

ALL HANDS



Journal of The Warsash Association

Iconic Ships

CANBERRA



Canberra – Official P&O Postcard

Tonnage: 1961 - 45,270 GRT; 1962 - 45,733 GRT; 1968 - 44,807 GRT; 1994 - 49,073 GRT

Length - 820 feet (250m); Beam - 103 feet (31m); Draught - 35.5 feet (10.8m)





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

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

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1 From the Executive Committee

1.1 Chairman's Message – Roger Holt ([HoltR64](#))

Dear Members,

As I write this message, I am reminded of my seagoing days in the mighty P&O of yesteryear, whilst making steady progress across the Indian Ocean at 15 knots with a following breeze of also about 15 knots. I recall trying to iron my tropical whites in the Cadets' Study with the perspiration rolling down my arm and onto my clean linen shirt. No aircon in those days but everything organised to get an airflow across the ship. It is rather similar here today in my office but without the humidity! I hope that you are coping with the heat but no doubt by the time you read this we will have had some decent rainfall in the south and you will be wondering what I am talking about!

In my last Message, I was not at all optimistic that there would be a quick solution to the terrible situation in the Ukraine caused by the Russian invasion. Sadly, I was right. Seafarers of both nationalities have been caught up in this conflict and our hearts go out to them. The port chaplains have been doing an amazing job in the support of those detained and needing comfort and support. At last grain is starting to be exported once again from Odessa but the situation in the Ukraine is as bad as ever and it is hard to see how this will all be resolved.

Since All Hands 2022-1, there has been quite a lot going on with the Warsash Association. I am very pleased to report that our dedicated webmaster, Chris Clarke, has been recognised by the Warsash Maritime School and was presented with the Alumni of the Year Award during the Graduation Ceremony on 15th July. Captain Brian Hoare, David Dearsley and I were present to offer our congratulations and support. You will be pleased to hear that Chris donned his mortar board and gown with great aplomb and was by no means overawed by the occasion in true School of Navigation, Warsash style. The ensuing dinner in the Spark Building was a splendid affair and we were able to get around and talk to the Officer Cadets, Deck and Engine, who had graduated during the afternoon. Those sponsored by shipping companies were generally in the happy position of having a berth to go to once they had completed their Certificate of Competency but those sponsored by other means were unsure of the next move.

As is now the custom, the Warsash Association Cup was presented to the Officer Cadet who was selected by the Warsash Maritime School and awarded the Commendation for Individual Achievement Award. On this occasion the award went to Officer Cadet Jamie Newman and he also received free membership of the Association until 2027 along with our congratulations.

The Social Event 2022, 28th – 30th September in Southampton, has been planned and developed by a small team under the guidance of David Dearsley. You have by now received a copy of the Booking Form and I encourage you to return it to David as soon as possible and for you to book the Jury's Hotel independently so that you receive the discounted room rate. The response has not been overwhelming so far and so I urge you to sign up if at all possible. We are engaging with the Officer Cadets in their final academic phase through a pub style quiz on the first night which should be fun. Thereafter, we will be visiting Beaulieu followed by a formal dinner in the Spark Building. Time has been set aside for attendees to bring memorabilia along with them to be displayed which should jog a few memories. We have very few occasions when we can actually meet and so, please sign up if at all possible.

I note with sadness, the inclusion of two names in particular in the 'Obituaries' section. The first is John Metcalf who hailed from a shipping family and who was very much involved with forming the Warsash Association in 1984 and who put up the money for the plaque of remembrance for the thirteen School of Navigation Cadets who lost their lives in WWII. The original plaque was rescued and has been placed in St Mary's Church, Hook with Warsash, where C of E cadets used to parade every Sunday. The second name is Jim MacIntyre who until recently was the Secretary of the North America Branch and who led a team to try to locate those with connections with



Warsash who might be encouraged to become members. He and his team did a fantastic job by increasing the membership from 217 in 2008 to about 520 in 2021. The current level of membership can be ascribed to Jim and his hardworking team. We are most grateful to both John and Jim for their dedication and perseverance in starting and maintaining this Association.

As mentioned on many previous occasions, succession planning is never very far from our Agenda. Please give this some thought and let one of the Executive Committee members know if you can spare a little of your time to get involved to keep this Association afloat. A recent Executive Committee recruitment initiative has produced some good results which is very encouraging.

Enjoy the rest of the summer if you are in the northern hemisphere and for those in the southern hemisphere, be patient – your time will come. Now would be a good time to read this excellent edition of All Hands for which, thank you Stan.

With best wishes,

Roger Holt, Chairman [HoltR64](#)
wachair@warsashassociation.net

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

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

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

WA Membership worldwide is 536 (incl. 103 Officer Cadets & Officers at sea), of which 518 (96.6%) are online.

Please remember to update your own personal details in your website Profile if they change; if unable to do so yourself please notify Martin Greenwood (wamemsec@warsashassociation.net). This will avoid wasted time by myself and Martin Greenwood.

Unfortunately we require up-to-date email addresses for the following members. Alan Knott (Aus); Dennis Mason (NZ); Gerald Rapp (Canada); Jacob McNamee; Izaff Embron; Phillip Rogers; Sam Farrell; Connor Colebrooke-Taylor; Matthew Gigg; Charles Schofield; Patrick Gates (Canada). **If you can help e.g. you are one of those listed, or you are in contact with them, kindly tell them they should login and update their email address themselves or if unable to do so please ask Martin Greenwood to do that for them.**

The time is fast approaching for me to Sign-off: Due to personal circumstances and as previously reported, I shall be standing down as Webmaster at the 2022 AGM in September. To ensure the website continues to support and help grow the Association, a new Webmaster is needed. The role covers: a) Content Management; b) Security and c) Development.

This Webmaster post is not a 'techie' role as most who are 'average computer literate' would be able to pick it up during an agreed handover phase whilst I guide and help. The technical work is done by our support company ocProducts who are enormously helpful with our Webmaster being liaison for communication between WA and the company. Much of what the Webmaster does on the website is achieved by using links which guide you through each task step by step, in the website's Admin Zone.

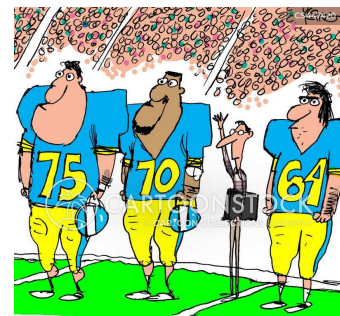
To minimize personal involvement, the duties I have performed can easily be shared between two or three members from any country; these are documented and illustrated in available guidelines. There is no requirement for the webmaster to reside in the UK of course (the technical support company moved to the USA about three years ago), and the role can of course be managed equally by overseas members from any other country.

To discuss this opportunity to help and grow the Warsash Association please email me at wawebmast@warsashassociation.net.

Please do give serious consideration as to whether you are able, without immediate commitment, to discuss and learn more about this important committee post. The Webmaster's role is not really technical.

Best wishes,

Chris



"At left tackle, Bruno Jablowski. At right tackle, Brock Jones. At webmaster, Orville Barnes..."



1.3 From the Editor – Captain Stan Bowles ([BowlesS69](#))

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

You will have noticed that I have changed the format for this Edition to hopefully, ‘spice-it-up’! For future editions I will change the traditional Featured Shipping Company to Iconic Ships starting with Canberra and alternate between the two for each edition. So! If anyone has an Iconic Ship they would like to see researched then please fire it at me. Also, if there has not been a shipping company that has not been published, fire that at me as well. It takes time doing the research so should anyone like to select a company and/or specific ship please feel free to do so.

I selected Canberra this time as she was a favourite ship of mine during my time with P&O - I was 3/O on this very memorable ship. There are others who also sailed on her - Michael Frost (3/O) and Roger Emtage (also 3/O we sailed together) who has provided his diary which I have edited for inclusion in this edition. It is a wonderful day-by-day account of life on a passenger ship during the 1976 World Cruise (Southampton to Southampton).

Summer finally caught up with us – it seems the weather patterns are changing but I remember growing up across from the beach and as a boy running across a very hot tarmac road burning the soles of my feet in an effort to get to the grass on the other side. We had recently had a number of hot spells but none really different for what it was like back in the 50/60s!

I hope you are all enjoying the season in the Northern Hemisphere and those ‘Downunder’ are surviving the opposite!

The scare of Covid has been replaced somewhat with Monkey Pox so stay alert everyone!

Stan

2 WA Notices, News and Events

2.1 New Joiners Since AH2022-1 – (Webmaster)

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

Mr	Cameron Davies*	DaviesC23	2023	UK&Ireland	17/07/2022
Mr	Jamie Newman*	NewmanJ22	2022	UK&Ireland	19/07/2022
Mr	Christopher Jones	JonesC73	1973	UK&Ireland	28/07/2022
Mr	Nsiloulou Kengue*	KengueN22	2022	UK&Ireland	03/08/2022
Mr	Stephen Strowger*	StrowgerS25	2025	UK&Ireland	21/08/2022

*Joined as Officer Cadet.

