simulation Centre and the dedication of the replica of the Roll of Honour plaque which recognises the sacrifice made by School of Navigation Cadets during WWII. There will also be a chance to view the St Mary's Campus where the Warsash Maritime Academy is now located.

With regard to the original Roll of Honour plaque which was presented to the Warsash Maritime Centre (forerunner to the Warsash Maritime Academy) by the Association in 1991, I am very pleased to be able to report that the Diocesan Advisory Committee has given permission for the plaque to be relocated in St Mary's Church, Hook with Warsash. We now await the final stages of the approval and I am most grateful for the assistance which the Clergy and Church Wardens have extended to the Association in arriving at this satisfactory position.

As previously mentioned, the graduation and passing out dinner was a great experience for both Brian Hoare, Vice-Chairman and myself. We were particularly pleased to see how well the Officer Cadets handled the occasion – they were clearly very proud of their uniforms and had an air of confidence and maturity about them which was very pleasing to observe. Brian has written up a report of this event which appears in this edition.

Unfortunately, the excitement of the evening was slightly dampened by the fact that a number of Officer Cadets were very uncertain as to where they would be able to find employment as OOWs once they had completed their oral examinations. It is a sad fact that nearly every year, we are approached by Officer Cadets who are fully qualified but are unable to find employment. If you are able to offer guidance in this respect please let me know as I see this as a major problem given that recent reports suggest that tonnage is currently leaving the Red Ensign Group – a group of British Shipping Registers – at a worrying rate and in my opinion matters can only get worse for the Officer Cadets. We are currently keeping a list of potential employers which I hope will be expanded over time and which will be made available to those seeking assistance.

During a recent visit to the UK, David and Diana Montgomery, representing the WA Australia Branch, recognised the amazing work that Chris Clarke has done over the years in editing All Hands. David presented him with three wonderful volumes to mark the appreciation of the Branch.

Later in their UK visit, David and Diana joined Alison and myself as interlopers at the '69 Reunion dinner organised brilliantly by Chris Dowty. The Reunion attracted 12 former cadets plus their partners and marked their 50th Anniversary since graduation from the School of Navigation. Attendees travelled from far and wide and it was wonderful to hear their stories of what had happened to them after they had been trained at Warsash.

Not wishing to sound like a broken record, I cannot conclude without a very strong plea for members to step forward to cover two roles on the Executive Committee. The first is to replace Christopher Dancaster as Secretary and the other to take on the role of Social Secretary. Both of these roles are vital to the smooth running of the Association and without volunteers, it is hard to imagine that the Association can continue in its present form for very long. Without wishing to be too dramatic, I fear that the lack of volunteers to take on these and other roles on the Committee will cause the demise of this Association.

On a positive note, I look forward to seeing you in Southampton for the AGM and Social Event on 26th and 27th September and after that at the Christmas Lunch on 7th December at its usual venue at The Royal Naval Club and Royal Albert Yacht Club in Portsmouth.

Enjoy the rest of the northern hemisphere summer months and look after yourselves.

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 with articles or suggestions about future editions.*

It is no exaggeration to say that we are living in febrile times, and a disproportionate amount of news and public interest is today directed to the sea and ships. The area of current interest is uncomfortably centred on the Strait of Hormuz and the Gulf (even though I was employed by P&O, I passed through that strait about a dozen times: the Gulf was crowded in the 1960s, when a 100,000-ton tanker was a behemoth. But traffic volumes and the Brobdingnagian (a the land of giants in 'Gulliver's Travels'), size of ships today renders my recollection of that arena obsolete, as I am sure is the case with the majority of our readers). We see that what looks like an overt act of piracy on Stena Impero (whose ownership even the BBC seems not to be able to discover) and live pictures of "gun-boats" approaching tankers, but which vessels are merely small motor-boats with a crew of only five or six, but which are so described because they display a manned heavy machine-gun … and are even (at least from TV commentators' inferences) willing to take on the frigate HMS Montrose! And the readers of the Economist now read that in the Gulf of Guinea piracy has reached a level where pirates now know to ask for a "reasonable fee" for non-molestation: apparently companies trading there now find it far easier to pay a modest amount so that they can remain undisturbed to go about their business!

But this instrument is neither a political broadsheet nor a Cassandra of woe: we merely report what we receive from subscribers and enthusiasts. However, most submissions from readers are historical rather than accounts of current experience; it would be good to receive a few submissions from those that today merely wend their way from port to port: not everything needs to be "exciting".

In this edition we feature some of the story of Canadian Pacific, a suggestion graciously made by our Webmaster to celebrate the fact that this editorial now emanates from Vancouver, about as far away as one can get from Warsash. In fact, on the one hand, describing CP is a difficult role to fulfil, but on the positive side has a personal connotation that I am happy to recite.

The difficulty lies in determining the scope of the essay, for if there is or has been any multifarious national company, CP is quintessentially that organization. In the early days of Canada as a political entity, unity was sought by connecting the very sparsely populated West with the marginally better-populated East, and a railway was the obvious mechanism to do so. The company therefore began life as a political calculation that was very much encouraged by the British Government, for the opportunity was taken to bind the Empire with commerce that stretched from sea to sea. Thus were born rail, sea and property interests under a common corporate banner (there was of course another notable Canadian entity, the Hudson's Bay company, essentially the world's oldest corporate creation) and these ancient corporations never really faced corporate shrinkage until post-World War II, even shipping, having long enjoyed many identities because of its Atlantic, Great Lakes, intra-provincial services, West Coast ferries and passenger ships, and its trans-Pacific omniscience: all of which enjoyed separate identities. As has happened with most of the world's commercial interests, of course, since the appearance of the 707 and containerization, CP has undergone the rigours of profound change in all its manifestations (who now has heard of CPAir?), but CP remains, even now, a powerhouse of Canadian enterprise.

Personal associations and memories add to the lustre of Canadian Pacific. When I decided to emigrate to British Columbia in 1969, I knew that I was coming to Vancouver, a city with which I was well acquainted. I went for the interview in Canada House (I had to try to describe in a four-minute interview what comprised the job of "Assistant Nautical Inspector" at P&O Head Office, a task that even now I could not satisfactorily fulfil) and

was shortly advised that for 99 pounds I could go when ready. So in mid-November I entrained for Liverpool, a city that I had never before visited (I make no further comment) and joined the Empress of England.

This was not a voyage to bring fond recollections; a spartan ship, most of the passengers obviously facing the future with some trepidation, entertainment was provided by the talented (and many untalented) passengers, the sea was rough and the stabilizers hors de combat. As a consequence the dining saloon was usually deserted, and the poverty of the library did not help my mood. Equally significant in historical terms, though I did not know it, this was to be the penultimate trans-Atlantic trip of that Empress: thereafter it returned to Liverpool to be engaged, for a while and not too successfully, in desultory worldwide cruising. So my arrival in Montreal was sombre … and exceedingly cold, a problem mitigated by the underground shopping centres and the Metro trains that ran on rubberized wheels. Happily, I very soon boarded the CP Rail train, bound for the West Coast.

The train was comfortable (I knew that trains could be better than British Rail, as in 1962 I had been transferred from Port Swettenham to a tanker in Singapore via rail from Kuala Lumpur, and that overnighter was the most comfortable train that I had yet experienced) but when we reached Regina, I stepped outside to get some air, and stopped at the first step … I had never experienced anything so cold! The point worth making here, however, is that at all of the stops on the way, there was at least one CP hotel; in some places (Montreal, Banff and Vancouver, for example) they were the most prestigious hotels in the locality.

In 1971, after a while at the University of B.C., I needed a summer job. A newspaper classified ad sought a deep-sea ticket for a job on a west-coast passenger ship, and I hot-footed it to Victoria. Upon applying I found that my British 1st Mates' would suffice (though the marine superintendent would have preferred a Masters, so that the regular skipper could be relieved) and when told that I had a job and asked what it was and when I started, the answer was simple: "You start as Chief Officer now and you sail at 7pm on an Alaska cruise". The new 2nd Mate, with a ticket very coincident with mine, was interviewed an hour later and was offered, and accepted, that job. This was the entrée into three years of employment on the Alaska cruise run (45 cruises), though the West Star (where I was Mate) was sent over the horizon after two summers when Holland-America (charterer of West Star) found Alaska lucrative and sent its big ships over to operate from Vancouver.

Fortunately, luck again hit just when I needed it (needless to say, Holland-America had no need for my services) when I discovered (merely by walking down the pier!) that Princess Patricia (of Canadian Pacific, but this time of CP Rail) was in need of a summer-relief officer for Alaska cruising, and upon applying, had the good fortune to be interviewed by that company's marine superintendent, who, I quickly found out, happened to be the father-in-law of a UBC student who was in my law-school class (and later became my law-firm partner). A very pleasant, quick interview successfully resulted in another summer of Alaska cruises, followed by a final summer employed on local CP ferries and railcar/trailer ferries. I should add that CP was an excellent company for which to work, though it presented a far more restrictive employment environment than had P&O: CP did not, de facto but not de jure, encourage fraternization with passengers, the ship was from officers' perspective, a dry one, and the ports were very dull ones to visit again and again. On the other hand, the crew were all reliable, elderly (in many cases, very much so!) and knowledgeable long-term employees with whom there were no drinking, drug, or missing-the-ship problems (with all of which, as Mate on West Star, I had frequently been obliged to deal, deck crew turnover being far too high for comfort). I have a lot for which to thank the Canadian Pacific rubric, even the hotels and CP Air.

Occasionally, happenstance occurs at the right time. Last month I was watching an interview on CNN with Nancy Pelosi, the Democrat Speaker of the US House of Representatives. Usually such discussions are, of course, quite predictable, but on this occasion she was asked what books she was reading (the interviewer, Fareed Zakaria, recommended at least one book every Sunday morning) and she said (surprisingly, in my view) that she had greatly enjoyed 'Longitude' by Dava Sobel (published in 1998, and, I am sure, known to the majority of our readers). But, having done some reading on the subject in other books, I was aware that there was little doubt that the calumny recited on page 13 of that book (the story of a sailor who had unwisely told Admiral Shovell in 1707 that he was too close to the Scilly Isles by the sailor's calculations, and had been forthwith hanged for mutiny even though four of five men-of-war were thereby lost on those rocks) was actually a defamatory tabloid 'fake-news' item circulated at that time to keep broadsheet sales up. Do any of our readers out there have any views or knowledge on the subject?

But let us expand that line of thought a little. This journal is a good instrument for book reviews: there are very few forums of thought available to us that specifically consider nautical books and articles (I do not know whether there are today many in-house publications that now exist for intra-company discussions, but I venture to say that they are rare, and those I suspect are probably very self-centred). I have two books before me, for example, wherein I see lots of room for generous reviews: 'Dead Wake' by Erik Larson (the sinking of the

Lusitania, a book that I liked but saw manifest errors) and 'Nelson's Purse' by Martyn Downer, a lively account of the Trafalgar fleet and its cast of characters, ships, sailing techniques and characters. How about it?

1.3 From the Webmaster– Chris Clarke (ClarkeC59)

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

WA Membership worldwide is 518 (including 58 Officer Cadets), of which 26 (5%) are online.

Although I 'retired' as All Hands Editor last December, this year I am helping my worthy successor Michael Frost to collect, collate and publish All Hands editions which adhere to the professional standards we developed in recent years. Personal circumstances will require me to further reduce my involvement and I am confident you will continue to enjoy even more interesting and edifying articles than has been possible in the past.

The key however, is for Michael to be provided with articles he can publish. May I urge all members who read this edition to continue as you did during the years of my involvement since 2011 by submitting as much content as you can for Michael's consideration? It may be about your own personal experience, articles you find published online or anywhere else, associated with the maritime industry and our Warsash years, and, for Officer Cadets, the years to come. Any aspect of the maritime industry 'is fair game', whether it be at sea, ashore, navigation, engineering, electronic, cargo, safety, new developments etc. My experience was that the regular flow of contribution from members was hugely encouraging to me and made my efforts as Editor highly rewarding.

All Hands is probably the most important part of the Warsash Association in its global reach. The future of our journal and the Association is therefore, fellow members, very much in your hands. Let us continue in the same vein so that Michael's future efforts are similarly rewarding for him and the Warsash Association.

2 WA Notices, News And Events

2.1 New Joiners Since AH2019-1 – Chris Clarke (ClarkeC59)

We wish a very warm welcome to the following new members who have joined since the last All Hands journal.

OC = Officer Cadet			Total Since AGM 2018		22
Title	**Name**	**Website Username**	**WA Year**	**Country**	**Joined**
Captain	Alan Cooke	CookeR59	1959	UK & Ireland	01/06/2019
Captain	David Brock	BrockD69	1969	UK & Ireland	26/07/2019
Captain	Samrull Hussein	HusseinS69	1969	Malaysia	26/07/2019
Mr	Khan Bari	KhanB09	2009	UK & Ireland	05/08/2019

2.2 UK News

WA Executive Committee Secretary vacancy - The 2019 AGM is fast approaching and the Executive Committee is in serious need of new blood if the current success of the Association is to continue.

The principal vacancy that arises this year is a replacement for Chris Dancaster who is standing down as Secretary at the AGM. The task is principally preparing agendas and gathering reports for committee meetings in January and May and for the AGM and dealing with the minutes of these meetings. The Secretary's remit does not involve the organisation of the AGM/social event in the early Autumn nor the Christmas lunch, although he is obviously involved in the general discussions concerning these events which are generally the principal business of the Committee. Chris Dancaster has said that he is happy to shadow his replacement for the Committee meetings in early 2020.

If you feel that you could take on this not-overly-onerous task, Chris Dancaster would be more than pleased to answer any questions that you may have. His email is wasec@warsashassociation.net. There are also vacancies at the current time for "committee members without portfolio" and volunteers are sought to take on this role.

WA 2019 Social Event - David Dearsley (DearsleyD64): This year's AGM and Social Event will take place in and around Solent University, Southampton (the new home of the Warsash Maritime Academy) on 26-27 September 2019.

Details of the two-day Social Event Programme and a Selection Form can be downloaded here >>Notice. Events include the 2019 AGM, dinner, tours of the new WMA St Mary's Campus and the new Maritime Simulation Centre as well as self-guided visits to the city attractions e.g. SeaCity Museum & Titanic Exhibition, The Solent

Sky Museum. Pre-dinner drinks and the dinner have been arranged at a dedicated event suite in Solent University. Prices and other event details are shown in the forms available below.

Our hotel will be the Jury's Inn, Southampton which is conveniently situated for the events and accessible via M3 & M27 motorway junctions and Southampton Central mainline railway station. The B&B rate is £102 for a double room and £80.00 for a single room. The evening dinner will be about £36 per person.

During the visit, the opportunity will be taken to dedicate a replica of the Roll of Honour Plaque in memory of eight Warsash cadets known to have died during WWII, which has been re-located from the old Warsash building.

Please put the dates in your diary and complete and return the downloaded Event Selection Form to the address on the form, as soon as possible to help organisers confirm the numbers attending for what is expected to be a very popular event. UK members, member's guests and any members visiting the UK from overseas are very welcome to attend. The overnight accommodation at Jury's Inn is very conveniently situated for all of the social events

I very much hope that you will be able to join us and, for those who can, I would be most grateful if you will download, complete and return the forms to me as soon as possible at the address on the Booking Form.

Warsash School of Maritime, Science and Engineering Graduation Ceremony – Captain Brian Hoare (HoareB62): (*This graduation ceremony was for the whole Warsash maritime faculty which includes WMA cadets.)* Our Chairman Roger Holt and I, as Deputy Chairman, were invited by Solent University on 30th June 2019 to attend the graduation ceremony for Officer Cadets and those completing maritime related degrees, followed by the Maritime Dinner that evening. We have both attended many of the passing out ceremonies and dinners held by the Warsash Maritime Academy (WMA) at the Guildhall which were specifically for Officer Cadets (OCs) completing their three year's study but this would be the first since the WMA had been fully integrated into the new facilities at Solent University in Southampton, following the closure of the upper training site at Warsash.

David Dearsley and Roger Holt with three Officer Cadets

Warsash Maritime Academy cadets

The old style passing-out ceremonies were very much a family affair, the OCs having been a close knit group at the Warsash Campus during three years of studies only broken by six months of sea time. The tables in the Guildhall were filled with parties of proud parents and relatives and the whole show organised and presented by the WMA staff. There would be much cheering by their peers as individual OCs came to the stage often followed by even louder cheering and whooping from their proud families. The Warsash Association (WA) prize would be the highlight of the presentations, our distinguished guest would address the gathering, dinner would be served after which the OCs could celebrate and let off steam to a disco and the bar was only a few paces away. One of the two highlights of the evening would be the address given by the John Bazley on behalf of the WMA, he always recounted their studies over the period, charitable events and without fail concluded with statistics regarding how much food, beer, toilet rolls etc. had been consumed during their time and normally ended with the stunning fact that throughout the period the engineer OCs had washed their boiler suits once! The second highlight would be the response on behalf of the OCs which without fail included grateful thanks to the teaching staff at the WMA and their parents for supporting them. I had feared that this unique occasion would be

lost by being totally subsumed into the more formal graduation ceremony of Solent University but am pleased to report that while the graduation ceremony itself is quite formal, the dinner and prize giving in the evening is not.

We were entertained to lunch by Solent University prior to the graduation ceremony where we met the outgoing Vice Chancellor Graham Baldwin and members of the faculty staff. During lunch the Chancellor, Theo Paphitis, the multi-millionaire entrepreneur of 'Dragons Den' fame, thanked particular members of staff for their help in organising all the graduation ceremonies during the week and for guiding him through his first as Chancellor since succeeding Lord West of Spithead. He went on to note that Vice Chancellor Graham Baldwin was leaving to become Vice Chancellor of the University of Central Lancashire (a return home to his native Preston), thanked him for his work in overseeing the many changes over the past few years and made a presentation to him.

The more formal proceedings commenced with the Chancellor, Vice Chancellor, faculty staff and invited guest such as our own member David Dearsley who holds an Honorary Doctorate from the University, to don their gowns and proceed the short distance to the Guildhall for the graduation ceremony. At this point the formality of the ceremony is markedly different from the previous WMA ones; a slick video is shown to the audience prior to the start showing how it is to be conducted and guidance for our participation, the audience stands as the robed faculty party proceeds to the podium and the Vice Chancellor makes an address. He highlighted the one hundred million pound investment into Solent University of which forty million pounds was invested in the new WMA and Nautical studies campus; he referred to the return on this investment stating that the University was meeting its budget targets and congratulated the graduates on their achievement. The Chancellor, Theo Paphitis, was invited to receive the graduates, at each stage of these proceedings there is much doffing of caps and mortar boards as tradition dictates. A senior member of the faculty introduces each group by stating 'Chancellor I present to you……', the WMA OCs were the first, very smartly turned out in their mess jackets, possibly the smartest group I have seen at any ceremony. This year they were a relatively small number as their intake coincided with the announced move from the Warsash site and many shipping companies and training agencies held back waiting to see how the WMA would develop at its new location. This group is unique in being the last to study at the Warsash old site prior to their six months sea time. On their return they were in a completely different environment at the new facilities in Solent University. All current OCs commence their three years training at the new St Mary's Campus.

Our group were followed by graduates with degrees in Maritime Operations, Maritime Engineering, Electro Technical, Yacht Design, Port Operations and the like, a much more diverse spread of maritime education than we used to see at the old WMA ceremony. At the conclusion of the graduation presentations, the Chancellor addressed the graduates. As befits an entrepreneur and self-made multi-millionaire he gave them very sound advice in that although they have been educated to pursue their chosen careers, they must be prepared for set-backs along the way, life is like that, but hard work and determination to follow their chosen path is the key to success: wise words for some of our OCs who did not have a sponsor able to offer them their first OOW appointment. A nice touch at this ceremony was that the Chancellor, Vice Chancellor and faculty members exit the hall first and then formed a corridor to applaud all the graduates as they passed though after exiting the Guildhall

At the conclusion, we attended a small reception in a marquee erected outside the Guildhall, which gave us an opportunity to meet several Cadets and our WA ties attracted the attention of two membership candidates one of whom seemed very keen to join even though he is now a BA pilot. It was a well organised and successful occasion, the only thing missing from the old style passing-out ceremony was announcing the shipping company or sponsor of each OC as they were called, I believe it gives the assembled audience a feel of just how international the shipping industry is and hope the announcement will be reinstated next year.

The annual Maritime Passing Out Dinner that evening was held in the 'Spark Building' at Solent University and as there was no format during the graduation ceremony for a prize giving, it was decided to incorporate it into this event. Following a convivial dinner, during which we met the Deputy Vice Chancellor, Julie Hall, the Vice-Chancellor gave an address during which he gave more details on how the one hundred million pound investment had been spent with particular emphasis on the WMA. He highlighted the recently opened state-of-the-art Simulation Unit allowing several ship units, engine room simulator and liquid cargo operations simulator, to interact with each other or operate independently. He also advised that there was a simulator for container crane operation, updated us on the delivery of new ship models to the Timsbury Lake ship handling centre and the development of new firefighting and sea survival training facilities on the lower site at Warsash.

The prize giving ceremony then took place but unfortunately many of the recipients were at sea. This included Officer Cadet Robert Archibald who won the Warsash Association Cup for Individual Achievement and in his absence our Chairman presented it to a representative from Carnival Cruise HR department on his behalf. I was

unexpectedly called upon to present the Sword of Honour which was again received by the Carnival Cruise representative in the absence of the winner. This is not strictly our prize as it is awarded by The School but it is given to the same winner of the Individual Achievement prize. The sword was given on loan many years ago and is kept in the safe custody of Solent University as indeed is our Cup. Either way it was a nice gesture to ask the WA to make the presentation as we represent that link to the previous history of Warsash. The evening concluded with the Chancellor giving a light hearted address, many thanks to Solent University for continuing with the prize giving ceremony and making it a memorable occasion for the OC's and the parents attending.

WA 2019 Golf Tournament – Chris Dowty (DowtyC69)

Once again the Petersfield Golf Club welcomed the Warsash Association for the annual Wakeford Cup on Thursday 8th August. Again we were lucky with the weather, forecast gales from the south west kindly delayed themselves until Friday. We were blessed with ideal weather, partly cloudy, light airs and a temperature of about 20° C. This year's attendance, due to some unavoidable absences amongst the usual 'suspects' was only six. Come on Gentleman, there must be plenty of Warsash Association members in the UK who can play golf to the same lowly standard achieved by our regulars!

L to R: Chris Dowty, Roger Holt, Chris Clarke, Martin Sutton, Brian Hoare plus the photographer Roger Squirrell 'cropped' from a similar photo taken by Brian Hoare

Deserving winners (again damnit!) - Roger Holt and Chris Dowty.

The Wakeford Cup was won once again by Roger Holt with 37 points, while Chris Dowty with 33 points took home the Stubbington Trophy. Nearest the Pin on the 13th was awarded to Roger Holt, whilst the Nearest the Pin in two on the 18th went to Chris Dowty.

Next year's competition will again be held at Petersfield Golf Club on Thursday 13th August 2020.

PS Well done once again Chris, for a most enjoyable event. I would encourage any WA member in the UK (or visiting) who plays golf to join our enjoyable annual 'tournament' at the delightful Petersfield Golf Club course. If, that is, you put a note in your diary for 7th August 2020 (date TBC). The course is a delight to play, being well drained and well maintained. Additionally there is always the benefit of heaps of abuse being hurled about between contestants whilst on course and during a very tasty meal afterwards in the clubhouse. Chris Clarke (ClarkeC59).

2.3 Australian Branch News – David Montgomery (MontgomeryD63)

Over the past few months I have been travelling in the UK and attended no less than two important events relating to the Warsash Association.

The first took place in Surrey where on behalf of the Australia Branch I was honoured to present Chris Clarke with three books detailing the lives of three great navigators with strong links to Australia, Cook, Bligh and Flinders. The Branch wished to acknowledge not only the contribution Chris had made to the Association through his editorship of All Hands but also to his deep involvement in the foundation of the Australia Branch in 2009.

Right: David Montgomery & Chris Clarke

The second event to attend, with Roger Holt, was the reunion of the Class of '69 which was held just outside Southampton. Thank you, Chris Dowty, for the kind invitation.

It was great to meet with so many ex cadets from all over the world who gathered to acknowledge the camaraderie which resulted from their year at the School of Navigation.

Closer to home (fifty years down under allows me to call Australia home), Queensland based members got together in Buderim on 20th July to celebrate the birthday of one of our senior members, Tony Devere who attended the School of Navigation in 1946!

Plans are now finalised for our Annual General Meeting and reunion which will take place in Brisbane from 25th to 28th October 2019. On the 25th we will meet for an evening get-together and dinner on Southbank. The 26th sees the AGM conducted in the morning and our Reunion Dinner in the evening at the Mecure Hotel and on the 27th we take to the Brisbane River to cruise to the old Pile Light allowing us all to see the modern Port of Brisbane after passing through the now developed residential suburbs which cover the old port area. We have invited members of the Conway, Worcester, Pangbourne Group in Queensland to join with us for the Dinner and Cruise.

At our Annual General Meeting we will elect the new committee to steer the Branch through the next three years. We would urge ALL members to consider nominating for the various positions and the current committee will be delighted to pass on to prospective nominees details of how easy it is the fulfil the positions!

2.4 New Zealand Branch News – Captain Adair Craigie-Lucas (PeacockA60)

WANZ AGM to be held at Wellington on 6th – 8th November 2019

Thanks to the magnificent work by Mike Pignéguy, we are now able to provide an update of what is planned for the 2019 AGM in Wellington.

Wed 6th Nov:		Book into Trinity Hotel, Willis Street for $149/night. Evening dinner TBA
Thurs 7th:	1000	Visit Maritime Museum – Queens Wharf.
	1200	Take ferry from Queens Wharf to Days Bay Eastbourne.
	1300	Lunch at Sea Salt Café in Days Bay (short walk from ferry).
	1445	Return by ferry to Wellington. Could visit Te Papa?
	1730 -1830	AGM in Trinity Hotel (Arborist Rooftop Bar and Restaurant).
	1830 -1915	Drinks in bar.
	1930 - 2100	Dinner and after dinner speaker (Mark Rothwell from Maritime NZ).
Fri. 8th:		Book out in morning

Mike is currently working on deposits etc. Members will be advised of this as soon as the info. is available.

If you have not already done so please will members confirm their intention to attend via adaircl1@gmail.comat your earliest convenience so I can send the relevant form.

2.5 North America Branch News – Capt. Stan Bowles (BowlesS69)

The 2019 General Meeting of the North American Branch will be held on Sept 26th to Sept 29th 2019 at Boston MA in the Residence Inn (Marriott), Boston Harbor on Tudor Wharf. Hotel email - https://www.marriott.com/hotels/travel/bostw-residence-inn-boston-harbor-on-tudor-wharf/. Time is running out so here is the special link for our group to make reservations at the hotel. Please book your group rate online via this link WARSASH MARITIME ASSOCIATION NAB or by telephone (1-800-331-3131) in both cases using the group name WARSASH MARITIME ASSOCIATION NAB. The program is as follows.

Thursday Sept. 26th

- Check in at hotel from: Sept 26th 4pm.
- Welcome reception – Locations under consideration - timing 6-8pm

Friday Sept. 27th

- Breakfast: Hotel (included in Room)
- Morning is open:

- Lunch: under consideration or individual responsibility.
- Afternoon: Visit to Veson Nautical (500 Boylston St.): https://veson.com/veslink-imos-platform/
- Evening: Organising Sunset Harbor Cruise – ($36-$42 for rides lasting about 90 to 120 minutes (Sunset is about 6:30pm)
- Dinner: individual choice/account.

Saturday Sept. 28th

- Breakfast: Hotel (included in Room)
- Morning: Visit & tour of USS Constitution: https://www.navy.mil/local/constitution/
- Negotiations ongoing to hold the AGM onboard.
- Lunch: under consideration (individual responsibility.)
- Afternoon: Visit to USS Constitution Museum: https://ussconstitutionmuseum.org/ Next to the "USS Constitution", private entity with entry fees etc. (for individual account)
- Dinner: Location and cost to be advised once numbers wishing to attend are realised.

Sunday Sept. 29th

- Breakfast: Hotel (free)
- Morning open:
- Check out by noon Sunday 29th – later check-out may be possible on request that morning.

Other activities and points of interest about Boston/ Cambridge will be considered, once we have a sense on number, including suggestions for a spouse's program. Here are the hotel specifics:

a) The daily rate is $285/room, ($60/day discount) with Taxes 14.95% total
b) Rooms are: Studio Suite, which includes One Queen bed, a living area with full size sleeper sofa and fully equipped kitchen and full size refrigerator.
c) Individual guests will pay for their rooms and taxes.
d) We have 10 rooms, up to 15 rooms available at this time?
e) Hot breakfast – Included, WiFi / Internet – Included, Free: Pool access & Gym access.
f) There are zero miscellaneous fees.
g) Rooms must be confirmed by the guests 9/01/2019.
h) Guests may cancel individual reservations, by 9/22/2019
i) No deposit is required by the group. Group will not have to pay for unused rooms.
j) Valet Parking is available @ $50/day (multiple entries).