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

As Omicron and associated infections continue to sweep across Australia plans for our Annual Reunion and Annual General Meeting have once again been placed on hold. We have decided the AGM will be conducted as a Paper Meeting in a similar fashion to those conducted in 2020 and 2021.

The Agenda for the AGM and appropriate papers will be circulated to members in September and the submissions made by members will be considered by the Committee prior to the distribution of the AGM Minutes in late October.

State by State meetings of maritime groups are slowly being reactivated and it is expected that this will lead to the amalgamation of many of the old associations. Already the Warsash Association in Australia has close links with other similar bodies and it is hoped these relationships will develop further during the coming years.

2.3 New Zealand Branch News –Tony Peacock ([PeacockA60](#))

On Tuesday 5th July on a wet and stormy winter’s day in Auckland, WANZ held its first proper get-together since Puhoi in May 2021. Seven members, together with four partners gathered at the French Rendezvous restaurant in Takapuna for a very pleasant lunch. It was really good to catch up with those who were able to come along.

Despite the winter weather and past ravages of covid and flu, all seemed hale and hearty and genuinely pleased for the opportunity to get together again.

This was our third visit to the French Rendezvous and, as previously, the meals were delicious and the service excellent. Thank you Mike Pignéguay for making all the arrangements. The tone of the occasion was deliberately



low-key, including a short address from Chairman Adair Craigie-Lucas, welcoming those present and offering apologies from Tony Peacock, and Tony Noonan who had to pull out at the last moment.

The matter of our AGM, when and where to hold it this year was briefly touched upon. It was proposed that, at the earliest opportunity, we hold an Executive Meeting at the usual venue in Takapuna to discuss.



L to R.

Bill Cobb, Mike Bullock,
Colin Church, Mike Pigneguy,
Barbara and Adair Craigie-Lucas,
Dee Pigneguy, Jill Church,
Robyn Cobb, Jon Torgersen.



Chairman Captain
Adair Craigie-Lucas

By way of something a bit different, Chairman Adair asked the members present whether they could put their collective brains together and take a look at an instrument in a handsome wooden box, similar to a sextant box, that he had brought along. The attached photo is of a Typhoon Barometer that he has in his possession for many years. (It is slightly in need of repair, nothing too serious). The problem is he has no idea how the instrument works and had thought maybe one of the Members present could throw some light on the problem, but no, after some head-scratching, they remain as perplexed as Adair.

Maybe the wider WA membership could assist. The only clue Adair can offer is that it is marked [B.I.S.N.Co.](#) and was made by H. Hughes & Son in London. Also, that it appears to have been designed for the Northern Hemisphere. In his time Adair had nothing to do with B.I. but it was suggested that maybe there are some ex-B.I. Officers in W.A. who might recognise the instrument and possibly recall how to use it. Anyway, we put it out there and let's see whether the good gentlemen of WA can throw any light on the subject.



2.4 North America Branch News – AH Ed and Co-Chair WANA (BowlesS69)

Very little to report. The Branch has had no meetings apart from the monthly luncheons with the CWP (and other institutions of fame).

Our AGM will be held virtually and so far none have come forward to assume the secretary role in the wake of James MacIntyre passing.

3 Warsash Maritime School News

3.1 Women in Maritime Warsash Maritime School Alumni Warsash Maritime School

Warsash Women's Support Group (WWSG) and Vice-Chancellor (VC) Karen Stanton celebrated the International Day for Women in Maritime on 18 May 2022. It's great to get together and support IMO's aim for a barrier-free working environment for women in maritime.



Picture:

Warsash OC's pictured L-R Alexandra, Eden, Chrystabel, Shaneese, Alex, Flora, Becky, Emily, Loren and Megan. Also, at the back is Claire Hogan (Senior Deck Lecturer), at the front; Karen Stanton, VC Solent University, Stefania David - Head of Student Education and Suzanne Galloway, Cadet Liaison Officer.



WWSG was set up in February 2022 by the School and Solent Student Union as a support group to facilitate safe space for conversations and support structure for the women cadets of WMS. To help address challenges and questions they may face during study and at sea. The group members meet three times a year online and hold monthly drop-in sessions for cadets on campus. At this drop-in session, we were joined by VC Karen Stanton, who found out a little more about their challenges in the sector where women make up just 3% of seafarers worldwide.

The WWSG overall objectives

- To provide resources of information and guidance for life at sea as a woman.
- To meet in a confidential, safe environment where any issue or question can be raised in a safe manner.
- To create insight opportunities for cadets to speak to maritime professionals and gather their experiences of being a woman in the seafaring profession.
- To ensure the continuing partnership of the SU and Warsash going forward as a benefit to students and cadets.
- To meet, where possible, at least three times a year via online meetings.

For the WWSG to consistently raise awareness of a supportive structure designed to help women Cadets on campus and at sea, and for the WWSG to provide a permanent safe space that collectively women seafarers can rely on.

On international #WomenInMaritimeDay, hear from International Maritime Organization - IMO Secretary-General Mr. Kitack Lim talking about the aims of the day and the importance of this inaugural event.

A huge thanks to our current officer cadets who participated in a recent visit to Warsash Maritime School part of Solent University, Southampton by the Secretary-General, some of whom are briefly featured in the IMO's short film. <https://lnkd.in/eV56b6nw>



3.2 Annual Awards Presented At Passing Out Ceremony in June 2022

DECK - Deck Cadet of the Year is awarded annually to the Warsash Maritime School (WMS) student who has performed to the highest standard throughout the duration of their Deck Officer cadetship and whose overall attainment, including both theoretical and practical elements, is recognised by the School's staff as being the most excellent amongst his/her peers.

The Matthew Flinders Navigation Cup is awarded annually to the WMS student who has best contributed to the ideal of promoting excellence in navigation.

Born in Donnington, Yorkshire, in 1774, Matthew Flinders was one of England's greatest navigators and chart makers. He was self-taught and joined the Royal Navy as a teenager. In command, he circumnavigated and charted Australia during 1801-1803 and his promotion of that name led to it being adopted as the name of the country.

While held by the French in Mauritius for seven years (1803-1810) during the Napoleonic wars, he carried out early work on ship's magnetism and gave his name to the 'Flinders Bar'.

He died in poverty in 1814, almost unrecognised in his own country.

The cup was presented to the WMS on his retirement by Senior Lecturer Roy Shaw, JP, LL.M, Master Mariner.

The Royal Institute of Navigation - Captain John Milner Prize is awarded annually to the WMS Marine Operations Foundation Degree Student who has demonstrated the best overall performance in Navigation during their Merchant Navy Cadetship.

In considering nominations for the prize the Judges shall review both academic achievement and the evidence of navigational performance presented by the Officer following the sea-going elements of the cadetship.

The prize consists of £100, three years guest membership of the Royal Institute of Navigation, a certificate and a medal. The recipient's name will be recorded on the Captain John Milner Trophy which is displayed at the WMS. The trophy is a mounted Vertical Force Meter donated by Captain Milner.

Clyde Marine Training Deck Cadet of the Year is awarded annually to the Clyde Marine Training Deck Cadet studying at WMS who has achieved the highest academic marks on their respective course of study.



ENGINE - Marine Engineer Cadet of the Year is awarded annually to the WMS student who has performed to the highest standard throughout the duration of their Marine Engineer Officer cadetship and whose overall attainment, including both theoretical and practical elements, is recognised by the School's Staff as being the most excellent amongst his/her peers.

The Isambard Brunel Engineering Cup is awarded annually to the WMS student who has best contributed to the ideal to promote excellence in engineering practice

One of the world's greatest engineers, Isambard Kingdom Brunel was born in Portsmouth in 1806 and was involved in a number of major engineering projects, including the Clifton Suspension Bridge and the Great Western Railway, before embarking on his shipbuilding career. He was then involved in the design and construction of a number of revolutionary steamships - the Great Western was the first practical transatlantic paddle-steamer and was the first iron-built screw-driven liner, while the enormous Great Eastern remained the largest ship in the world for almost half a century.

He died in 1859, one week after the difficult and troublesome launch of the Great Eastern, but some his work remains open to the public today.

Clyde Marine Training Engineering Cadet of the Year is awarded annually to the Clyde Marine Training Engineering Cadet studying at Warsash Maritime School who has achieved the highest academic marks on their respective course of study.

DECK/ENGINE - The Commendation for Individual Achievement is awarded annually to the Warsash Maritime School student, Deck or Marine Engineering, who has demonstrated exceptional motivation, effort and determination to bring their cadetship to a successful conclusion. This student may have overcome adversity or difficult times during the course of their training or continued to persevere with their studies despite struggling at times with elements of these complex and demanding courses, is rightly recognised by the School's Staff for her/his significant achievement and is awarded the Sword of Honour, which is on loan to the School from Mr Michael Ripper.