3 Warsash Maritime Academy News

3.1 UK's Largest Maritime Simulation Centre

The UK's largest and most sophisticated maritime simulation centre, situated at Solent University's main campus in Southampton, was officially opened by Sir Michael Bibby Bt., DL, President of the UK Chamber of Shipping on Tuesday 21 May 2019.

Speaking at the event, Sir Michael Bibby said: "There is no doubt that these centres can give better training and improve safety for everyone at sea. But we also need to attract more young people into the maritime industry. We need deck officers and engineers on cruise ships, tankers, offshore and bulk carriers, and of course, the Royal Navy. We need to build our profile and promote our careers because these young officer cadets are the future of our maritime nation, and this facility could help attract more young people into it. I would like to thank the University for creating, developing and making this facility into the fantastic place it is."

Sir Michael Bibby Bt., DL, President of the UK Chamber of Shipping

An important part of the £43m investment the University is putting into maritime education and training at Solent, the £7m simulation centre - partly funded by Solent LEP - will open its doors for business this June.

Professor Syamantak Bhattacharya, Dean of the Warsash School of Maritime Science and Engineering said: "We have a long history in pioneering the use of simulator technology, ever since the launch of the UK's first

simulators at our Warsash campus more than 40 years ago. Our new centre continues that well-established tradition, offering access to the latest cutting-edge hardware and software. We are proud to remain at the forefront in delivering specialist higher-level training."

The new facility 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; high voltage simulators; liquid cargo simulators; on-shore and off-shore crane simulators; GMDSS radio communications and VTS suites; DP simulators; and four multi-purpose desktop simulation classrooms.

This state-of-the-art 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 departments, or ship and shore. The simulation centre will also feature hundreds of ship models, which will be used by cadets and maritime professionals alike.

Designed with the future in mind, the new centre also features a 'virtual shipyard', to test ships which are in the process of being designed, or to create digital twins of existing ships. 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 the undergraduate and postgraduate degree 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 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 Syamantak.

"In a fast evolving maritime industry it's crucial that students receive the best educational foundation in their initial studies, and are able to expand on it through continuous learning throughout their professional careers – this new simulation centre will do exactly that. We look forward to building on our world-renowned Warsash heritage, working with maritime sectors across the globe to ensure our training methods are relevant for current and future mariners."

Facilities; Our new world-class simulation centre enables seafarers to train on the very latest specialist facilities using the most advanced Wärtsilä technology:

- eight full-mission navigational bridges
- Full mission engine room simulator
- Over 50 part-task simulators
- Full-mission dynamic positioning (DP) simulator and six DP stations
- four multi-purpose desktop simulation classrooms
- two electronic chart display and information systems (ECDIS) suites
- On-shore and off-shore crane simulators
- Liquid cargo operations simulators (LICOS)
- High voltage (HV) simulators
- GMDSS radio communications suites
- Vessel Traffic Services (VTS) suites
- four debriefing classrooms, with replay capability for effective debriefs
- All simulators and classrooms interconnected with 35,000m of data cable for joint exercises

- Virtual shipyard to build digital twins of existing ships or ships under design/construction

3.2 Source Project MariEMS Report To IMO

The final outcome of project MariEMS (Maritime Energy Management Training Strategic Partnership) was presented during the IMO's HTW6 (Human Element, Training and Watchkeeping) sub-committee session on 29 April 2019. During the presentation, Captain Zakirul Bhuiyan, the project's principal investigator and senior lecturer at Solent University, highlighted the findings of the energy efficiency study to the International Maritime Organization (IMO) member states.

The 30-month-long MariEMS research project concluded in 2018. Solent University had been leading this Erasmus+ funded project along with eight other partners across Europe, including four EU universities. The project is expected to help to reduce the energy usage on board ships, thereby reducing emissions and pollution. The project is also helping the IMO and the EU in achieving their stated emissions targets through better training for the management of energy on board vessels.

The IMO has introduced regulations such as the Energy Efficiency Design Index (EEDI), Ship Energy Efficiency Management Plan (SSEMP) and Energy Efficiency Operational Index (EEOI), which entered in force on 1 January 2013. The EEDI applies to newly-built ships and requires they comply with new energy-efficient technologies to reduce emission footprints. SEEMP is a measure required to be applied on board all ships currently operating, to design an achievable plan for monitoring and achieving energy efficiency, and EEOI provides a tool for measuring the ship's fuel efficiency in operation and monitoring the effect of any variations, e.g. more frequent propeller cleaning or improved voyage planning or introduction of technical measures.

The majority of the IMO requirements on ship emissions are contained within MARPOL, with air pollution being the focus of Annex V1. The MARPOL regulations impose strict emissions caps in two emissions-control areas which are (partly or completely) inside the EU - The North Sea and the Baltic Sea. These emissions caps are intended to control main air pollutants in ships' exhaust gas, including CO2, sulphur oxides (SOx) and nitrous oxides (NOx), and prohibits deliberate emissions of ozone depleting substances (ODS).

As the regulations and technologies governing energy efficiency on board ships become more complex, it's been recognised by the IMO and the industry that seafarers need to be trained to a much higher level in these fields. The purpose of the MariEMS project is to develop an energy management training specification, and develop and implement an online learning and assessment system for the new training programme. As the maritime industry is global, creating a standard job and training specification across European countries, as well as a full training programme to be submitted for international approval to the IMO and professional bodies, we are taking the first steps to help support IMO and the EU achieving their stated emission targets through better management of energy on board vessels. Visit the MariEMS project website

Project partners Solent University (UK), Centre for Factories of the Future (UK), TEAM srl (Italy), Polytechnic University of Catalonia (Barcelona), Satakunta University of Applied Sciences (Finland), Spinaker d.o.o (Slovenia), Makroshipping

4 Warsash January 1969 Cadets – Captain John Gurton (GurtonJ69)

Here we are a class of fresh faced eager young men at the end of our second term. Some were to continue for a third term others off to their first ships. Of the 18 in our class 12 went on to gain Masters Certificates, 10 to sail as Master, two Harbour Pilots, one Fire Chief, one exporter, five Marine Consultants. All bar two followed a nautical career until retirement so percentage wise it was well above the norm. In 1999 a few of us still in touch decided to organise a 30-year Reunion. We didn't do badly, rounding up 13 of the originals with two not being able to make it on the day. Use was made of the Merchant Navy Officers Pension Fund, a few shipping companies and the Nautical Institute to trace people. Two have remained elusive as was our friend from Malawi at the time.

Left to right: back row: Dave Balderston, Dave Hewitt, Paul Tucker, Adrian Craggs, Keith Moger; **middle row**; Andreas Christodoulides, Dave Brock*, Kingsley Likukutah, Gordon Alexander, Stan Bowles; **front seated**: Chris Dowty, Ian Bowen, Jamal Othman, Ed Tan, John Gurton, Dave Monk, Samrull Hussein*

As an aside Kingsley Likukutah was subject of an All Hands article in 2003.

We stayed in the Meon Valley Hotel and took a trip down to Warsash. At the school we all took a stroll around the grounds recalling pranks and the dreaded overtime punishments meted out by Bert Butler. We formed up for a group photo in the same rows as the term photo, a bit wiser and wider than before. Later we rendezvoused in the Rising Sun with Bosun Gifford of the Halcyon and Graham Evans of fire-fighting fame. We took our wives, who through the haze of many nautical tales, gained a better understanding of what we'd 'endured' back then.

2019 - L to R Back row: David Brock, Paul Tuskar, Gordon Alexander, Keith Moger, Stan Bowles

L to R Front row: Chris Dowty, Ian Bowen, Edward Tan, John Gurton, David Monk, Samrull Hussein

On our second evening in the hotel, we had secured a private room for dinner. Plenty of wine was served to help jog the memories of the School and many other tales from the intervening years. The next day we all pondered whether to do it all again in ten years' time or so?

So, it took *twenty* years before we got ourselves organised again for the 50-year reunion.

Thanks to arrangements sorted out by Stan Bowles and Chris Dowty, this was a more inclusive event with arranged tours of the Warsash Maritime Academy as it now is.

Three of our classmates had crossed the bar in the meantime, Adrian, Kingsley and Jamal but Dave Monk and his wife were now able to join us. The gathering in the same hotel on the Wednesday took up from where we left off in the bar with stories galore.

At the Academy we were given a guided tour, even a peek inside the cadet block, oh! that familiar smell of polish (then known as crap) on the stairs! We were surprised to hear that the Cadet and Moyana blocks were now Grade 2 listed buildings, so all will not be lost. It was encouraging to see cadets engaged in wire-splicing down in the workshops. Fire-fighting was being practised in earnest and we were all glad we weren't going through that training anymore. Lunch was taken yet again in the Rising Sun, still as popular as ever.

Wire-splicing

Then it was off in convoy to the new facilities in Southampton. This is now a very impressive learning centre indeed. The highlight for us being the Ship Simulator suite although the engine-room and crane simulations were equally state-of-the-art facilities.

On the Friday morning a visit to Port of Southampton's VTS centre had been arranged.

Where the bugler used to stand?

This was an eye opener for some of the party, but more so for the ABP presenter who was able to learn more from us with about 500 years of collective nautical experience to impart. The VTS was extremely well run and

efficient which I found particularly encouraging having watched my previous port abandon its VTS capability for a remote station 200 miles away which proved to be problematic.

Dinner in the Black Dog reminiscent of the Refectory dining tables? '1969ers' and wives

(Above right: Class of 69…+ 50 years)

Back in the Meon Valley Hotel Gordon Alexander had decorated the room with as many company flags as we could muster for the Friday evening farewell dinner. The also was a table of nautical memorabilia and 'old' ships photos.

WA Chairman Roger Holt and David Montgomery, Secretary of the WA Australia Branch, attended as guests. A fitting feast for a memorable couple of days.

The next morning the conversation centred around the fact that maybe we shouldn't leave it so long before the next gathering.

5 'Test Run' with South American Saint Line – Martin Scott (ScottE60)

Regarding the above company and its cadet training vessel the St Esseylt, in the summer of 1959 Whalley picked six 'volunteers' to accompany him and his wife Pearl on a grand tour of the continental navigational training establishments. South American Saint replaced their usual six cadets with six of us for about three weeks, as the ship discharged and loaded from London to Antwerp, Bremen, Hamburg and Rotterdam.

It was of course an interesting time and we were paraded at various establishments during each port visit. However the Mate was not overjoyed at losing his workforce so we also had to turn to on a number of occasions.

L to R John Figges, Pearson, 2/0, Grimes, Martin Scott & Tom Crookall

This was a bit of a shock to us as Whalley had cunningly convinced Warsash Cadets we were going to sea as young gentlemen, a myth quickly dispelled when you joined your first ship of course.

South American Saint Line was somewhat mystified that nobody appeared to want to join them for years afterward after we had reported back that you actually had to work on board! I attach picture of five of us in London Docks with the St Esseylt's Second Officer. Do any other members recall further details?

6 Graduation Photo – Midshipmen April 1969

Midshipmen April 1969, named left to right. (Photo Trefor Lee)

Back Row: Bob Case, Ian Walker-Spicer, Trefor Lee SS&A, Simon Embley, Jimmy Dalgleish, Pat (surname unknown)?

Front Row: Nigel Hal,l Ian Brimelow, Mike (surname unknown), Chris Tyack, Stuart Bell, Dave Sheridan

7 An History of Canadian Pacific (et al) - Michael Frost (FrostM61), Editor

The Canadian Pacific Railway Company was incorporated on February 16th 1881 with the aim of making a reality of Canadian Confederation, the nation being large in geographical size (the world's second biggest) and the population small and widely dispersed. It was only three years later that the company took to the water, particularly for service on the Great Lakes, at that time, bodies of water of great size, but without a viable nautical connection with the outside world.

From that time onwards the company flourished in many manifestations, although the 'railway' component dominated CP's persona until the mid-20th Century. Inasmuch as the format of shipping to and from Canada has today been virtually transformed by the present-day Maple Shipping, it is not intended to deal with the story of the company into the 21st century. There is however a substantial number of books in print (be warned: some are less than reliable) that show the growth in the Canadian Merchant Marine.

Suffice it to say that the various CP companies have long been active in Atlantic passenger/cargo trades, were for years the premier Pacific passenger company (particularly to Japan and Hawaii), had cargo, passenger, and cruise fleets on the West Coast, and for long were dominant in the Great Lakes.

The transition from sail to steam in the middle of the nineteenth century created conditions that it quickly became apparent could accrue to the economic advantage of the Canadian Confederation. As the focus of British trade moved northwards to Liverpool, Manchester (with the completion of the Manchester Ship Canal) and the Glasgow conurbation, the route to North America, via the St. Lawrence River and Halifax, was in effect shortened by one day's steaming over New York, Boston and similar ports, a considerable financial advantage over a full year's operation.

Officers & crew of the Empress of Japan (1891-1922)

Such issues were important when it came to the mail contract with the British Government, which was of significance because of the Empire connection. There was the potential of a completely Imperial service from UK to Eastern Canada, a secure direct route to Canada's West Coast, and thereon to Japan, Hong Kong, Malaya, and perhaps therefrom to Burma, Ceylon and India, the Crown Jewels of the Empire. However, there was a significant problem with the concept, this being the contract that the British Government already had with Cunard to service the mail and other needs of the much larger U.S. market. To a degree the issues began to coalesce in 1902 when the opportunity arose for the company to purchase Elder Dempster's Beaver ships (eight passenger and seven cargo vessels) and Allan Line's cargo vessels, an expansion of the fleet that also transferred the mail contract from Allan's substantial but senescent fleet to CPR (as it still was). T

he fleet now being of substantial size, the company sought business elsewhere, and a little-known but nasty little disagreement arose between the company and the Austrian Government when the latter sought to stem the substantial flow of emigrants from central and eastern Europe to North America on company ships (CPR seems to have resolved the issue by renaming two ships and pandering to the political realities of the day).

As was the case with many big British passenger shipping companies, the emigrant trade was a reliable source of steady income. But the problem of which companies would prevail was soon resolved: Europe descended into World War I.

The company's vessels were an important component of the Allied war effort. Twelve company vessels were sunk (usually by torpedo) out of thirty-seven varied ships that were commandeered by the British Government, though a service was maintained to Japan from 1915 (it should not be forgotten that Japan was then an ally, a role from which it substantially profited at very little cost to itself). In 1921 the company changed its name to Canadian Pacific Steamships, though many vessels of various sizes, locations and purposes remained under the CPR (i.e. 'Rail') rubric. For employees, life on board for the crews before and during the inter-war period was hard and unrelenting. Their employment began and ended with the voyage in hand, and conditions were little improved over Nelson's day: there were no crew dining or recreation facilities, who mostly lived below the water-line in crowded dormitories.

World War II saw twenty-two vessels in service with the British Admiralty. Twelve ships were lost by enemy action, including the Empress of Britain, the largest passenger ship (42,348grt) lost during the war and the largest sunk by a submarine.

There are certainly a few very well-known ship's names that represent the company (the Empresses, the Princesses and the Beavers, of the last of which, for example, there were 18 vessels with that prefix), but some that could well be thought to have been owned by other companies (Parthia, Perseus, and Ruthenia spring to mind). And some names were quite misleading, the Princess Patricia being a cruise ship (to Alaska), Princess Marguerite an overnight Victoria to Seattle car and passenger ferry, and the Trailer Princess a trailer and railcar ferry from Vancouver to Sidney, Vancouver Island, B.C.

The companies also have some unique claims to fame. In 1901 Lake Champlain (formerly of Beaver Line) was the first British ship to be equipped with wireless telegraphy (at the time there were radio stations in UK but no radio station in North America) and in July 1910 Captain Kendall of (Beaver's) Montrose, becoming suspicious of two of his passengers, radioed headquarters in Liverpool. As a result a detective boarded the ship at Father Point, P.Q., and successfully arrested Dr. Crippen, who apparently by then thought that he and his companion were pretty well home free! Further, during WW1 Montezuma, a Beaver Line vessel, was transferred to the Admiralty and had its appearance altered (by 10 rubber 12" "guns" that could be carried by two men) so that it resembled an HMS Iron Duke class battleship (Montezuma was torpedoed in July 1917): viewing its picture in the Imperial War Museum, the deception looks as if it could have fooled any submarine commander. (This is a rather interesting little sideline in this CPR tale: Winston Churchill, First Lord of the Admiralty, had the idea to thus instantaneously enlarge the Home Fleet by five Dreadnoughts: did this deception work … who knows?) It is also noted with pride that in 1923 Empress of Australia was in Yokohama when there was a devastating earthquake and fire: she received a special plaque commemorating the help rendered to the wounded and homeless. Lastly, the history of the company embraces the trip to Canada that the King and Queen enjoyed on the Australia in 1939 (some say to the chagrin of P&O, a company that never were occasioned such a privilege!).

The corporate entity now operating, largely comprises the Canadian Pacific Railway, still a major component of the Canadian economy. True 'Canadian' ships are almost a thing of the past (though many still operate under other ownerships), and legion are the memories of small (sometimes tiny) ships binding together the diverse components of a largely empty country: it is a legendary company to many Canadians. Your correspondent will certainly never forget it!

For further reading: *Canadian Pacific* by (George Musk) Butler & Tanner Ltd., London, 1981.

The superb painting below is included by kind permission of the marine artist Gordon Bauwens whose website https://www.gbmarineart.com describes the vessel as follows. 'Fondly remembered by many a child of the 1950s and 60s as the 'big white ships', Canadian Pacific's final generation Empress *liners were undoubtedly among the most distinctive and finest looking post-war passenger ships built in Britain.* Empress of Britain *was launched by HM The Queen from the Fairfield Shipyard, Glasgow, in June 1955. The 640-foot (197 m) 25,516 grt liner entered service on the UK - Canada transatlantic routes the following year. Joined by her Tyne-built sisters,* Empress of England *in 1957 and* Empress of Canada *in 1961, this handsome trio provided a reliable and regular service from Liverpool and Greenock to Quebec and Montreal.*

Although sold by Canadian Pacific in 1964 due to the ever growing popularity of jet air travel, Empress of Britain *was still operating in 2001 as a cruise liner (*Topaz*), as indeed was her younger sister,* Empress of Canada. *This nostalgic and highly detailed painting by Gordon Bauwens shows the liner anchored off Greenock in 1960. The family of a serving officer watch from the Esplanade as the liner, attended by a Clyde puffer, prepares for her imminent transatlantic departure. The turbine steamer* Queen Mary II *on a day-cruise 'doon the watter' from Glasgow, sweeps down the main channel behind.*

Empress of Britain anchored opposite the Esplanade in Greenock(© Gordon Bauwens)

Owners: Canadian Pacific; Builders: Fairfield Shipbuilding & Eng. Co., Glasgow; Launched: 22 June 1955; Tonnage: 25,516 tons gross; Dimensions: 640 x 85 feet (197 x 26 metres); Machinery: Steam turbines, geared twin screw, 21 knots; Complement: 160 First Class, 898 Tourist Class.

8 Bibby Line Apprenticeship 1949 – Captain Richard Parkin (ParkinR49)

What follows is not an account of Bibby Line voyages but rather a description of a cadetship served on two of their vessels. It recounts experiences over many sailings rather than one. It reflects many of the very interesting articles recorded in the 2017 (2) edition - a past era in shipping.

Late 1948, seemingly an aeon ago, saying goodbye to parents on the railway platform two weeks after leaving Warsash; homesickness mingled with that feeling of adulthood, freedom and expectation I imagine many experience on doing so. Doffing the forelock to the Bibby office housed in the Liver Buildings on the Merseyside waterfront, transported by car to the docks at Birkenhead. Wending a way through the bewildering activity and noise of cranes, derricks and dockers rushing cargoes from warehouse to quayside and being shouted at (the language!) in the process, for getting in the way. Up the gangway, reporting to the mate and being curtly told to find the cadet's cabin. No apprenticeships in Bibby's but regular study for company assessment and Board of Trade exams, all by correspondence. Four cadets, two two-tiered bunks; one porthole, half a settee; all very cramped. One ex Worcester, one Conway and one from another training school, the latter being the senior, nearing the completion of his time. We were all 6ft, each coming from the best pre-sea training college of course (but only I had the year's remission of sea time, or was it 9 months? [Ed. Yes.]. We all got on very well. Amazed to be told the ship, the mv Herefordshire, was on charter to Blue Funnel with the salmon-pink funnel painted over accordingly; Bibby, at the time, was having difficulty keeping all its fleet profitable on their traditional trading route to Rangoon because of the political unrest there at the time. For instance, meeting up with the mv Warwickshire in Colombo once, it was carrying only twelve passengers out of a first-class capacity of ninety-six (two of the passengers were Derek Bibby and his sister) and only 700 tons of cargo from a capacity of 11,000 tons. Other ships like the Cheshire were employed on the emigrant run to Australia.

So, there we were, in the Victoria Dock, fully loaded and about to enter the Mersey and the start of the voyage. I was on stations aft and for some unknown reason left in charge for a while. Strutting around in my great coat, hat squarely on – a turn-out to make Billy Blyth proud - chest out before the on-looking public, I was in charge. Then the loudest of bangs; no one had told me about easing off the back spring or any other rope. Immediate deflation and humiliation; a lesson learnt, one of many in the years ahead. A murky start to the rough seas of the Bay. Me seasick? Never.

The usual run around of finding green oil for the starboard lamp and the like. Slowly adjusting to the regular routine of a 12-hour day, often extended to 16 and more when in port, although there were periods of day work when at sea - splicing and sewing canvas; chipping, of course, all for £5.00 a month and always hungry. Bibby were not the best providers of a good menu and did not stray all that far from the statutory BOT notice of minimum provisions to be provided to each member of the crew that was pinned permanently next to the draught certificate at the start of each sailing. Two eggs a week and so on.

We were headed for the far east run with the usual calls in between – Suez, staying up to see the whole passage through in case I should miss something (how naïve in view of the countless passages to be made in the future), Aden for refuelling; moored to a buoy and trying hard to avoid mixing up the various flag signals ashore with those of other ships during pumping operations to start, stop, slow down and avoid spillage (such was communication in those days). Colombo and thence down the Malay coast. Penang, tallying tin ingots on Christmas Eve and seeing a pallet slip between ship and jetty (tin being equivalent to gold at the time); rubber bales in holds elsewhere: 2ft spaces, plenty of dunnage and, above all, talc. We fell down on the latter (cadet oversight?) resulting in the bales being firmly stuck and wedged between beams and frames and having to be rived away with hooks attached to the derrick runners at the unloading port – an alarming and dangerous process causing a very delayed sailing. Health and Safety was unheard of in those days. Port Swettenham on Christmas Day for unloading before a night sailing to Singapore. Onwards to Hong Kong, Manila, Makassar in the Celebes before ports in Java: Batavia (Djakarta) and Surabaya. This was a period of political unrest and enforced Dutch withdrawal; armed soldiers everywhere, not safe but a run ashore cost no more than a packet of 200 hundred Philip Morris at the check point with change to spare. Back to Singapore where we loaded for Halifax and the States.

No one told us about laying in some cold-weather clothing so crossing the Atlantic in mid-winter was a bitter experience I vowed never to repeat. Nearing the coast: no sights, thick fog, pulling the whistle lanyard every two minutes on an open bridge, freezing water running down the sleeve, hauling in a frozen log line every watch, lowering private wireless aerials on open decks to prevent interference with DF signals, which were weak and difficult to pick up; ice weighing on shrouds and stays. Captain's ulcers churning away, cadets being the whipping boys. Some relief via a telephone call from the engine room saying the sea temperature had risen indicating we had crossed the sharp demarcation line of the Gulf Stream and the coast was ahead. Echo sounder

non-stop, line of soundings every half hour – all the basic navigation aids necessary in the absence of radar, let alone GPS. Halifax, with 14 ships laid up for want of a cargo, was bitter, snow covered, crisp, bright and welcoming but it was good after discharging to be heading south to Boston and New York via the magnificent Cape Cod canal.

The British Apprentices Club (BAC)in New York was run voluntarily by two extremely gracious and charming ladies who poured tea from silver tea services into thin china cups before passing them around with trays of biscuits to young British gentlemen, the while holding and encouraging interesting conversation. Dances were held once a week, attractive young hostesses forming another group of kindly volunteers. Patently our dancing lessons with broomsticks in the last term at the School served us in no good stead whatsoever. Gauche hardly described myself, for one. The idea of the club was to keep us out of trouble and away from the flesh pots (which we did manage to visit briefly: the Rockefeller Centre, Radio City and the magnificent Rocketts dance troupe in particular).

There were two more equally gracious ladies who presided over a similar club which we visited in Cochin or Calicut on the Indian coast on subsequent voyages. The visitor's book in each showed how close we sometimes came to missing friends and contemporaries who had left before us. For their extreme kindness, generosity, homeliness and good intentions I, and I am sure many others, owe immense respect and gratitude. I doubt their existence today.

Down the coast: Norfolk. Newport News, Baltimore, Charleston (sights of the enormous American fleet lying in reserve, laid up or mothballed – the number and type of ship lying row upon row and line upon line quite staggering – all now scrapped?), round the Florida coast to New Orleans and some way up the Mississippi. Amazing fogs at deck level but climb the mast and there you would be in the clear looking at the topmasts of all the other ships in the vicinity rising through a white ceiling, advising the pilot accordingly. Navigation from the crow's nest. Trouble in New Orleans: too many drinks resulting in being evicted unceremoniously down the stairs by a couple of bouncers. On to Galveston and up river to Houston, suddenly passing the impressive star-topped memorial to some civil-war general and the laid-up battleship Texas beyond. All so unexpected in that desert-type landscape.

Cargoes on this and subsequent voyages were truly general in the widest sense. Loading and discharging took place simultaneously at most ports exercising the mate in stowage, stability, separation to avoid contamination, hold temperatures, trimming ventilators and over-carriage problems. Thomas's Stowage was well thumbed. Sugar, rattans, kapok, glycerine, manila, teak logs, tea, aluminium, military hardware, for far east stations, railway engines and horses for Australia, live monkeys and snakes in cages for the States (cruel and regrettably not a full discharge) to wooden crates of every size and shape, contents unknown except to dockers who seemed to know which were worth broaching, especially spirits and cameras. Cadets posted to keep an eye on them were easily outwitted. Nevertheless, the skill with which dockers could manhandle and stow crates using their bill hooks to make the maximum use of available and confined spaces had to be admired. Huge amounts of dunnage were used for separation, and shoring up. Amazing to think now that this was invariably tossed over the side at sea with the sweepings of the holds after the turn-round discharge. A consignment of newspaper bales from New York resulted in an infestation of rats. The captain offered 2d a rat at the outset, held by the tail in front of him and thrown overboard. This proved a reasonable incentive to carry handy weights and put up blocks in the bilges. It became an even greater incentive as the price was raised to 6d as catches became more difficult through reduced numbers. We were always in competition with the carpenter. Pilfering was always a problem. Blue Funnel appointed a wireless operator as super cargo to keep an eye on things. The fact that he could listen in and report on company wireless transmissions could have been another reason. Cadets were employed fishing between frame spaces for broached cargo to improve a 'good turn round' but in the end the company offered substantial financial rewards for greater vigilance, particularly at Rangoon where so many 'goodies' were shipped for the troops stationed there. With whole communities living under the jetties as conspiratorial recipients, life was difficult. Despite all, it was amusing to see the mate, second and third going down the gangway at pay off in identical suits made up overnight in Hong Kong. The fruits of unreturned pilferage?

Two further voyages followed a similar pattern with one addition. This was loading up an entire stevedore operation – tugs, lighters, cooking stoves, provisions and personnel – for Donggala in the Celebes (Indonesia). A beautiful tropical cove, quite idyllic. The reason was to load a cargo of copra. This was shipped out in bags; split open over the coamings and poured into the holds below. To see the first one disappear into the vastness of the lower hold below meant we were in for the long haul and days of lounging on the beach and exploring the jungle-type country inland. It took over three weeks. Copra bugs all over and everywhere, annoying us and infuriating the mate as they crawled over the paintwork leaving mixing trails from the base masthead colour up to and over the white superstructures. Like most companies at the time, great pride was taken over the

appearance of the ship. Every opportunity was taken to chip, scrape, sugi, holystone decks and employ shore labour during long stays in port to caulk decks, clean holds and paint over side (the mate's perks along with old ropes and paint etc; the captain's was cargo, as I found out by being secretly asked by a stevedore in Liverpool where it was stowed. I had no idea. The cargo was bales of wool, at that time wool being worth £1 a 1lb; the captain's bond was another good earner for him). I never discovered if the second or third mates had any access to perks, but I do know cadets certainly did not. Painting down the whole ship from masthead to deck level including decks invariably started on the home run soon after clearing Port Said so that by the time we sailed up the Mersey the ship became for a day the pride of the fleet to the critical acclaim of the marine superintendent. Painting was speeded up using wadded cotton waste dipped by hand into paint pots and smeared over surfaces to be followed up by paint brushes to even out the surface. Head office never seemed to question the amount of paint ordered at the beginning of every voyage. No rust marks then on Bibby ships. The crews (around 90-strong) were always lascars drawn from the shipping master in Bombay. Catering staff were Goanese. Simple: the mate selected the Serang and left him to select his crew – no problems then. The Serangs were proud men: upright, bristling moustaches, always in starched whites and bosun's whistle on chains round their necks. In fact great stress was laid on proper uniforms and smartness throughout. Changing from blues into whites (cap covers included) could occur more than once during a voyage. Proper flag drill was also demanded; we always had to be back on board wherever we were to lower the flags at sunset – a proper drill, the standard equal to any naval ship. We often objected to this imposition on our liberty, but Bibby Line set high standards and insisted on their being maintained; along with others of the time, no doubt.