The Corporation of Trinity House Quincentennial Prize – from July 2014 is awarded annually to the Warsash Maritime School student, Deck or Marine Engineering, for participation in marine related extra-curricular activities that support or contribute to the wider maritime community. The recipient will have made considerable personal effort to involve him/herself in activities or organisations that take place or operate within the maritime sector. In so doing he/she will have contributed to the aims of the Corporation, namely to serve the mariner with support to those in need, to provide education and training in seamanship and promote safe navigation. The prize consists of a commemorative medal plus £500.

3.3 Warsash Maritime School Officer Cadet (OC) Graduation 2022 – School Website



The Grads of 2022



The WMS Staff



L to R Roger Holt, Chris Carke, Brian Hoare



Our very own Webmaster Chris Clarke receiving the Alumni of the Year Award and later with David Dearsely, the Association's Europe & Cadet Recruitment Joint Secretary



L to R – Award Recipients

- Daisy Jarvis (sponsor Royal Fleet Auxiliary) & awarded The John Milner Prize for Navigation
- Grace Haskins (sponsor Carnival UK) & awarded Deck Officer Cadet of the Year Award
- Rory Foster (sponsor Maritime Education Foundation) & awarded Marine Engineer Officer Cadet of the Year Award
- Jamie Newman (sponsor by Sea Truck Ferries Ltd) & awarded Commendation for Individual Achievement Award and Warsash Association Cup
- Elen Amendolara (sponsor Trinity House) & awarded The Matthew Flinders Navigation Cup
- Victoria Alderwick, (sponsor Trinity House) & awarded The Isambard Brunel Engineering Cup.



3.4 IMO Secretary-General Mr. Kitack Lim visits Warsash Maritime School

It was a pleasure and privilege to welcome International Maritime Organization - IMO Secretary-General Mr. Kitack Lim to Warsash Maritime School.

During his visit, the Secretary-General used our manned model Ship Handling Centre and Maritime Simulation Centre as settings for filming this year's Day of the Seafarer (25 June) and World Maritime Day (29 September) addresses.

However, the day also presented an opportunity for Mr. Kitack Lim to spend time with the School's Officer Cadets and professional short course delegates, tour our world-class facilities at Solent University and meet with colleagues.

Thank you to everyone involved for making this such a special day.



Meeting the OCs



Mr. Lim on the manned models



Mr. Lim in the Simulator



4 Graduation Photo – Midshipmen Summer Term 1972 : Induction Class



Back Row L-R

Graham Shimmin (PSNC)
Malcolm McLellan (B&C)
Frank Wood (Blue Star)
Gordon Lyttle (B&C)
Dave Beattie (B&C)

Front Row L-R

Stephen Foster (B&C)
Jim Blake (Blue Star)
Tony St Ledger Cochrane-
Barnett (B&C)
Roy Crowther (B&C)
Colin Briede (Blue Star)

5 Lighter Moments – Various Contributors (Ed.)



This is why I have
trust issues





6 Iconic Ships

6.1 Canberra - Courtesy of ssmaritime.com -Reuben Goossen – non-member

In my request and edit the following, downloaded from Reubens' comprehensive website, I learned that he is in very poor health and wish him well as the site is jammed packed with information about those Iconic Liners! Ed.

6.1.1 Creating & Building Canberra

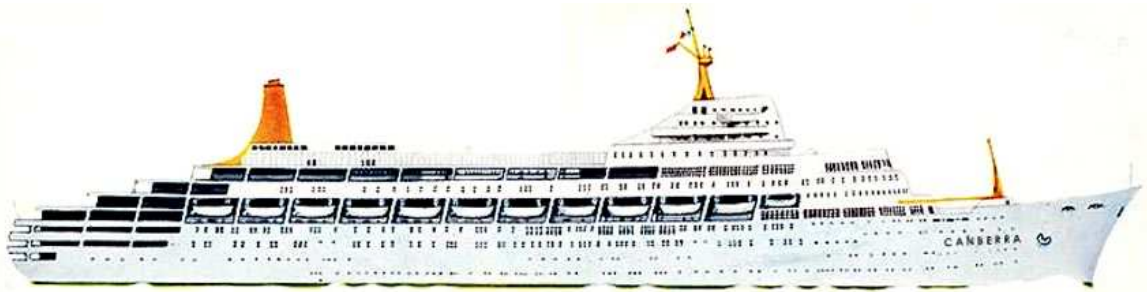
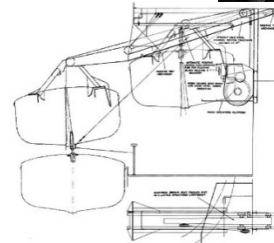
P&O-Orient Line called on Mr. John West their head designer and the team from P&O's technical department, as well as naval architects to commence on plans for their new as yet unnamed ship. They gave them one particular instruction and that was to provide as much passenger space as possible. Thus what the designers did is look to a number of recent revolutionary liners that had been built, such as the Shaw Savill SS Southern Cross, being the world's very first ever Passenger liner with her machinery and funnel placed aft, but also the first passenger liner not to carry any cargo, except for passenger baggage! The other ship looked at was the revolutionary SS Rotterdam that also had her machinery aft, but featured those amazing and much spoken about aft, but twin side by side stylised stovepipe funnels, which did their designed job superbly for no exhaust ever touched the decks of the Rotterdam!



The early model of Canberra. John West, a man who inspired the vision and beautifully influenced Canberra's design.



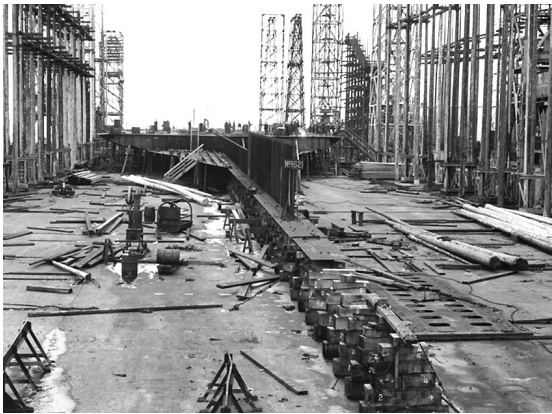
Moreover, there was one other feature that made her special, for she would feature the innovative under deck lifeboat stowage, thus all lifeboats hang high above the Promenade Deck, rather than high above on Boat Deck. This was already featured on the Orient Line's Oriana. The idea is that a lifeboat will lower down just a short way, until it is level with the deck. And as we now know, today every cruise ship built, operates with this system and is recognised under the SOLAS regulations, as it saves time and it is a much safer way of entering a lifeboat, should the need ever occur.



A pre-launch impression above of the new P&O-Orient Liner Canberra clearly revealing her under deck lifeboat stowage. When the plans for the new liner had been finalised and fully approved by the board of P&O-Orient in 1956, it was time for them to approach the major British Shipbuilders to tender for their new 45,000 GRT (Gross Registered Ton) liner. It was on December 20, 1956 that P&O-Orient informed that Harland & Wolff in Belfast, the very same company that had built some of the greatest White Star/Cunard liners, had won the tender.

The building of P&O-Orient's new liner raised a great deal of interest across Britain as well as Europe, and for publicity purposes, a large model of the ship was built to be displayed at the Brussels International Fair in 1958. Other models were also displayed at Olympia in London and also at the "Queensland Centenary Celebrations" in Australia in 1959.

The first steel for the new liner was cut on Monday, September 23, 1957 and thus the first keel plates were laid. In March 1958 the P&O-Orient Chairman, Sir Donald Anderson announced that their new liner would be named the; "Canberra" after Australia's Capital City.

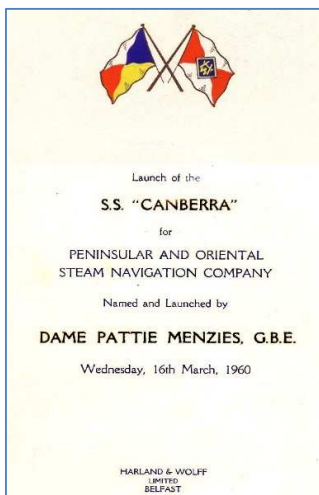


The laying of the ships keel, her first steel plates on September 23, 1959 Harland & Wolff Belfast



Canberra in the Harland & Wolff stocks whilst getting ready for launching

The day of her launching on March 16, 1960 proved to be a miserable British cold and a wet day in Belfast. In fact it was so bad, that a flypast by a Canberra bomber that had been pre-arranged to celebrate this special event was forced to be abandoned. Yet three hundred guests gathered to watch the event, with another estimated 11,000 onlookers were crammed in and around the shipyard and other suitable spaces to watch her launching and slowly slipping into the Musgrave Channel.