The Herefordshire had accommodation for 12 passengers which were picked up and dropped off as and when. The Rangoon vessels like the Derbyshire invariably carried tea planters and ex-patriate personnel. All captains were demi-gods and some liked to play to the gallery. Passengers gathered for arrival in New York were treated (impressed?) by me being ordered to man the chains under the Statue of Liberty, swinging the lead and calling out 'by the deep...') and so on. Cringe making now. Another would assume the mantle of the Archbishop of Canterbury for the Sunday church service. In thick fog off Brixham, where Bibbys always used to pick up its pilots, upper decks lined with passengers, calling out through the megaphone 'your course is south east by east a quarter east' received by an 'aye aye, sir' from the blanket murk as presumably the pilot boat chugged its own way to the shore. It had a better idea of where it was than the captain, but the passengers were impressed. The Herefordshire, when on the Australian run, invariably carried a doctor because of its passengers. These were either working their passage out or retired, taking a jolly. The latter were often getting on a bit so injections on a rolling ship could be a hit and miss affair. You simply tried to keep away from their clutches.

The Australian run came about mainly because Bibbys lost the Blue Funnel charter somewhere along the line in favour of Port Line. It was the time union disputes were rife down under. Stays in port lasted at least a month and often longer. A glorious opportunity for us cadets to go ashore and explore. Often, too, to make up a gang if there was a shortage and earn more in a night than a month's wages. The mate loved his cricket and had us making rope balls suitably hardened at every opportunity. At sea on the boat deck, hazardous. During cargo shift changes we were hauled-out down the gangway to set up improvised stumps and bowl at him. He was a G.W. Grace figure – never out and loving sixes for us to chase. A bit one sided but looking back rather fun. Although we tended to disappear round a deckhouse whenever we saw the Missions to Seamen's padre coming up the gangway we nevertheless benefited immensely from their kindness and generosity for our welfare, like the British Apprentices Club (BAC) in New York we owed them immense gratitude. Weekends, we and cadets from other ships, loaded up the bus and truck with gear (mostly cricket and beer) for a trip out to the near outback. Use of the mission facilities and its dances (by then swing/rock-and-roll had materialised, leaving me even more out of my depth). At the end of dances the only exit was through the chapel where prayers were said before the door leading outside was opened. Captive congregation. Sheets of paper pinned to the notice boards publishing lists of missing seamen – jumped ship for the sheep farms and great outback. Undoubtedly the opportunities were there for those adventurous enough to seize them. A notice on the gangway of a phosphate ship - 'sailing at noon; uncertificated third mate wanted, no questions asked'. Temptation. The wine then was considered 'plonk' and very cheap so we could keep a good wine cabinet and did a lot of exchange entertaining with cadets of neighbouring ships. Yet bars (men only) were closed at 6.00pm leading to the mad rush for schooners, midis and the like before closing time. Thereafter the sale of alcohol anywhere was forbidden. This led to bottles in pockets and sadly some early drunkenness. Never a shortage of beer, only glasses because three or more rounds were ordered at a time to be stowed wherever possible and jealously guarded. You could go into a heaving pub be jostled around – every man for himself – searching for an empty glass and leave after half an hour or more if not successful. A real and permanent scrum scenario. It was a huge surging time presaging the explosive development to come. Sydney opera house was yet to be built, the outback beckoned and so on. The golden opportunity for the entrepreneur and adventurous. I look back sometimes and think 'what if?'.

I did five trips on the Herefordshire spanning three years. For some unknown reason my discharge book shows continuous employment, although I must have had some leave in between. It was always stamped very good, which was generous, and subsequently there were records that I was of sober habits – very important. I finished my time with Bibbys in the mv Derbyshire; the flagship and commodore's vessel. A totally different experience. No mixing with passengers, to be seen but not seen. Sailing from Liverpool the run was to Rangoon and back. It took three months but seemed like as many years for there was a constant run-down chart as to when we were going to get back; the overhead railway time table being a constant reference. The main competitor on the run was Paddy Hendersons with which there was some cargo-sharing agreement over tea. Port Sudan, Colombo, Rangoon and remote Akyab once. Turn rounds averaged three weeks, the return cargo included teak logs, lead ore, tea and rice for continental ports. Departures sometimes delayed (with other company ships) until the price of rice was favourable. Passengers, of course, boarded and disembarked at every port. Being on the regular run, we frequently met up with other ships of the company resulting in the formation of quite a reasonable football league. Receiving mail involved quite a process and strict timing. Before sailing, those corresponding, received the ship's itinerary and the last dates for posting to the various agents at each port. The agents would then collect and take the letters out to the ship. Delays or mix-ups at either stage ended in delays and attempted catch-ups. I received a cake in Colombo six months after it had been posted; it having chased the ship half way round the globe. Ravished as always it was devoured with gratitude.

All the above reiterates the experiences of most cadets/apprentices of that time. It enabled me to visit the varied richness of many countries around the world, spend time in them and sample at first hand the myriad cargoes transported between them. It depicts a world far away from today's containerisation, rapid turn rounds, electronic navigation (no radar on the Herefordshire until the last year and even then the captain kept it locked under wraps, appointing the wireless operator the only one capable of understanding and operating it. So there it remained, shrouded in the chartroom and largely unused throughout most of the voyage). Pressures existed but I imagine nothing like the constant and remorseless expectancies of today. I believe we were lucky in our time and heartily thank Bibbys accordingly.

9 Queen Elizabeth Class Aircraft Carrier – Chris Clarke (ClarkeC59)

This article about the Queen Elizabeth class aircraft carrier is from the 'Save The Royal Navy' website which is an online campaign. Established in 2007, it is an independent voice. The owners of the site are informed and interested civilians; contributors and supporters include ex-forces personnel and academics. The organisation has no direct links with the Ministry of Defence and is not aligned to any political organisation.

Design History

In this article, we review how the design of the Queen Elizabeth Class (QEC) aircraft carriers evolved. This is a broad subject, worthy of several books but this article provides an overview.

Given their size and limitations, the three Invincible class carriers (CVS) had served the nation very well but by the late 1990s consideration of how to replace them was being discussed. In 1997 the MoD began some outline concept studies for potential future carriers. At this stage, it was accepted they would be considerably bigger than the CVS and most likely operate VSTOL aircraft, although a conventional carrier operating Boeing F/A-18E Super Hornet or even a 'navalised' Sea Typhoon' were briefly considered. Operational analysis suggested that 50 aircraft would be needed to ensure campaign success in medium-intensity scenarios and would probably require a ship displacing at least 38,000 tonnes. Probably for the benefit of the Treasury, the MoD did, however, examine life extension refits and hull-stretching the CVS but unsurprisingly in 1999 concluded that the hulls were too old and lacked the beam to comfortably operate larger future aircraft (the JSF eventually grew to twice the size of the Harrier).

The decisions of the 1998 Defence Review were generally sound and promised the navy would have *"two 40,000 ton aircraft carriers, with a complement of up to 50 winged aircraft and helicopters each. The first will have an in-service date of 2012".* The Future Aircraft Carrier project to build the CVF was formally launched in January 1999. In the light of the capabilities forecast for the QEC by the mid-2020s it is interesting to reflect on how closely they will fulfil the 9 original Key User Requirements (KUR) that were laid down in 1999.

- Interoperability – able to contribute to joint and international operations
- Integration – able to integrate with the joint battlespace and support air group operations with command, control, communications and intelligence functions
- Availability – able to provide one operational ship available at all times
- Deployability – able to deploy worldwide
- Sustainability – able to mount sustained operations
- Aircraft – able to deploy offensive air power without host-nation support

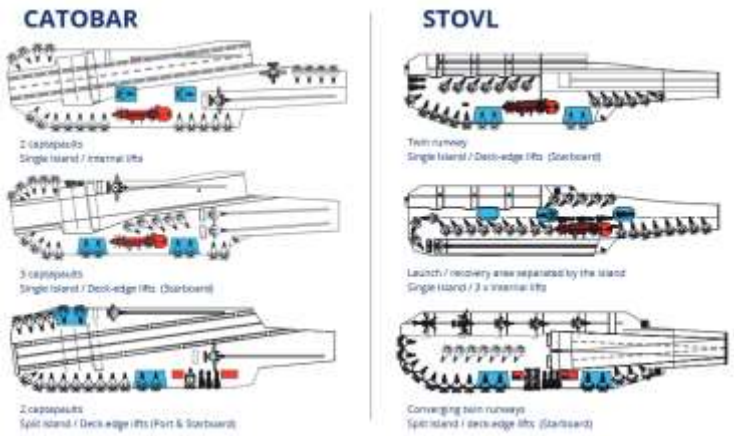
- Survivability – have a high probability of surviving damage
- Flexibility – able to operate the largest possible range of aircraft
- Versatility – able to operate in the widest range of roles.

Design competition

The assessment phase began at the end of 1999 with initial £5.9M Analysis of Options contracts awarded to two consortia lead by British Aerospace (now BAE Systems) and Thomson-CSF (now Thales). This was followed by the award of a second year-long £30M assessment phase contract to both teams in July 2001.There was considerable scope for creativity and innovation and the only major stipulations beyond the KURs were that the ship must be built in Britain, carry up to 48 aircraft, be single-hulled and not nuclear powered. Affordability was obviously a major consideration and through-life costs were to be given very high priority. Because the crew is such a major factor in the cost of ownership, a target ship's company of around 600 was suggested by the MoD.

Both consortia gave this considerable attention and the resulting low manpower requirement is a major achievement.Three possible configurations were to be examined; conventional catapult-assisted take-off, barrier assisted landing (CATOBAR colloquially referred to as 'cats and traps'), Short take off, barrier assisted landing (STOBAR) and short take-off, vertical landing (STOVL) options.

A fourth option of a 'hybrid' CATOBAR and STOVL carrier was briefly considered during 2000 but quickly eliminated as too expensive.



Early studies examining possible flight deck layouts (islands in red, aircraft lifts in blue). The challenges of aircraft carrier design are often grossly underestimated. How to efficiently move aircraft between the hangar and flight deck, safely fuelled and armed, then launch and recover the maximum number of aircraft in a short time in a very confined space. That's before considering how the island must be configured for navigation, aircraft control, sensors and engine uptakes/ downtakes.

By 2001 it was clear the UK would be participating in the JSF (Joint Strike Fighter / F-35) project and the STOBAR option was eliminated. The original specification called for a carrier that could launch 150 fixed-wing sorties every 24-hours, but by late 2002 the figure had been reduced to 110. BAE Systems studies indicated that a CATOBAR carrier would need to be at least 10,000 tonnes larger than a STOVL design.

In September 2002 it was confirmed the design would be an 'adaptable carrier' configured with a ski jump for STOVL but capable of being fitted with catapults and arrestor gear if required at some point in the future. The displacement had by now grown to 60,000 tonnes. The First Sea Lord, Admiral Sir Michael Boyce stated that RN studies had decisively concluded that a larger ship is cheaper to build in terms of cost per tonne but also has lower maintenance costs. His maxim *"air is free, and steel is cheap"* was widely quoted and in line with a global trend for larger combatants. Work done in the 1960s for the cancelled CVA-01 carrier design found that increasing tonnage from 40,000 to 50,000 tons increased costs 10%, but aviation capability by 50%. Conversely, the CVF (Carrier Vessel Future) designers concluded in 2001 that a 25% cost reduction for both ships, from £4 billion to £3 billion, would result in a 50% cut in sortie rate. A larger ship also met the criteria for sortie generation, adaptability, comfortable accommodation standards and the ability to embark extra personnel and aircraft in an emergency. The bigger ship is also easier to upgrade in future, a major consideration for a vessel with a planned lifespan of 50 years.

The BAE Systems CVF proposal (2002) in conventional CATOBAR configuration. Note one of the three small aircraft lifts emerging in the middle of the island.

A major factor in any aircraft carrier design is the size and layout of the hangar. With the JSF project not yet mature, the initial design assumed a capacity of 26 aircraft with an approximate wingspan of 12m. (The F-35B does not have folding wings and has a maximum wingspan of 10.7m) The beam of the ship is critical for seakeeping and stability, constraining the size of the hangar.

The adaptable carrier also requires a gallery deck immediately below the flight deck and above the hangar, where catapults and arrestor gear could be fitted. The Hangar must interface with the aircraft and weapons lifts in a way that is optimal for aircraft movements. To maximise protection, weapon magazines are located deep in the centre of the ship and together with their associated lifts, are one of the first items that needed to be fixed in the design. The large size of CVF allowed the selection of deck-edge lifts which would be vulnerable to heavy seas if used in small carriers.

Deck-edge lifts have several advantages, including a larger capacity than internal lifts. A 2003 iteration of the Thales Alpha concept configured for VSTOL but with converging runways and a full-width ski jump at the bow.

Alpha – Delta

In December 2002 the Thales / BMT *Alpha* concept was selected by the Integrated Project Team (IPT) as the preferred design, beating the proposal from BAE Systems who had been expected to win. The *Alpha* was seen as more innovative and technically developed than the BAES design. The *Alpha* employed a simpler main hull shape with large sponsons for a very wide (70m) flight deck. It was less stealthy than the flared hull form of the BAES proposal but this was not a key requirement for CVF.

The twin island design offered many advantages. The BAES design featured 3 small aircraft lifts with one emerging oddly in the centre of the novel island structure. It was also fitted with four Sea RAM ILMS defence systems located on each quarter. The *Alpha* had two large aircraft lifts, a larger hangar and podded propulsion which was seen as an innovation from cruise ships that could be exploited by CVF. The *Alpha* also had VLS cells for Aster missiles, 3,000 tonnes of armour protection and very high survivability standards.