The official Launching booklet cover

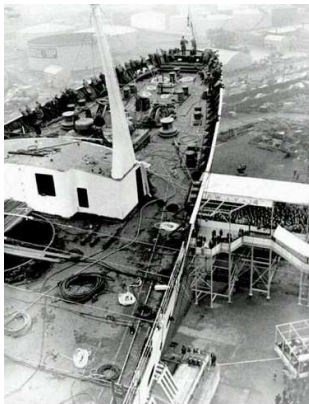
Just before the launch on March 16, 1960, Dame Pattie Menzies G.B.E., the wife of the Australian Prime Minister attached a sprig of white heather to the launching ribbon. Then, with a pull of the handle, the bottle of Australian wine Dame Patti had brought with her smashed against the ships huge bulbous bow and Canberra's long sleek white hull began to slide down the slip into the Musgrave Channel.



Dame Patti Menzies is seen here about to launch the Canberra.

Beside her is the Prime Minister of Australia Sir Robert Gordon Menzies, KT, AK, CH, FAA, FRS, QC, and the P&O-Orient Chairman, Sir William Currie

Photos courtesy - Harland & Wolff Belfast



A bow shot towards the official party



Canberra slowly sliding down the slipway

Photos courtesy of Harland & Wolff Belfast



Finally the superb liner is in the water and ready to be towed to her fit-our berth



There is a film originally made by “Pathé Films” [Canberra Launched on YouTube](#)

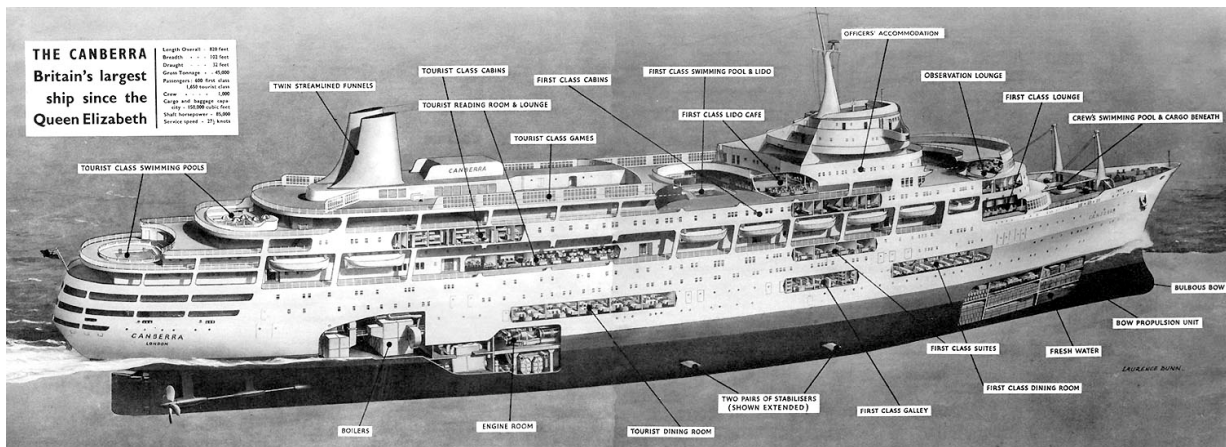
Once the Canberra was afloat in the Channel she was taken in tow and taken to Thompson Wharf where she would be completely fitted out as well have her upper superstructure and masts and funnels fitted, etc! It would be eleven months after her launching that she would be completed being in April 1961.



Canberra at her fitting-out berth. Her aluminium superstructure clearly visible. Her topside superstructure is still being built up and has been painted white as far as Promenade Deck

When ready, the SS Canberra underwent her builders trials on April 29, 1961 in Belfast Lough, during which time, when at full power, her massive bulbous bow almost lifted clear out of the water. Mr. John West, her designer, the team from P&O-Orient's technical department were somewhat alarmed, as well as her naval architects and builders from Harland and Wolff, but this was due to the weight of her machinery that had been located aft and no ballast had been added to offset this.

She headed for Southampton where some of her forward compartments were filled with the correct number of tons of ballast in order to act as a counterweight.



Above is an excellent impression of Canberra showing parts of her interiors as well as her engine room, etc. This image was provided to Reuben Goossens by a dear friend back in the 60s. The great maritime historian, the late Mr. Lawrence Dunn.

Completion & Acceptance Trials

Having been in Southampton for a number of weeks and with her final fit-out being completed; on May 18, she headed out for her “Acceptance Trials” and sailing over a measured mile off the Isle of Arran, SS Canberra achieved an amazing top speed of 29.27 knots, with her bow in perfect position!

A P&O-Orient Line postcard of Canberra seen during her Acceptance Trials on May 18, 1961.



To right she is seen off the Isle of Arran in Scottish waters.

She returned to Southampton having reached an amazing speed during her trials and it was assured that she would be a successful ship in more ways than one. Technically advanced for her time, as well as one of the most beautifully designed and styled liners to sail the globe, she offered some of the finest onboard facilities for an ultra-modern liner, both in First and Tourist Classes. Whilst in Southampton she was stored and made ready for her maiden voyage to Australia and New Zealand. The final cost of her construction and completion came to a grand total of £17,021,000.



"CANBERRA" 45,000 tons
P & O Round-World Passenger Services

6.1.2 Canberra's Interior

Besides Canberra's modern, streamlined and distinguishing exterior features, there was a great deal more to this fine new liner than just her good looks. Her interior spaces were equally spectacular!

She had a large number of public spaces new to any previous P&O-Orient liners. A whole new modern interior was created, yet retaining some classical touches. Below are just a few images from Canberra's preview brochure, that was released early in 1961.



In First Class - Forward on Promenade Deck was the spacious Meridian Lounge with the spiral stairwell going up 4 decks to Crow's Nest. And, located far forward of the stairwell casing is, was the very popular Century Bar.



The Bonito Pool is surrounded by sun decks and forward is the Bonito Club



In Tourist Class - The William Fawcett Room is the Main Lounge and Ballroom the perfect place for entertainment.



One of the two aft swimming pools



Although Oriana was the first to feature the Court Cabins, Canberra featured many more as well as mini-Courts in both First and Tourist Classes. Canberra had a total of 58 Courts, which were located on B, C and D Decks. The large Courts had three windows with seating below them, whilst the narrower Courts had either two or just one window, all providing a view of the sea.

Here we see the general layout of six Court cabins all with a view through a tall narrow window with a blind out to the sea.

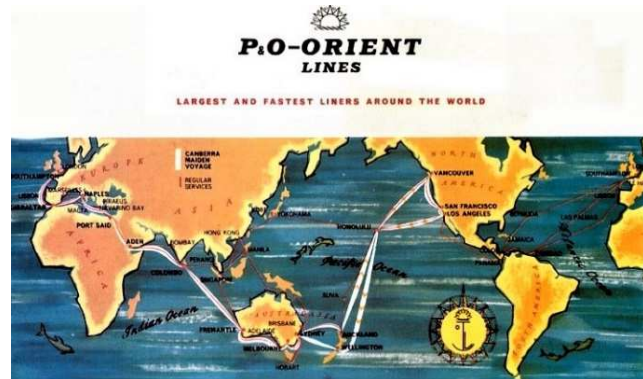


6.1.3 Canberra's Maiden Voyage

There was a great deal of media attention in relation to Canberra's maiden voyage as well as her many outstanding features.

There had been an amazing blast of publicity and it certainly paid off for a good 2,238 passengers had embarked the new liner, thus she was fully booked ship!

Finally the day came, on June 2, 1961 just before 5 PM the 45,270 GRT SS Canberra departed Southampton for her maiden voyage. At her helm was Commodore Geoffrey Wild, who was made the fleet's Commodore only one day earlier, as he had been an outstanding Captain!



The P&O-Line Brochure covering Canberra's maiden voyage



Pride of the ocean: As crowds wave on the quayside, the Canberra sails on her maiden voyage to Australia

Above - A newspaper clipping from the Southampton News of the departure of the SS Canberra on June 2, 1961

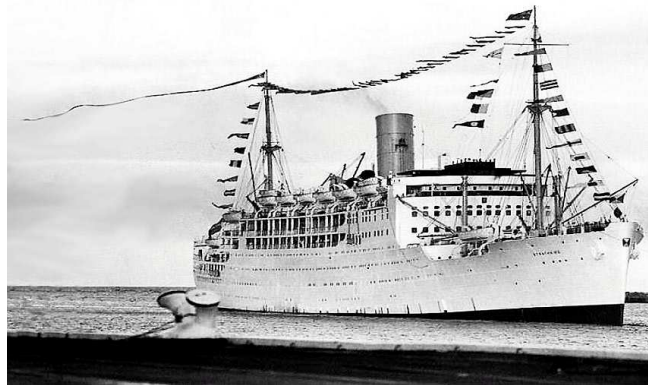
Obviously being able to sail on a maiden voyage aboard a great new passenger liner as exciting as Canberra was not something that happened every day. There were a minority of passengers on board that had booked to sail only as far as Gibraltar or Naples. In Tourist Class there were 750 emigrants setting off to commence a new life in Australia as well as another 120 persons heading for Auckland, New Zealand. How fortunate were they to be able to sail on Canberra! Nevertheless, while in the Mediterranean there would be a surprise encounter! As Canberra headed 'Down Under' and through Canada and America, would all manner of spectacular arrivals and tributes to grand new liner, for she was indeed a spectacular sight!



The Canberra departing Gibraltar

The aging Strathaird on her final voyage to Australia, departing Sydney for the very last time on May 9, 1961 sailing via Melbourne and her final port in Australia, Fremantle (Perth). She headed through the Suez Canal and into the Mediterranean passing Canberra on her maiden voyage, Captain Clay sent the following beautiful message “from Strathaird to Canberra”: “You look magnificent, and all in Strathaird wish you a happy and successful voyage, and from old to new, Strathaird bids you farewell”.

The Strathaird is seen departing Fremantle with her extra “Long Service Pendant” flying from her main mast. She and her sister would be heading very soon for the breakers in Hong Kong.



Commodore Wilde responded: “You too look magnificent with your paying off pennant flying gaily. You look a gracious and not too elderly lady. All well here.”. Although, what the Commodore said was far from the truth! Commodore Wide statement to the Captain of the Strathaird “All is well here” was far from the truth. In fact, down in the engine room all was certainly far from being “all well”. There was a big problem with one of the condensers as saline had been found in the distilled water that had most likely been caused by leaky tubing. The problem had caused a 14-hour delay and Canberra missed the southbound Suez convoy. Whilst in Aden the ongoing problems and had suffered a complete power failure.

Passengers and Crew were suffering shocking heat as there was no air conditioning. Passengers were advised to take their bedding up on deck for the night if they so desired! The ship departed and arrived in Colombo 12 hours behind schedule, after which on departure, her speed was forced to be reduced as the condenser problem occurred again.

Finally reaching Fremantle (Perth) Australia, she was a good 31 hours behind schedule. Regardless, as Canberra reached the inner harbour and terminal there were countless cheering crowds as well as cars along the shoreline with their horns blaring. Thousands of people had flocked to the shoreline to get a glimpse of the highly publicised P&O-Orient Lines new “Ship of the Future”. Canberra may have been late, but she was a huge hit with the people of Perth, Western Australia, for she was a sight for sore eyes, such a beautiful and a sleek liner, like nothing seen before, including the recently completed Oriana!



Sailing from Fremantle her next port of call would be Melbourne. However, during this long voyage along the southern coast of Australia, due to further problems with her port condenser, sadly her Engineers were once again forced to reduce her speed.

Finally, she arrived at the entrance of Port Phillip Bay on June 27, and headed for Port of Melbourne where there was a huge crowd awaiting, as well as a very special VIP at Station Quay. Dame Pattie Menzies who launched the liner in March 1960 boarded and enjoyed two nights sailing north to Sydney.

Canberra is seen entering Port Phillip Bay heading for Melbourne on June 27.

The welcome received in Sydney on June 29 was massive, even though the Canberra was around 24 hours behind schedule. It seemed that the huge crowds simply did not care, for there were hundreds of small yachts and motorboats escorting her from Sydney Heads towards her berth.

There were countless thousands of well-wishers crowded along the shorelines; they stretched from the Heads all the way to the International Passenger Terminal and along Circular Quay! Her arrival seemed more like a festive event!

Once safely alongside, P&O-Orient Lines, Sir Donald Anderson gave an official press conference, explaining that the condenser trouble, which had been well publicised, had been rectified. For the time being, he was correct as the condenser had indeed been fixed.

Canberra's maiden voyage continued without any further problems. The weather cannot be blamed having sailed across "The Ditch", a popular local term for the Tasman Sea, as she headed for Auckland New Zealand. Her arrival in Auckland on July 6, was not completely without problem, as she was delayed berthing for a several hours due to extreme fog, the worst experienced in 30 years! Again there was a huge crowd.

From New Zealand she would undertake a Circle-Pacific Voyage, with ports of call being: Honolulu, Vancouver, San Francisco, Los Angeles, Honolulu and return to Wellington New Zealand. Many had booked this as a one way or a return voyage from Australis ports, as well from Auckland and the New Zealander's would disembark in Wellington.

However, Honolulu had officially declared July 12, as "Canberra Day." Hundreds of small boats came out to meet and greet her at Vancouver.

Amazingly, on arrival San Francisco she was given a 13-gun salute from Telegraph Hill as she made her way to Pier 32, the famous Matson Lines Pier.

Continuing down the coast to Los Angeles, she was given a 50-gun salute and a display of world champion water-skiers was laid on.



Canberra in Waitemata Harbour, Auckland,
New Zealand on July 6, 1961

Whites Aviation Photos NZ



Her return voyage was via Honolulu and as she arrived at Wellington New Zealand she was greeted with force 12 winds that delayed her arrival. Next it was Sydney, Melbourne, Fremantle, Colombo, Aden, the Suez Canal, Naples and Gibraltar.

SS Canberra returned home to Southampton at 1045 hrs, Monday, September 4, 1961 and as it turned out, she did shorten her passage time from Sydney by a full week. She had steamed approximately 42,000 miles and even with her troubles with the condenser during her voyage to Australia, Canberra's voyage was hailed a success. And P&O-Orient considered that that her condenser malfunctions were "just an irritating teething problem". Although it had certainly been a costly one!

The ship's second voyage was scheduled to depart at 1330 hrs. on Friday September 22, 1961. However, some time earlier a minor fire was discovered in the engine room. Although the fire was quickly extinguished, there was a five-hour delay in the ship's departure. Not a great start to her second voyage to Australia!

Like her maiden voyage, she headed for Gibraltar then sailed across the Mediterranean to Naples, Italy. Then transited the Suez Canal and onwards to Aden. Nevertheless, another problem occurred when enroute between Aden and Colombo. A blade in one of the main turbo-generators broke forcing the ship to reduce speed by five-knots to 22 knots, arriving Sydney on October 18th where repairs were made. She departed Sydney two months later on December 18th heading to Southampton at full speed.

Canberra's third voyage to Australia passed without concern. Then on her fourth voyage, departing Southampton on April 19th, 1962, she had another troublesome voyage. Three major problems occurred; boilers, the distilling plant and the main turbo generators. P&O-Orient Line needed to do something, to address their reputation! The voyage would be shortened and instead of returning home via Australia and Suez from the USA, she would return directly by transiting the Panama Canal for the first time and home to Southampton as soon as possible.

Amazingly at that time, Canberra was the largest ship ever to pass through the Panama Canal on June 11th, 1962 P&O-Orient were charged £11,500 for Canal transit. When arriving on the Atlantic side, due to the tight fit, 3.6 ft in clearance, she scraped to her side at the narrowest points. Stopping briefly at Willemstad, Curacao, then proceeded to Trinidad and from there directly to Southampton. It was reported that in Trinidad, nine stowaways boarded. Also, during that leg of the voyage the ship's air-conditioning broke down and for a number of nights some passengers decided to sleep on deck, as it became unbearable below!

Canberra arrived in her home port Southampton on June 21st, 1962 and received a 29-day overhaul to correct all the recurring problems. It was also decided to make a few modifications to the ship's appearance. The First Class stadium, the sheltered games area on Games Deck, was not a popular/much-used area. A retractable deckhead was welded in and the area below turned into a new theatre/showroom. Air-conditioning units for this area were for some strange reason only added later but were never very effective.

With repairs completed and all machinery having been meticulously checked and rechecked, Canberra was deemed as being in A1 condition, but her Gross Registered Tonnage had increased somewhat to 45,733 GRT.

Canberra was ready to set sail again and but this time undertaking a seven-day cruise to Gibraltar and Madeira. This turned out to be well booked and very popular! The beginning of 'Cruising'.

Her next cruise would be more of a major event. This time she was about to break with tradition! Canberra was about to do something out of the ordinary! She was about to undertake a return Trans-Atlantic sailing to New York. It had been 100 years since a P&O-Orient liner had visited New York.

As Canberra arrived, she was given a tumultuous welcome to New York City, in fact it proved to be such a big event that the Canberra was featured on the NBC show.

Canberra during her maiden arrival in New York on August 6, 1962. A publicity photograph received from P&O-Orient Lines in January 1963.



Canberra on her first cruise after her refit with the sport stadium enclosed and her funnel extensions in place.

SS Canberra arrives in New York on August 2, 1962 for 4 days, whilst on a 14 day return cruise from Southampton





For a wonderful YouTube 50 second newsreel of Canberra sailing into New York [Click Here](#).

She was berthed alongside Pier 91 with the New York Press and Travel Agents waiting eagerly to board this beautiful sleek looking white liner and see all the beauty of the much-publicised interiors.