Unfortunately, by mid-2003 it was clear the *Alpha* was an unaffordable gold-standard option. A scaled-down, stripped-back, 'minimum viable technical design' was then produced, the 55,000-tonne *Bravo*. The podded propulsion was deleted as by now it was accepted they could not meet naval shock resistance and noise signature standards. The *Alpha's* fully automated weapon handling system was replaced with a cheaper and semi-manual highly automated system and self-defence measures were pared back to soft-kill only and 'fitted for, but not with' close-in weapons.

Although supposedly saving around £200m in construction costs, it was quickly established by the Defence Procurement Agency Sea Technology Group (STG) that the *Bravo* did not meet damage control and stability standards. The *Charlie* variant was then developed with greater subdivision but this reduced internal volume further. The compromises of the *Bravo* and *Charlie* were seen to be adding technical risk and complications to construction and the RN successfully argued for a small increase in budget for a slightly larger ship. The result was the 65,000 tonne *Delta* which was subsequently adopted as the basis for the QEC we know today.

The third assessment phase saw the newly formed Carrier Alliance working on refinements but the project now entered a politically turbulent period of delay, indecision and attempts to control costs. In December 2005, funding for the demonstration phase – the detailed design was approved.

In 2005 BMT announced it has tested 4 different CVF hull form models and assessed them for propulsion efficiency, manoeuvrability, seakeeping and noise signatures. It also investigated skeg length, rudder size, transom stern flaps and bulbous bow designs. The basic Delta concept went through many further iterations and development before the design was considered sufficiently mature by late 2006 for detailed cost estimates to be drawn up prior to ordering long-lead items. Complex funding and industry arguments held up progress considerably but Queen Elizabeth class ships were finally ordered on 25 July 2007 (Although there were further politically-inspired delays after this point). Images released in 2005 show how the Delta design had progressed. The flight deck configuration, ski ramps and island design are not far from the final form. It is interesting to note that jet blast deflectors were still considered necessary at this stage but subsequently deleted.


The ship would be a hybrid of the new Lloyds Naval Ship Rules, maximising use of commercial off-the-shelf (COTS) equipment where possible, while built to defence standards in many critical areas. The CVF design principles were, however, very different from the cheaply-built HMS Ocean, having much higher survivability standards and avoiding over-reliance on commercial equipment that did not stand up well to the rigours of naval service.

The QEC have a large, 16,000m^2 flight deck in a flexible layout optimised for best aircraft traffic flow with a single runway and ski ramp. The 4,727m^2 (29,000 metre^3) hangar has a maximum capacity of about 20 x F-35s or a larger number of helicopters. Without the need for catapults, the QEC can utilise the large gallery deck for aviation offices, aviation stores and an aircrew refreshment bar. Selecting a large ship offers a generous allowance for weight growth margins of up to 16% for additional equipment to be added through the planned 50-year life of the ship. If cats and traps were ever fitted it could add significantly to the displacement, much of the weight would be ballast in the bottom of the ship to counteract the added topweight.

The ship has Integrated Electric Propulsion (IEP), four electric motors drive twin shafts in a conventional arrangement. Two gas turbines and 4 diesels provide the power for propulsion, electronics and the hotel load with a large extra margin of power available for future requirements. Automation has been used wherever possible, especially for weapons and stores handling to reduce manning needs. Modern waste disposal equipment is fitted to make the ship as environmentally friendly as possible. (More details of the QEC design can be found in various related articles here).

The development of such large and complex vessels was never likely to be entirely straightforward but most of the hindrances have been more political than technical. Only after a few years of active service can the ship's success be fully judged but early indications are good. HMS Queen Elizabeth, effectively a prototype vessel, passed initial sea trials with no major problems.

(Although perhaps she was lucky to avert a total failure of the propeller shaft thrust block). Despite the many obstacles and external pressures that shaped the project, the designers succeeded in creating a highly innovative aircraft carrier that has a potential for further development.

A very good balance has been struck between compromises on capability, initial costs and through-life costs.

10 Polar Mariner (3) – Captain Tom Woodfield OBE (WoodfieldT50)

Captain Thomas Woodford was a Warsash cadet in 1949-50. He served his time with Port Line before taking up an appointment on the RRS Shackleton which supported Antarctic expeditions. Having been promoted and after several years serving as Master on other survey ships, he came ashore in 1974. Captain Woodford then joined Trinity House until his final retirement, upon which he became an Elder Brother. The following is taken from his book 'Polar Mariner' with kind permission of Whittles Publishing, this being our third and final such extract.

Royal Research Ship John Biscoe - Voyages as Chief Officer: Once again, I was not yet qualified to take command. It was now even more difficult to study and take certificates during the summer what with colleges and examination centres closed whilst also being involved in the refit and business of the ships. David Turnbull, a New Zealander with an Extra-Master's Certificate who was an Examiner of Masters and Mates, and a Surveyor of Shipping with the Board of Trade in London had been recruited a year earlier to sail as Chief Officer of the John Biscoe.

He in this summer of 1959 was appointed Master of the Shackleton, replacing Captain B. and I taking his place as Chief Officer under Captain Johnston, having first managed to obtain my Master's ticket. The latter tended to look after his own interests and rather than have the Survey leave me aboard Shackleton to assist the fairly new Turnbull, he took the opportunity to ask me if I wished to transfer to his ship, the three years old John Biscoe to strengthen his team and take some of the load off his shoulders.

(Right: Captain Tom Woodfield OBE)

Johnston, as I knew, from my first voyage south on Shackleton four years previously, and innumerable reports from others aboard Biscoe since then, was mostly aloof, a hard taskmaster, difficult to please, and uncompromising in the standards he set and required aboard, yet was exciting to sail under and from whom an enormous amount could be learnt. In fact, he was the only Ship Master ever to have spent several continuous whole seasons down south. He was an exceptional seaman and although extremely adventurous in the pursuit of the ambitions and goals of the Survey and the individual young scientists aboard under his control, his judgement was such that he always remained fractionally on the right side of the line between success and disaster.

Map of Antarctica

Twin Peaks 2,500 ft. at Cape Renard (photo George Larmour)

The Twin Peaks are two sharply defined peaks, 750 metres high, standing together 1.5 miles north of Mount Taylor and 2 miles west of the head of Hope Bay at the north-east end of the Antarctic Peninsula. The peaks were re-named Una Peaks by UK Antarctic Place-names Committee (UK-APC) in 2008 after Una Spivey, staff member of Falklands Islands Dependencies Survey (FIDS) at Stanley, Falkland Islands.

Disaster south for him would have meant the loss of the ship or rendering it totally incapacitated; damage from ice, temporary stranding in hurricane force winds and gently clipping rocks was almost routine and certainly part of the job as far as he was concerned. I came to modify that view for myself in later years but he was to teach me patience, coolness in difficult circumstances and helped me through observation of his practices to develop my judgment. Also I knew well of his style to leave the deck officers to carry out the majority of bridge duties such as handling the ship in ice, only to step in himself when extreme conditions or the requirement of his expertise dictated his taking over. I therefore jumped at the chance of serving under him again although I well knew that the freedom of major decision making, the near command I had enjoyed on the previous voyage would be gone, and would be replaced by being within his dictatorial regime. A further incentive for me to move across to the John Biscoe was that she played the major, more demanding, southerly role of our two ships in the more severe ice of Marguerite Bay and the Weddell Sea, whilst the Shackleton had begun to undertake a great deal of geophysical and oceanographic work in the open seas north of the peninsula.

True, also, was the fact that David Turnbull had already in one year as Chief Officer of the Biscoe gained the reputation of being a difficult person to get along with, so sailing under him aboard Shackleton was not a welcome prospect. David, aged thirty-eight, from a family of shipping agents, farmers and wool merchants in Timaru had, like me but much earlier, served his apprenticeship with the Port Line. After the war in various convoys he had joined first the Union Steam Ship Company of New Zealand, then Holm and Company where he experienced similar farm-related seafaring at the Chatham Islands as was to be experienced around the Falklands. He got his first command at the age of thirty-two and gained his Extras at thirty-five, was undoubtedly a good practical seaman with a sharp intellect but with a very disconcerting, sometimes awkward and unhelpful manner, a sarcastic wit and could be generally disagreeable. He had soon become nicknamed

'Frosty' yet I got on with him well, albeit distantly at first, we being of different rank on different vessels, but later as my fellow Master aboard our two small ships south very agreeably. He remained as Master of the Shackleton until retiring from the Survey in 1970.

The John Biscoe was built by Fleming and Ferguson on the Clyde, and launched in 1956, was 220 feet in length, 40 feet in beam, and had a loaded draft of around 18 feet. Of 1,584 tons gross she was of diesel electric propulsion delivering 1,400 horse power, giving a service speed of twelve knots, with a range of 18,000 miles. She had a single hull with double bottom and aft wing tanks for fuel. Built beyond Lloyds Ice Class I Classification of half to three-quarter inch, low temperature, high impact steel plating she initially had single frame spacing of twenty-four inches, but after severe damage on her first voyages was strengthened with intermediate frames and deep longitudinal stringers. Fitted with two 10-ton safe working load derricks for lifting the scow and motor boat from their housing on the fore well deck, and with which to work cargo. She accommodated just over thirty crew and thirty-five FIDS (employees of the Falkland Islands Dependencies Survey).

Royal Research Ship John Biscoe in pack ice

Antarctic scenery

She was designed for the Survey by Graham and Woolnough, the Naval Architects which had overseen the modifications of the Shackleton. The requirement to create an ice-strengthened cargo-carrying vessel with enough power to work without ice breaker assistance, enough capacity and accommodation to re-supply and relieve the stations, enough fuel for extended deployment, yet shallow enough draft to enter the base anchorages of the peninsula and be a platform for both hydrographic and scientific survey, was a tall order, but one tackled well by the Naval Architects and a capable strong vessel built. There was little if any expertise to draw upon in Britain but there was knowledge abroad; for instance, on Meyer-form ice-breaking bows, the protection of stern gear from ice, maintaining integrity when damaged and the ability to roll to break the friction between hull and ice by the provision of wing tanks, the best delivery of power to achieve icebreaking speed from a standing start when backed-up in ice, and the equipping of a proper crow's nest from which to handle the ship in ice. All such matters were available to be researched and included in Biscoe's design, but few were, and how much better this good little ship could have been but for one obstacle. The ultra-conservatism of Bill Johnston, our foremost practitioner who knew better than any the conditions to be dealt with down south. He vetoed the incorporation of every modern development; did not believe in the practice of rising up on pack ice by means of a sloping bow to break the ice with the weight of the ship, thought variable pitch propellers too vulnerable, said he would never climb to a crow's nest, or let anyone else, to handle the ship, disliked anything but a standard pair of derricks, and so on, Thus the opportunity to lead the field by building in many of the developments, albeit mainly from abroad, up to that time and providing us with an outstanding vessel was lost. Naturally money came into the equation and whilst Johnston's conservatism was welcomed by those responsible for the expenditure, the Naval Architects were disappointed at being restrained. Nevertheless she acquitted herself extremely well until the end of her life with FIDS in 1991, living up to her famous namesake.

Captain John Biscoe 1794-1843: The ship and her predecessor of the same name were well known in the shipping community and the origin of that name well known in polar circles but beyond that, sadly, hardly at all.

John Biscoe was born in 1794, and went to sea at eighteen years of age when he voluntarily joined the Navy. He saw service in the war against the United States but at its conclusion transferred to the Merchant Service serving as Mate then Master. In 1830 he was appointed Master of the 148-ton brig Tula, which was to be accompanied by the 49-ton cutter Lively, to lead an expedition in search of new sealing grounds for Enderby Bros., a well-respected ship-owning firm of the time known for their exploration for new lands as an adjunct to their commercial ventures. The abundant colonies of seals on the shores of South Georgia discovered by Cook, and those of the South Orkneys and South Shetlands discovered by Weddell and Palmer having been plundered to exhaustion by the many sealers that followed them, Biscoe headed for the South Sandwich Islands.

He arrived there after re-victualling at the Falklands, to find them barren of such spoils. Sailing south-eastwards as much as ice would allow in search of land, he raised it on the 28th February 1831 in about sixty-six degrees south, forty-nine degrees east and named the bluff he sighted backed by a high mountain, Cape Ann after his mother. He named the length of visible but unapproachable coast Enderby Land and the peak he saw beyond is now named Mount Biscoe after him. Appalling weather amidst loose ice then nearly wrecked both vessels. The Tula lost one boat overboard and had another stove in, as were bulwarks and other parts of her upper works yet whilst she survived, the two vessels were separated and Biscoe feared that he had almost certainly lost his companion and the crew of the Lively, supposing them to have been overcome and foundered. During March he sighted more land but with both his ship and crew in a pitiful state and continually fighting against more storm force winds, he retreated and made for Hobart in Van Diemen's Land (Tasmania), where he arrived the following May, to be met purely coincidentally by the great sealer Captain James Weddell. On passage two of his crew died, probably of scurvy, yet after some months of recuperation he sailed again for the Antarctic. Remarkably in the mouth of the Derwent River on the 3rd September he met the Lively inward bound. Exactly six months had passed since their separation off Cape Ann, she having made Port Philip, been taken from her crew by natives when her Master, Captain Avery, and her small crew were seeking food ashore, reclaimed her and sailed to Hobart, then only by her Master, one seaman and a boy, all others having perished.

On October 10th the two small vessels sailed yet again, this time north of New Zealand and thence south eastward towards the South Shetland Islands still in the hope of finding new lands and seal colonies. A further passage of remarkable undertaking, requiring seamanship, courage and determination that is barely conceivable, which when completed meant that they had almost completely circumnavigated the Antarctic continent mostly below 50 degrees south, and much of it below 60 degrees. Biscoe made his next landfall at the foot of the Antarctic Peninsula, then Trinity Land, on the large island just off shore which he named Adelaide Island in February 1832 at about 67 degrees south, 69 degrees west. He followed the coast north, he himself landing on the mainland claiming it as Grahamland for the Crown before proceeding to the South Shetland Islands. Here the Tula was blown ashore and was temporarily abandoned but eventually refloated and both vessels sailed for and reached the Falklands from where they had sailed completing their circumnavigation of the globe in the Southern Ocean. The Lively was then wrecked amongst those islands whilst they again attempted to pursue their commercial interests, but in the end, with the crew of the Lively aboard the Tula, but neither crew fit to do anything, Biscoe abandoned his searches and sailed for home arriving in February 1833.

He then settled to a more normal trading command until 1837, during which time he married before going with his family to Sydney, Australia. After further ventures there, one involving sealing, he was overtaken by ill health and unable to work, fell upon hard times. Donations were raised for his return to England, the subscribers being led by Sir John Franklin, the Arctic explorer who happened at the time to be Lt. Governor of New South Wales. Biscoe sailed for England in February 1843 but never saw his homeland again, dying during the passage. His seamanship and husbandry of his vessel during those years south, it being so small and under sail, in tempestuous, ice strewn and uncharted waters, and in freezing conditions must rank his voyage amongst the very finest and he amongst the very best of British seamen.

11 Ship Automation – Chris Clarke (ClarkeC59)

Many older WA members such as I have little or no experience of today's evolving 'ship automation' and may not be aware of what is involved. As an introduction to ship automation this article includes automated processes and decision support, remotely controlled ships and full ship autonomation. Not having personal experience I have re-searched the Internet and selected the following articles from reputable sources. If any member with practical experience of the subject wishes to progress this subject please email me at wawebmast@warsashassociaton.net and I shall be happy to for them to continue in future editions.

11.1 Why Do We Have to Care? – ITWF Website

The world is changing rapidly under digitalisation. The value of automation emerges when these technologies are applied. Shipping is no exception.

Almost 90 per cent of world trade is carried out by sea so it is impossible to exclude shipping from the main stream of digitalisation. For more than 200 years, the maritime industry has witnessed the introduction of new technologies, such as the change from sail to steam, steam to diesel, coal to oil, oil to low GHG (Green House Gas) emission fuel, radar and an Electronic Chart Display and Information System (ECDIS). Now it is impossible to picture a ship's bridge with a traditional wooden steering wheel, unless it's in a movie.

In the process of an international trade there are a number of certificates and data that must be exchanged. For instance, a ship needs to be appropriately certified, as well as the cargoes and seafarers aboard. Beside such data, management companies, ship-owners, manning agencies, trade unions, and administrations of flag states

are also obliged to provide required information to relevant parties. In that regard, digitalised and automated data exchange systems are thought to reduce administrative burdens.

On the other hand, all tasks, watch-keeping duties, and physical and mental challenges for seafarers onboard owing to the nature of the ship environment are identified as a cause of seafarers' fatigue. As a result, improving the working and living environment could be a compelling solution for enhancing safety and security. On that note, manufacturers have been trying to develop automation in ships so that seafarers' physical and mental workloads could be reduced, and the work performance could be improved.

Ships are as automated as other transport industries in this. But manufacturers in maritime yearn for further automation and digitalization on ships, and there are new technologies in the pipeline. However, due to its great contribution in international trades and its significance in the world economy, legislatures, shipowners, management companies, trade unions, seafarers have no choice but to be careful not to implement technological advancement too hastily.

In recent years the industry has started discussing unmanned ships. That is a ship that operates without human intervention aboard. The ambitions are to diminish pollution through the use of clean fuel, the protection of the life at sea from any incidents, securing ships and cargoes underpinned by highly encrypted data exchange systems and minimising ships' turn-around and cargo handling time at ports for customers' satisfaction. The philosophy behind this aligns with digitalisation and ship automation.

Some international technology companies have also announced plans to build a fully autonomous ship that operates on international voyages without human intervention. On the other hand, although unmanned ships are not the ultimate goal, the world's largest (Danish) shipping company Maersk has lately founded a joint project team with IBM for developing and integrating artificial intelligence systems in ship operation. The UK government has pushed for legislative changes under this scenario. China announced the construction of the world's biggest test site for unmanned ships off the southern port city of Zhuhai in early 2018. They also started researching and developing technologies that are applicable for unmanned ships. The USA has implemented fully autonomous systems in navy vessels, and in the light of this, they are undertaking a thorough examination of its viability in commercial shipping. Japan and Republic of Korea have established task forces for developing unmanned ships focusing on technological applicability as well as consequences without human involvement. Apart from these cases, there are many other countries and entities undertaking similar ones. Whether it is solely about unmanned ships or partial automation, the wave of automation and digitalisation has started.

Automation and digitalisation have been an evolutionary progress in the shipping industry, and the industry has recognized the hazard of potential impacts by conducting a thorough international regulatory scoping exercise before irreversible consequences could happen. The International Maritime Organization (IMO) has adopted 'Regulatory scoping exercise on Marine Autonomous Surface Ship (MASS)' in 2017 at the 98th session of Maritime Safety Committee and established a Working Group. So far, the Organisation has agreed on a definition of the degrees of ship autonomy:

1) Ships with automated processes and decision support;

2) Remotely controlled ships with seafarers on board;

3) Remotely controlled ships without seafarers on board and

4) Fully autonomous ships.

As in other sectors the introduction of new technology needs governments and authorities to amend existing regulations or create new ones. Considering shipping is an international practice, such modification would have to consider a complex political, societal and economic matrix. In addition, cyber security is an increasing threat to the world regardless of borders or business. Accommodating the advanced ICT space, will demand an extremely high level of security. Also, investing and implementing new technologies cost a lot of money, which will limit the ability to roll out the technology.

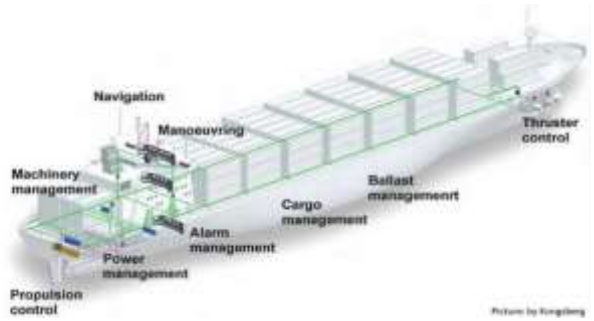
Seafarers are being expected to adapt to such changes. Seafarers welcome digitalisation when it ensures their safety and security. However, historically, technological development has demanded that seafarers be properly trained. Seafarers had to encounter any drawbacks – even those that could be fatal for them or expose them to pollution threats. To make things worse, seafarers were blamed and sometimes criminalised. Now seafarers are the ones who are anxious of uncertainties that they are going to encounter. Do they deserve this worry while they are the protagonists of 90 per cent of world trade? Seafarers deserve to know what is happening. And we, the ITWF, must inform and support seafarers and our affiliates for the future changes.

11.2 Ship Automation & Control System - shippipedia Website

On a ship there are many parameters that need to be controlled or monitored including: temperatures, pressure, level, viscosity, flow control, position of vessel, speed, torque control, voltage, current, machinery status (on/ off), and equipment status (open/ closed).

As the market is driving ship owners to become more efficient with reduced staff on board it called for an automatic control and monitoring system for the ship that enabled unattended operation of machinery spaces.

Vessels capable of safe operation at any period of time qualify as UMS (Unattended Machinery Space) ships. A modern automation and control system is a fully integrated with sub-systems covering many aspects of the ship operation that includes the propulsion plant operation, power management operation on the auxiliary engines, auxiliary machinery operation, cargo on-and-off-loading operation, navigation and administration of maintenance and purchasing of spares.



Propulsion (Main Engine) and Power (Auxiliary Engines) Monitoring & Control

Monitoring and control of the ships propulsion and power is essential for its efficiency and safety and there are many systems and parameters to consider, like: fuel consumption, combustion temperature, engine temperature, diesel engine safety and start/stop, generator voltage and frequency control, generator load in KW and %, load control, torque, heavy consumers logic, control of diesel electric propulsion, thrusters monitoring and contro.

Auxiliary Machinery Monitoring and Control

Auxiliary machinery monitoring and control covers several systems like: main sea & fresh water cooling system – pumps, system pressure, temperature, etc., potable and fresh water control, air compressors, bilge & sludge control – tank level, pumps, fuel oil system – tank levels, temperature, viscosity, flow, purifiers, heaters etc, other cooling systems, boiler/steam system – pumps, valves, pressure temperature. etc., air conditioning, ballast water treatment, exhaust gas treatment equipment.

Cargo & Ballast Monitoring & Control

For safe on and off loading of cargo, especially on tankers, this process is closely monitored and many times incorporates functions like: level gauging, control of cargo pumps, valve control, ballast & ballast pump control, heeling control, remote monitoring of temperature, pressure, and flow.

Condition based monitoring

In order to further improve the ship's efficiency, many equipment manufacturers are looking into feeding the main control and monitoring system with opportunities for condition-based monitoring. This would further improve the possibilities of preventing breakdowns on board.

11.3 First Test Area for Autonomous Ships Opened in Finland – World Maritime News

The first test area for projects related to autonomous shipping has been opened in Finland. As informed, the test area is the first one in the world to be globally open to anyone wishing to test autonomous maritime traffic, vessels, or technologies related to it. The test area, to be named Jaakonmeri Test Area, is managed and controlled by DIMECC, the co-creation company leading e.g. the One Sea – Autonomous Maritime Ecosystem.

The Jaakonmeri Test Area is located on the Finnish west coast outside the municipality of Eurajoki. The longest side of the area to the north is approximately 17.85 km long and the western side 7.10 km. The test area will have "excellent" data connectivity available, according to DIMECC.

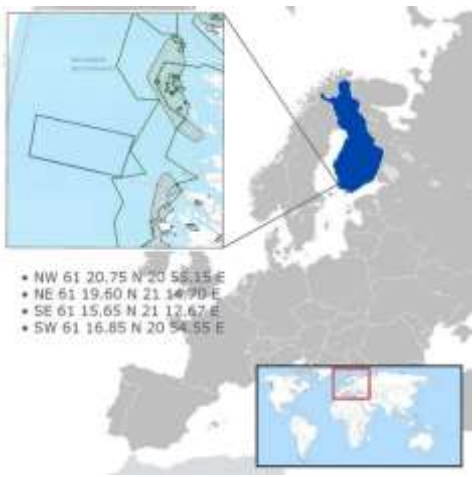
Awarded by a Finnish Government Bureau, Centre for Economic Development, Transport and the Environment of Southwest Finland, the test area is open water and offers opportunities to test also in ice conditions during the winter.

The Finnish government is strongly committed towards a digital future, which can be seen in the decision to establish this test area. According to Anne Berner, Finnish Minister of Transport and Communications: "Promotion of digitalization and extensive utilization of automation and information are the driving forces of the government key projects." .

The government has invested in intelligent fairways and the closest one is near the test area, on the fairway to Rauma.

Companies, research institutes and others wishing to run tests on the area, can contact DIMECC through the One Sea website. DIMECC is already in discussions about the first tests. The first tests are expected to be started in the spring of 2018. However, it is possible to initiate testing earlier, if there are actors that wish to start testing already in 2017.

As explained, extensive testing is the prerequisite for safe and successful autonomous traffic. This has been identified as a crucial step, in the roadmaps generated in One Sea. Opening a test area to all the actors developing maritime autonomy will speed up the process globally and enable proof of concept for the commercial applications in this field.



The One Sea ecosystem, founded in 2016, represents co-creation where parties from different industries work to reach their joint goal of autonomous traffic. The founding partners in the One Sea – Autonomous Maritime Ecosystem are ABB, Cargotec (MacGregor and Kalmar), Ericsson, Meyer Turku, Rolls-Royce, Tieto and Wärtsilä. In addition, the association of Finnish Marine Industries supports the work, and the Finnish funding agency TEKES has invested in the ecosystem.

12 Maritime Industry Focus– Chris Clarke (ClarkeC59)

The following items come from the Newsletter of the Nautical Professional Education Society of Canada with kind permission of the editor David Whitaker FNI.

12.1 Floating Footwear

Why are Nike trainers washing up on beaches? Over the past year, from Bermuda and the Bahamas to Ireland and Orkney, hundreds of pairs of unworn shoes have washed up on beaches. But how did they get there, and why are scientists so interested in where they are being found?

In September 2018, on Flores Island, in the remote Atlantic archipelago of the Azores, Gui Ribeiro began noticing strange items washing ashore. At first they appeared in small numbers and could be dismissed as ordinary artefacts lost by individuals - mere flotsam among the churn of man-made waste that inhabits the world's oceans. Soon, though, it became clear these Azorean arrivals were part of a greater group.

Trainers, flip-flops and a selection of other footwear were appearing with a regularity that singled them out from the other tidal deposits. They were the same brands, in the same styles, and, for some of the trainers at least, the same production dates were printed on a label sewn into the tongue of each shoe. Moreover, every item of footwear appeared to have been unworn. In the months that followed, Mr. Ribeiro retrieved about 60 Nike trainers, along with a host of other brands. One of the many Nike trainers found on the west coast of Ireland by Liam McNamara, who has found well over 100 shoes appears below. Photo by Liam McNamara

The makers of this ‘Triangle’ flip-flop, which appears to have had a bite taken out of it, told the BBC they lost products from the Maersk Shanghai.

News of the findings began to spread. Seven months later, and 1,400 miles (2,250km) away in Cornwall, UK, Tracey Williams started noticing a similar trend. "A friend in Ireland asked me if I had found any," says Ms. Williams. "I went out the next day and found quite a few. "Beach cleaners or beach-combers tend to network, so if a certain item is washing up, we quickly find out about it and we're then on the lookout."

As well as the Azores and southwest England, specimens of this scattered footwear flotilla have so far been found on beaches in Bermuda, the Bahamas, France, Ireland, Orkney and the Channel Islands. The source of all these shoes is believed to be a single ship. "Through the research I have done," Mr. Ribeiro says, "Everything indicates they may have been from some of the 70 to 76 containers that fell overboard from the Maersk Shanghai*.

"In early spring last year, the Maersk Shanghai - a 324m (1,063ft) vessel capable of carrying more than 10,000 shipping containers - was travelling from Norfolk, Virginia, down the east coast of the US to Charleston, South Carolina.

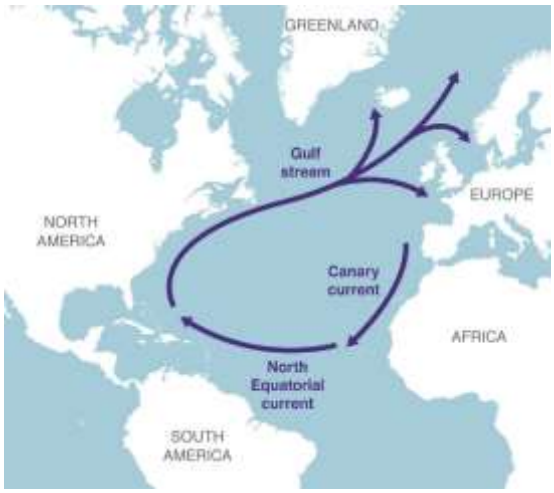
On the evening of 3 March - 17 miles from the Oregon Inlet, off the coast of North Carolina - it was caught in a storm.