Having spent four-days in the Big Apple, Canberra returned to Southampton, returned to New York the very next day! A 13-day cruise followed to the Mediterranean which was sold out. Returning to Southampton concluded her first and a very successful cruise season.

The fifth voyage to Australia was to be the last for Commodore Wilde as he would be replaced by Captain Leslie Hill. Later during the voyage, and sailing between Vancouver to San Francisco, on November 1, 1962 Canberra collided with a steel barge in dense fog. Thankfully not damaged, apart from a little paint scraped off her hull.

Sadly her troubled past was about to catch up with her again. At around 0400 hrs January 4th, 1963 she was sailing eastward at 27 knots across the Mediterranean with 2,222 passengers onboard. At approximately 160 miles north-east of Malta, an engineering Officer of the Watch observed one of the three turbo-generators had "shed its load". As the generator began to speed up, the circuit breaker was tripped by forcibly breaking the contact in spite of the warning 'not to do this'. This created a considerable electrical arc causing a fire that was fed electrically by the other two generators. This destroyed the starboard side portion of the switchboard and the majority of the electrical distribution cables. All power was lost with ensuing alarms ringing throughout the ship.

With no electrical power, the engines shut down and there was no lighting, no air-conditioning, ventilation or power for the galley. She was effectively a dead ship. Areas of the lower decks began to fill with smoke and passengers were ordered to their muster stations. The ship was not in danger and therefore the lifeboats would not be needed and the fire was soon brought under control.

Stratheden had left Port Said several days earlier and was diverted to assist Canberra. In addition, two Royal Navy ships, the Lion and Scorpion exercising in the region had also been asked to assist. They too headed towards the stricken Canberra and an RAF Shackleton AEW aircraft based in Malta was sent to overfly the ship and keep an eye on things.

Early in the morning the Stratheden arrived on-scene and supplied Canberra with fresh bread and other stores as requested. In the afternoon the ship's Engineers and Electricians managed to restore power to the main engines allowing her to get underway at just 4 knots heading Grand Harbour, Malta where repairs were to be carried out. During this passage her speed was increased to 10 knots, arriving in Malta by 0900 the next morning, January 5th.

Back in London, big plans were underway to get all passengers back to their destinations. This became the big 'Malta Airlift'. The scheme was fully planned involving with the soon to become well known, Mr. Freddie Laker.

Within a week, about 14 aircraft were chartered and 1,700 passengers were flown to their destinations, most of which went to Australia and New Zealand. However, some passengers who refused to fly, either continued on other ships or with Canberra back to England. It was a massive task, and bad publicity for the poor struggling Canberra!

On January 14th, 1963 Canberra departed with 46 of her original passengers still on board. They had refused to leave ship under any circumstance. As she headed for the Harland & Wolff Shipyards, the builders in Belfast, she encountered 60-knot winds, arriving on January 21st, 1963 and would undergo further repairs including the installation of a new switchboard. She was out of commission for approximately four months and given another general overhaul.

With all repairs and works completed, she departed Belfast and headed for the Irish Sea very early in the afternoon of May 11th to conduct sea trials. On May 14th, she dropped anchor off the Isle of Wight and next morning entered No. 7 drydock in Southampton for an underwater hull inspection.

Finally, back in top condition and ready to return to her regular schedule, on Friday, May 24th, 1963 she departed Southampton bound for Australia and New Zealand and as it turned out, she had a record 2,266 happy passengers and emigrants onboard.



A fine aerial view of Canberra, showing off huge amount of deck space!

Photo P&O-Orient Lines Promotional Department.

The Canberra sailed on, however it would come soon apparent that times were changing and P&O had to change directions.

Canberra the Cruise Ship & her Falklands Experience to her Concluding Days!

1963 was a poor year for Canberra with her massive electrical breakdown followed with her lengthy repairs and a refit taking a good four months was obviously very costly for P&O considering the ship was just two years old. Beset with ongoing problems, there were some saying she would not have a very long life. How wrong they were for Canberra did in due course settle down well on the Australia run. Due to her interior style and comforts, Canberra became more and more popular with every departure.

One of the great aerial views to the right of Canberra in Sydney.



As the 60s turned into the 70s, her voyages continued to Australia with several short cruises out of Sydney before returning home. Her ports of call after departing Southampton in August returning late December 1972 included the following ports; Southampton, Cherbourg, Port Everglades, Nassau, Cristobal, Balboa, Acapulco, Los Angeles, San Francisco, Vancouver, Honolulu, Auckland, Sydney (cruising from Sydney), Sydney, Melbourne, Fremantle, Durban, Cape Town, Madeira, Lisbon and back to Southampton.

January to May 1973 her itinerary included; Southampton, Tenerife, Cape Town, Durban, Fremantle, Melbourne, Sydney, Auckland, Nuku'alofa, Honolulu, Los Angeles, San Francisco, Vancouver, Honolulu, Yokohama, Kobe, Nagasaki, Hong Kong, Sydney, Auckland, Suva, Honolulu, Vancouver, San Francisco, Los Angeles, Acapulco, Balboa, Cristobal, Montego Bay, Nassau, Port Everglades, Lisbon, Cherbourg, Southampton.

Sadly, there was one thing that this great ship simply could not fight. Times were changing with ever-increasing jetliners flying the skies and a change of direction within the Australian Government had her 'in chains' looking for a greater depth of revenue!

The Times-Are-A-Changing

Passenger bookings diminished, mostly due to emigrants to Australia no longer travelling by sea for two reasons. Firstly, the Australian Government had become much fussier regarding entry and secondly, those who did travel in the light of jetliners such as the Boeing 747 able to across the Atlantic with over 350 passengers on board. The culmination signalled the writing was on the wall for ocean liners in general. P&O was also well aware of the high fuel costs. Something had to be done with Canberra fast! With her considerable success as a cruise ship, they decided unfortunately to send her to New York to be marketed by Cunard Line to operate cruises to the Caribbean.

This turned out to be the wrong placement, and not at all successful. Bookings were very low and for a large ship with space for 2,000 passengers for those sailing, "It was like living in a ghost town!" Operating just two cruises, P&O decided on a dramatic move to lay-up Canberra at anchorage at the mouth of Cape Fear River, Wilmington North Carolina for



the month of March 1973. Wilmington was about 25 miles (40.2 Kilometres) from her anchorage. For the Crew to get ashore was a 30 min tender ride. A local boat owner provided Crew with deliveries as ordered, including newspapers, mail. For this reason many stayed onboard.

Canberra stayed at her anchorage lay-up for three long weeks – it was not looking very good! Fears circulated she might be sold but suddenly, she was returned to New York and made ready to complete the nine final cruises of her schedule.

Canberra sadly continued with her problems as she ran aground on Lloyd's Shoal near St. George in Grenada remaining stuck for three days. Fuel had to be pumped from her in order to re-float her, during which an accident occurred involving Laundryman Rozario Gomes was struck and died when a towline snapped. Canberra having been freed, just a month later on August 14th. It happened again, this time in the US Virgin Islands. High winds caused her to drag anchor near the mouth of the port.

Difficult Times as P&O Decide to Sell

Just what so many had feared! P&O London made a sudden announcement regarding Canberra “to be sold and broken up - yes scrapped!” P&O also stated that she was “not suitable for world-wide cruising” even though she had proven to be one of the most popular and quite a profitable liner-come-cruise ship in spite of fuel bills! P&O's Richard Adams stated at a press conference that Canberra had lost £500,000 between February and September 1972. The reality was that the ship was sent into the wrong market. Placing Canberra on the New York/Caribbean run was wrong timing.

Apparently, Canberra had a scrap value of around £600,000. She would have fetched a considerable amount more if sold to another cruise company to be operated as a cruise ship - P&O refused this option. Also there was consideration to re-engine the ship although not possible due to her deep draught. This all came to pass and P&O had a change of heart deciding to keep her in service.

The New Cruising Era

As a massive up-surge in cruise booking commenced Canberra was retained and would take over Orsova's 1974 cruise programme.

Canberra was converted to One-Class Cruise Ship and underwent a 10-week refit with a number of internal alterations. Being a One-Class ship there was no need for two children's playrooms. The original First Class Playroom was refitted into the Card Room. The Letter Bureau on A Deck became the Kiosk and later the Boutique. Towards the end of Canberra's career this was converted into additional cabins and the Writing Room on Promenade Deck became the William Fawcett Shop and later the Ocean Shop.

A good number of cabins had the number of berths reduced from four to twin beds and twins to single bed cabins, thus reducing the Canberra's passenger capacity to 1,737 guests.

Once completed, Canberra was in her element. Based in Southampton during the summer operating two or three week cruises, then a Christmas/New Year Cruise, followed by a major annual event - a three month “World Cruise”. Operating alongside Oriana, except during the northern Hemisphere Autumn when Oriana was based in Sydney with Arcadia operating Pacific Cruises, there was no doubt that P&O almost made a grave mistake, Canberra had finally found her niche! In 1977, P&O Chairman announced that the Passenger Division of P&O Lines had made a £4.1 million profit in 1976 season as opposed to a huge loss of £6.9 million the year earlier.