Photo byTracey Williams

While battling high winds and rough seas, a stack of its cargo-laden containers toppled overboard.

At the time, the maritime trade press reported that aircraft crews sent to locate the missing containers had found nine of them floating, but that seven had later sunk. It is not possible to say with certainty all the recovered footwear originated from the Maersk Shanghai - the vessel's operator Zodiac Maritime did not respond to BBC questions on the matter. Nike also chose not to comment when contacted. However, two footwear brands, Triangle and Great Wolf Lodge, confirmed the examples of their products that had been retrieved did originate from the ship.

And Mr. Ribeiro is not the only beach cleaner to be convinced they came from the Maersk Shanghai. Liam McNamara, from County Clare, on the west coast of Ireland, has found "well over 100" shoes - mostly Nike trainers - that in his opinion "most definitely" came from that vessel. "One company has admitted to losing stock from that shipment and another admitted losing stock at sea," he says. "They've been turning up all over the place." So what impact can events like this have? "Whatever it is - if it is sinking to the bottom or washing up on beaches - it's going to have a detrimental impact to the marine wildlife," says Lauren Eyles, from the Marine Conservation Society.



"The shoes will be breaking down to micro-plastics over years, which will have huge impacts on the amazing wildlife we have both in the UK and world-wide. "Estimates vary, but it is thought about 10 million tonnes of plastic end up in the oceans each year. Asked how big a role container spills play in that pollution, Ms. Eyles says it is not fully understood. "I don't think there's enough data on it to draw proper conclusions," She explains. “The World Shipping Council estimates that of the 218 million containers transported annually, just over 1,000 go overboard”. But one oceanographer, who worked with Nike helping to clear up a spill of its shoes in the early 1990s, believes the real number is likely to be higher. "It's a number the industry likes to dispute," says Dr. Curtis Ebbesmeyer. "I think it's in the thousands of containers annually. The question really is: what's in them?"

“It is at least possible in this case”, Dr. Ebbesmeyer says, “to estimate the size of the spill. A container can hold about10,000 sneakers. So if you say 70 containers multiplied by 10,000, that gives you an upper limit of 700,000 sneakers that could be out there. "Despite the environmental damage, scientists can salvage something from such incidents - a better understanding of our oceans and the currents that drive them. While many of the shoes from the Maersk Shanghai have been washing up on beaches, far more are likely to be doing laps of the North Atlantic Ocean, stuck in a network of powerful currents.

"When and where the shoes appear", Dr. Ebbesmeyer says, "can tell us how fast the currents are moving". "If they've gone about half way around [from North Carolina to the UK] in just over a year, then it takes about three years to go once around the North Atlantic. So that's the typical orbital period of the sneakers, but that hasn't been studied by oceanographers much at all." "Even more enlightening", Dr. Ebbesmeyer says, "is how the shape of the shoes seems to dictate where they end up". "The left and the right sneakers float with different orientation to the wind," he explains. "So when the wind blows on them, they will go to different places. On some beaches you tend to get the left sneakers and on others you get the right."

Despite the criticism of the commercial shipping industry, Dr. Ebbesmeyer believes it has started to clean up its act. But he says "more could be done." "It takes something like 30, 40, 50 years for the ocean to get rid of this stuff." He says. "I think companies that have spills think we will just forget about it - but it just keeps washing up. So how do we hold companies responsible? Right now there is no accountability. "Part of the problem is that shipping companies only have to report lost containers if they could become a hazard for other vessels or if they include substances deemed "harmful to the marine environment", such as corrosive or toxic chemicals. While the Marine Conservation Society says "Products like trainers harm marine environments, they do not count as 'harmful' for the purpose of reporting cargo lost at sea".

The International Maritime Organization - the UN's shipping regulator - told the BBC it recognised "More needs to be done to identify and report lost containers" and it had "adopted an action plan to address marine plastic litter from ships". For Ms. Williams, who goes down to clean beaches near her home in Newquay, Cornwall multiple times a day, there is no easy solution. "Nobody wants their goods spread across beaches and polluting the ocean," she says. "But I think it would be good if companies could be more open about cargo spills - if they could put their hands up and say: 'Yes there has been an incident.'"

"These things are going to happen, but there doesn't seem to be any responsibility when they do," Mr. McNamara adds. "The bottom line has to go back to the shipping companies; they're responsible for their cargo."

June 19th 2019. By Hamish Mackay BBC News https://www.bbc.com/news/uk-48464664

* See: https://gcaptain.com/maersk-shanghai-sails-heads-to-the-bahamas-for-salvage-of-collapsed-containers/

12.2 What is a Second Officer?

What is a Second Officer? Having convinced everyone that he is ready to be certificated again, the Third Officer must leave behind him the carefree life he has been living and become a Second Officer.

Second Officers arrive in a taxi, in a train, on a bus and in a terrible hurry. A Second Officer is to be found on the bridge, on the telephone, on the poop, on the gyro and on the carpet. He can be looking up, looking in, looking for, looking out and looking worried. He collects smelly pipes, log lines, ashtrays, engagement rings, bottle openers, pint mugs, chart pencils and has a natural affection for stray dogs. He likes patent medicines, chess, talcum powder, popular classics, clubs, fish and chips, the Radio Officer, The News of the World, the Brown's man, chest expanders, and resigning. He hates being tidy, chart corrections, boatmen, his fiancée's brother, relieving the Third Officer, insurance policies, repairing the gyro and Birkenhead Drydock.

He is Vasco de Gama with Venus on the meridian, Magellan with chart Folio 24 on the chart table, and Lord Kelvin with a stop chronometer in his hand. He is to be seen at breakfast time dashing into the saloon with sleep in his eyes and five minutes to spare, a taste in his mouth and soap in his ears. Who else can sleep with an alarm clock ringing, the steam whistle blowing, his wardrobe door banging, a tap dripping, an empty beer bottle rolling backwards and forwards across his cabin, and stagger up onto the bridge ten minutes late and swear that he wasn't called.

To his mother he is Lord Louis Mountbatten; to his fiancée a born leader of men; and to the Captain a perfect advert for Horlicks. And when you have had a heavy day on deck in the pouring monsoons, who is it that says to you, "The clocks are beings retarded half an hour on your watch tonight"? The non-eating, non-sleeping, non-playing Second Officer, bless his heart! (Submitted by Captain David Batchelor FNI)

13 Online Maritime News & Information Links – Chris Clarke (ClarkeC59)

Please email any suggestions of maritime news or news sources to waahed@warsashassociation.net.

Subject link	**Source**
Miraculous Survival at Sea (Tony Bullimore)	https://www.youtube.com
Vendee Globe - Kerguelen	https://www.youtube.com

RNLI: How To Survive Cold Water Shock	https://rnli.org
RNLI: Rip Currents	https://rnli.org
Strait of Hormuz multi-national naval task force	https://www.bairdmaritime.com
New Hydrogen-Powered Ferry	https://worldmaritimenews.com
North Sea Port 'Keeping Close Eye' on Brexit	https://worldmaritimenews.com
Stena Bulk Still Waiting to Access Stena Impero	https://worldmaritimenews.com
UK Seizes Heroin Worth $48M from container	https://worldmaritimenews.com
Maritime accidents monthly report July 2019	https://www.fleetmon.com
Panamax container ship fire (APL Le Havre)	https://www.fleetmon.com

14 Obituaries

14.1 Marcos J (HadjipaterasM49) – From John M. Hadjipateras

It is with great sorrow that I am writing to advise you of the death of my father, Marcos J. Hadjipateras, in Athens. He co-founded our family shipbroking firm, John C. Hadjipateras & Sons Limited in London in 1952 and remained a director until now. He was a much-loved and respected member of the Greek shipping community. He is survived by his wife Irene, his children Maria, the undersigned and my wife Xenia, and Andreas, and also by four grandchildren and one great-granddaughter.

14.2 Capt. L E R Belcourt (BelcourtR62) – From Capt. A Ewart-James (EwartJamesA60)

It is with great sadness that I have to report that Captain Reg Belcourt has crossed the Bar in most unusual circumstances. He was visiting his home country, Mauritius, and fell, resulting in a broken shoulder. After a successful operation to pin his shoulder, he was cleared to fly back to the UK but sadly his heart gave out whilst on the aircraft and he died during the flight.

Born in 1944 in Vacoas, Mauritius, Reg left for London for four years when he was six years old when his father took a degree at UCL. He returned to Mauritius when aged ten, and after completing his schooling he was accepted at the School of Navigation, Warsash in 1961. In order to reach the UK, he was taken on as a cadet on a Clan Line cadetship, Clan Davidson, for the passage from Mauritius and thus he joined the school having completed his first trip as a cadet, much to the chagrin of others at the school. On arriving at Warsash he was told to report to Captain Martin who greeted him by issuing him with two hours overtime for having failed to write to the Director to thank him for sending him the school's Standing Orders.

He therefore started his time at the school with a record, and by the time that he left he had amassed 72 hours overtime, and five and half hours drill. Apart from these defaults, Reg thoroughly enjoyed his time there and found the training invaluable in later life.

After leaving Warsash he went back to Clan Line where he remained until 1972 and then he returned to Port Louis, Mauritius and became a pilot on a two-year contract. His duties were varied from being in charge of all the lighthouses and leading lights and harbour vessels, to piloting all ships calling in at Mauritius, such as the French helicopter carrier "Jean D'Arc", "USS Constitution", a space tracking vessel, and all of the Clan Liners. He was also the official marine surveyor and compass adjuster and even had to determine the bearing of Mecca in order that the builders of the new mosque could align the building correctly. He also took command of a ship taking aviation spirit to Rodrigues through a howling gale, a fishing research vessel whose Master had become ill and a Mauritian tug working in the French island of Reunion. 1976 found him back in London, and looking for a position on the UK coast so that he could settle down with his family and he was taken on by British Rail in Dover on their cross channel ferries. Being a fluent French speaker, he enjoyed the life running between England and France and remained with that company where he was promoted to Master in 1991, and in 1999 he retired.

Reg was a larger than life character, always ready to assist and volunteer to help under any circumstances. He was for many years the Membership Secretary of the Warsash Association and a great supporter of this institution, offering advice and assistance whenever called upon. A good example of this part of his nature occurred when he stepped in, to assist with organising not only the Social Event at Dover in 2017 but also in Chatham in the following year when the Association found itself without a Social Secretary. We all owe Reg a huge debt of gratitude and he was presented with a Certificate of Appreciation for his work for the Association in 2015.

To keep himself out of mischief he went into local politics and was a town councillor for the ancient Cinque Port of Hythe, Kent, and especially enjoyed the twinning of that town with the French town of Berck-sur-Mer. He led a busy life, bringing up five children as well as over eighty foster children with his late wife, Keren. As well as serving on the council since 1999, including as Chairman of the Plans & Works committee, Reg has also been the Chairman of the Chamber of Commerce, President of the Rotary Club and a he was a founding director of Hythe Against Crime. He has also masterminded other local initiatives aimed at raising the profile, ambiance and community spirit within the town, such as 'Hythe in Bloom' and he was solely responsible for making sure that the High Street was filled with Christmas trees, lights and cheer during the festive period. Reg has also served as a school governor. His dedication to the community knew no bounds.

We have all lost a great servant of the Association and a great friend.

14.3 Captain Roger J Jenkins (JenkinsR53) – Informed by Mrs Isobel Jenkins

Mrs Isobel Jenkins informed us that her husband Captain Roger Jenkins had crossed the bar in December 2018.Since her husband's sad death, Mrs Jenkins had been in touch with the daughter of Commander Alger who was a Warsash lecturer and author of 'The Cadet Manual of Navigation and Nautical Astronomy' issued to so many Warsash cadets in the 1950s-1970s. Commander Alger's daughter was seeking a copy of her father's book and having publicised this via our website, several WA members kindly offered their copies. I am pleased to report that Commander Alger's daughter intends to accept the very kind offer of WA member Captain Michael Drew (DrewM67) who was a Warsash lecturer in the 1950s and 1960s. - Chris Clarke (ClarkeC59).

Roger was born in 1936 in The Vale of Evesham, an only child. His parents ran a small-holding growing plums. At the end of the 2nd World War his parents moved back to the Scillys and from the age of ten Roger became obsessed by boats and water. At the age of 12 he won a scholarship on the mainland at Launceston. He had an eccentric old headmaster who insisted that all 150 boys should play a musical instrument. Roger played the violin in an orchestra of 94 and his love of music and ability to read it developed there. It was when in his forties that he joined a choir which transformed his life and led him to join other choirs.

His chosen career was to be a Merchant Navy Deck Officer and he went to The School of Navigation at Warsash in 1953 before serving his apprenticeship at sea with Port Line and for the ten or so years he spent with Port Line going from the UK to Australia New Zealand, on average his round trip would be about six months. Roger met Isabel after she returned to Bryher on the Isles of Scilly. Their relationship developed and they were married in 1959 in Bryher church.

As a young married man Roger did not want all deep sea voyages so in 1963 he left Port Line and joined The Transport Ferry Service sailing from Tilbury to Antwerp. In 1967 a son, Stephen, arrived on the scene and in 1970, Amanda. The family moved to Felixstowe in 1971. Roger got his first command in 1974. In 1978 the company chartered the first of a larger type of freight ship she was named the Nordic Ferry and Roger was proud to be her Master. He spoke very proudly of his service on Nordic Ferry in the Falklands in 1982 and the crew that was with him especially, the galley staff who managed to serve marvellous meals for 200 in a galley designed for 36.

In 1991 he suffered a shock when he failed his medical because his eyesight was not up to standard 20/20 in one eye and he lost his job. This led him to become a Felixstowe volunteer. He helped to transport people to hospital & was attached to someone in the community who needed a companion. Roger was a Younger Brother of Trinity House. He liked to read and write poetry and adored classical music. He used to laugh when Isabel read Charles Causley's poems in a Cornish accent. His love of boats had started on Scilly when he was eleven. Isabel first met Roger at a whist drive and he told her she had played her cards right! He was always happy to take the Brownies gear when she was leader. He loved steam trains and was a member of the Severn Valley steam railway & visited most of the steam railways in UK & Isle of Man.

He enjoyed watching and playing cricket and had been Chairman/President of the King George's Fund for Seafarers as well as belonging to four choirs.

Canadian Pacific Line

CP Ambassador 1971-1995

Empress of Canada 1961-1972

Beaveroak 1965-1974

Beaverford 1946-1962

Empress of Britain under construction 1955/56

Empress of Britain 1956-1964

Montnairn at Geestemünde 1907-1927

Montroyal at Antwerp 1905-1930