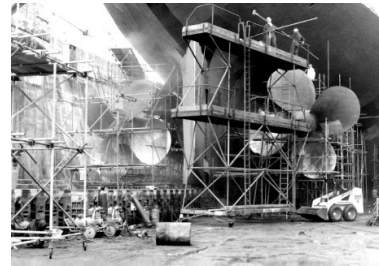
Throughout the mid-70s many of the much-loved names from the Register of Ships, such as Chusan, Orcades and Iberia (all scrapped in Asia), followed the Himalaya, Orsova and Oronsay. The “Jet Liners” won the day with boring flights and really bad in-flight food. Shipping had entered the Cruise Era! ‘Theme cruises’ took over with professional entertainers, guest lecturers, specialty acts, celebrities special-interest talks, concerts and classes or arranged games. Themes included golf, bridge, sequence dancing, classical music, newcomers and newlyweds.



The 1980s fuel crunch ensued. Fuel cost climbed requiring fares simply to increase. In 1979 Canberra was drydocked in Southampton and given an annual refit where new re-designed propellers were fitted. Apparently, in conjunction with new combustion equipment would mean that she could steam a little slower and therefore would burn less fuel making her more economical to operate!

To the right - Canberra in drydock in late 1979 with work being carried out to the propellers.

Canberra returned to service and her ever-popular cruise programme out of Southampton.



Canberra's propellers

The Falkland's War

On April 2, 1982 the Argentine forces launched an invasion of the British "Falkland Islands" or as the Argentinians preferred to call it "Islas Malvinas". The Ministry of Defence requisitioned a task force consisting of a good number of warships, fleet auxiliaries, as well as "ships taken up from trade" or "STUFT," and it was decided that Canberra would also be requisitioned to be part of "STUFT" and be used as a troopship.

In the Mediterranean, Canberra's Captain received a message from Head Office asking for the ship's ETA at Gibraltar. Later another message instructed the ship to rendezvous with a launch as she passed through the Strait where a small group of officials would board and brief the Captain and Officers about what was would be "an interesting assignment" after they had arrived back in Southampton.

The British Government rapidly assembled a task force consisting of warships, fleet auxiliaries and STUFT. The men who had boarded the ship were Commandos as well as Admiralty Officials who commenced making preparations for Canberra's transformation into a troopship and to make her fully capable of operating with at least two helicopters. Before her arrival in Southampton, Vosper Thornycroft had been given detailed plans of the Observation Deck and Crow's Nest, as well, as the Bonito pool and surrounding area. These locations would have to be speedily transformed into helicopter pads.

Canberra arrived home to Southampton at 7.30 AM on April 7th, 1982 and speedily disembarked her passengers after which her transformation began at full speed. Military officials from Naval Party (NP) 1710 boarded and they took up headquarters in 'Steiners'. A good number of workers from Vosper Thornycroft helicopters swarmed over the ship altering and removing railings along sections of Games Deck to facilitate helicopter landing. In addition, hundreds of tons of stores and military material and equipment was loaded.

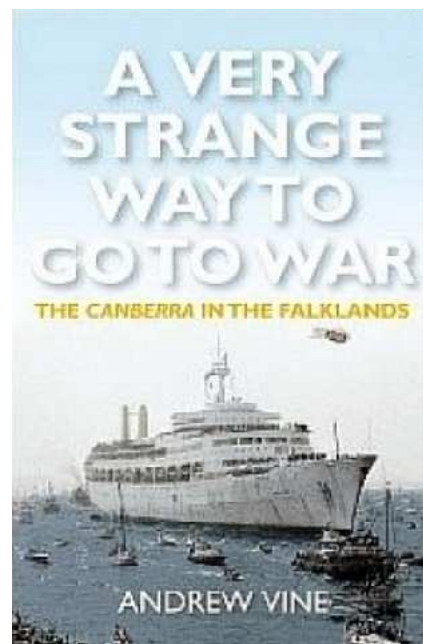
At the time, Canberra's future role was still very much unknown or even where she would be able to bunker or re-supply, for she needed the ability to replenish her stores, whilst she was at sea.

Members of 40 and 42 Commando Royal Marines and 3 Para embarked. Captain Dennis Scott-Masson was in-command along with Captain Chris Burne, Senior Naval Officer (SNO) as overall military control onboard.

Within three days Canberra was transformed from luxury Cruise Ship to a battle-ready trooper. She departed at 2000 hrs. on Friday April 9th. A number of Vosper Thornycroft workers also departed with her to complete the forward flight deck.

Along the shoreline huge crowds gathered wishing Canberra and all onboard and good luck. History was made shortly before lunch the following day, when an RAF Sea King helicopter made the very first of many landings on the midships (Bonito Pool) flight deck.

This is a compellingly written account of one of Britain's 'finest hours'. Andrew Vine weaves together interviews with Canberra's Crew and the troops with previously unpublished archives and brings to light this remarkable episode of modern war of an epic tale how a luxury liner went into the heart of battle and ordinary men and women found themselves on an adventure both terrifying and unforgettable!





Early Sunday July 11th, 1982 Canberra's company was awoken by a loud Reveille over ship's PA system as she arrived home from her war duties. She reached the Solent and berth 106 as aircraft overflew her. The ship was also briefly joined by the HRH the Prince of Wales together with other dignitaries arriving by helicopter to the amidships flight deck. On the forward flight deck, the Royal Marines Band played as the ship was surrounded by ever increasing flotillas of small boats, fire tugs, passenger craft - all kinds of vessels out to greet England's maritime heroes, the ship and its gallant Crew!

Canberra home from a war although looking a little worn out! - Photographer unknown.



As Canberra arrived her great steam whistle boomed out resulting in a long chorus of ship horns, hooters and whistles heard from the massive flotilla that surrounded the ship. Many tied to railings displaying handmade banners for the benefit of all and the TV cameras. It was estimated well over 120,000 people were waiting for Canberra's return home.

As the Canberra neared her berth an amazing 35,000 people had passed through the dock gates. The Band of the Royal Marines played "Land of Hope & Glory" to the accompaniment of 2,500 marines and many ashore, it was an amazing experience!

Canberra had been at sea for 94 days and steamed around 25,245 miles without a single mechanical fault worthy of mention, and she carried thousands of troops into battle, as well as repatriated over 4,000 prisoners of war. In addition, she was able to treat 172 wounded soldiers and sailors.

Canberra docked and at 1100 hrs, her gangways were swung into position and by 1400 hrs. all had disembarked. Canberra lay empty soon to be made ready for a sixty-three day refit in July/August. This would be the most extensive refit she ever had since she was completed in 1961 preparing her for the next stage of cruising life! The refit, which was conducted by Vosper's in Southampton involving 3000 tasks included the removal of helicopter decks and other RASA equipment, restoring the original forward deck as well as the Bonito Pool and surrounding sun decks. The main machinery would be overhauled including many auxiliary items. Much updating of the passenger accommodations and public areas was to be made!

On August 9th she entered the "King George V" drydock where she remained for three weeks. The flight decks were removed and all below waterline hull form cleaned and given new coating of anti-fouling paint. The ship repainted top to bottom!

Once her extensive two month refit was completed with the Canberra coming out of it like a brand new ship, both outside and also inside, as her interiors had an amazing amount of work done, for it had really been worn in such a short time, thus a huge refit was required! But the shining new looking Canberra returned to civilian service, and due to her role in the Falklands War she had become even more popular with the British public and also with the Australian's. This clearly showed in advance ticket sales when her new schedules were released that the SS Canberra was once again a big hit!

Canberra in the KGV Dry-Dock just before she is repainted - Photographer unknown.



Back to Service with a Gala Departure:

Canberra departed on her very first post-Falklands-war cruise from Southampton on Saturday September 11, 1982. Media commitments had her sailing time altered to 1300 hrs. to allow the TV coverage of her departure. Her departure was indeed a gala one much like her recent heroic return.

Again, thousands of spectators came to see her off as they lined the shores whilst others took to small pleasure craft, excursion vessels and even an historic Paddle Steamer Waverly escorting her. Aboard her passengers lined the ships decks as she slowly departed. The Royal Marines Commando Forces band chimed in with variety of suitable musical scores commemorating Canberra's time in the Falklands conflict.



Photograph by the late Jason B. Longman, U.K.



Her cruises continued with great success including her sold out 1983 one!

In 1994 Canberra would undertake in a short but a very special event - the 50th Anniversary of the Allied landings at Normandy. In order to commemorate this event, the Royal British Legion decided to charter Canberra in order that veterans and their families would be able participate in the event. Canberra departed on Saturday June 4th for the Spithead Review by the Her Royal Highness Queen Elizabeth II early the next morning Sunday June 5th.



In Southampton photo by Tim Webb



A postcard showing Canberra and the Britannia on the Spithead (Solent) - QE2 in the background

Following the fleet review, Canberra sailed towards the French coast. Commodore Ian Gibb held a remembrance service around the Bonito Pool for the veterans and their families. A Lancaster bomber flew overhead and dropped 850,000 poppies. Many said it was without a doubt one of the most moving experience of their lives!

World Voyages and New Ships

The SS Canberra proved to be a most beautiful and a comfortable form of travel for the now very popular (sold out) World Voyages, P&O decided that with the grand old Oriana long gone they needed a new ship. With careful planning the new Oriana as conceived and commenced sailing in 1995. Her efficient power plant proved to be more profitable, P&O realised that Canberra would have to be replaced. The new Oriana sailed on her maiden World Voyage westward while Canberra sailed eastward in 1996.

On June 25, 1996 the dreaded announcement came from P&O that Canberra would be retired on September 30, 1997. She was to be replaced by the Star Princess, having been fully refurbished as a genuine P&O ship and renamed Arcadia. Certainly not the sort of news anyone who sailed on Canberra wanted to hear, but the facts were apparent!

Canberra's Final Year

During the evening of Monday, January 6th, 1997 the much loved Canberra departed Southampton and she headed for Sydney sailing via: Palma, Majorca; Piraeus, Greece; Haifa, Israel; Port Said, Egypt; Transiting the Suez Canal, Aqaba, Jordan; Bombay, India; Port Klang, Malaysia; Singapore; Kota Kinabalu, Malaysia; Hong Kong; Bali, Indonesia; Darwin, Australia; and onwards to the Great Barrier Reef (in transit) bound for Brisbane and arriving in Sydney on Saturday February 22.

Her arrival was on a beautiful warm and sunny morning with people lining the shores of Sydney Harbour awaiting as she made her final triumphant entry into one of the most beautiful harbours in the world. Fire tugs awaited her as well as small craft and she was honoured with huge water sprays on both sides as she came close to the Sydney Opera House and it was a grandiose sight indeed!



Arrival Sydney February 22, 1997



Canberra at the International Passenger Terminal, Circular Quay Sydney



Canberra remained in Sydney overnight then at 0630 hrs on Sunday the 23rd she departed for the final time to continue her return leg of her very last World Voyage. Sydney put on a massive show of support with around a half a million



people or more that had come out to say goodbye. Enthusiasts were everywhere, from the large viewing platform on the Passenger Terminal, along the Sydney Harbour Bridge and at the very top of the Bridge. Some paid for a special 'Bridge Climb' for the departure. The Sydney Opera House was also crowded. There were thousands of well-wishers lining the shores of the harbour all the way to Sydney Heads.



Packed stern on departure Sydney

Hundreds of pleasure craft and chartered vessels followed her outbound including Sydney Ferries adding a special 'Farewell Canberra Voyages' that came complete with food and drinks onboard – never done before!

Once she passed through Sydney Heads to sea, she turned north and sailed directly for Suva, Fiji then Yasawa-I-Rara, Honolulu; Lahaina, Hawaii; Vancouver, B.C., Canada; San Francisco; Acapulco and onwards to the Panama Canal for Bonaire, the Dutch Antilles; Grenada; Barbados; Madeira completing her very last ever World Voyage in Southampton on Monday April 7, 1997.

Having returned to Southampton she commenced a series of cruises, each one was a huge success! Nevertheless, it came time for her very last cruise, which was suitably themed as the 'Farewell Cruise'. Understandably, it was booked out long in advance with the majority of passengers being past passengers!

There was no doubt that the 'Farewell Cruise' was something that not a single soul who sailed will ever forget, as the 20-day cruise was a sort of a 'Voyage of Commemoration' and 'Celebration' with everyone on board reliving Canberra's long and successful life. The voyage, unlike some other ships, was certainly not just a mournful goodbye cruise. All passengers made the very best of this final "screwdriver" cruise as some called it!

The Mayflower Cruise Terminal was packed with spectators, waving their banners or flags. A flotilla of small boats and passenger ferries filled the upper reaches of Southampton Waters ready to follow her.

On September 10, 1997 SS Canberra slowly moved from her berth to the musical accompaniment of a marching band, whilst thousands of coloured balloons were released from her upper decks. Daytime-fireworks were launched from the roof of the Berth 106 shed. Fire tugs and small craft of all sorts escorted Canberra down river as she set sail on her final commercial voyage. On board the passengers were ready for a party. The Century Bar and the Cricketers Club were very popular spots on board that night.

The cruise took the last passengers to the Mediterranean as far as Haifa in Israel. She departed Gibraltar for the last time on September 13th with many small yachts joining in as she sailed out of the harbour. All blowing their whistles and hooters. A Royal Navy warship gave Canberra a water salute from her deck hoses and a moving exchange of whistles ensued. Everywhere Canberra went, she was given the kind of send-off that a great ship like her deserved!

On September 25, at Cannes both the Canberra and the new Oriana were placed at anchor. Passengers were given permission to take Canberra's tenders and visit the new P&O flagship. Later that day, the famed 'Golden Cockerel' that was transferred from the original Oriana to the Canberra was again due to be moved. This is a large metal silhouette of a cockerel that sits on a pole and it has always been traditionally located on the fastest ship of the P&O fleet. It was to be handed over to the new Oriana (speed of 30 knots - cruising 27 knots). The ceremony was eagerly observed by passengers from both ships and the accompaniment was by Gerard Kenny who sang the song he had written especially for Canberra.

It came to a point that on the evening before returning to Southampton, tears could be seen for those reminiscing their many joyful experiences on board the wonderful ship sadly come to a permanent end the following morning!

September 30, 1997 - The End had Arrived:

The end of the cruise had finally arrived. Canberra arrived on her final return to Southampton to even a more spectacular event than the previous send-off three weeks ago and the return from the Falklands. The early morning was very cold and foggy, Nevertheless, Canberra's usual early morning arrival had been purposely delayed in order for her to dock at a suitable time for the countless spectators but more importantly the mass of media coverage. P&O decided that this had to be as a happy memory for everyone for it would be the last memory all those who had sailed on her and adored her from afar would have Canberra move herself into her berth using her thrusters.

A flypast by a single Canberra bomber and Gazelle helicopters and the Red Devils in V formation as provided. The display team of the Parachute Regiment dropped into Mayflower Park, whilst the ship was given a gun salute as she passed.



As she was berthing, hundreds of coloured balloons were released from Canberra's top decks and it was a wonderful sight. She finally came alongside and made fast to the music of a marching band. When all finished, many listened to VHF radios as Captain Rory Smith in-command said the words "Finish with engines". Upon hearing this hundreds of boats sounded their whistles and horns - an amazing event!

Later next day Canberra moved to make room for the Oriana. She was moved to berths 38/39 - the home of the QE2. Canberra awaited her fate. The ship was de-stored, estimated completion by October 10th with the passenger gangways and fire detection equipment being the very last items to go ashore! P&O announced in a Press Statement, that Canberra would be sailing that evening to Pakistan, where she would be broken up. The reactions to the announcement were mixed to say the least. There were the modernists who thought it was a fitting end and that it would be better than what had happened to the old Oriana that became a failed tourist attraction. The vast majority felt that the Canberra still had life in her. In Australia there was a genuine attempt to have her as a hotel in Sydney considering she was named after the country's Capital and launched by the wife of the then Prime Minister, Dame Pattie Menzies. But there was no support by the authorities unlike the Dutch authorities, who now have the great ss Rotterdam operating as a fine Hotel, and dining venue.

The Voyage of Doom

Her departure was unlike her previous sailing, no massive cheering crowds. It all occurred under the cover of darkness at 2100 hrs. on Friday October 10th, Canberra commanded by Captain Mike Carr with a skeleton crew of 72 slipped quietly away from the QE2 berth and quickly out of sight. Canberra didn't go easily. It was though she was holding on to the wharf and required two tugs to assist her from the berth with some force.

Captain Carr and Radio Officer Freddie Lloyd arranged bagpipe music to be played on the deck PA system. Her departure was a heart wrenching moment for those few who witnessed it. As soon as the Canberra was mid channel, Captain Carr gave three long blasts on the ship's whistle then made way down Southampton Water for the final time. Passing Fawley, she was given a grand water salute and received messages and whistles from many other ships, whilst cars along the riverbank flashed their headlights on and off for a very long time.

With Canberra underway and heading for Pakistan one of the first things Captain Carr did was move every Crewmember into the best passenger cabins with telephones, the officers remained in their own accommodations. The Bonito Club became the official wardroom for the all the ship's company and the pool was kept full and a water slide installed, it had been built from the main laundry trough. As Canberra headed toward the Suez Canal at a steady 15 knots, the Crew secured passenger accommodations in order to reduce the possibility of any fires.

At about 1400 hrs on October 13th Canberra passed Oriana as she was bound for Vigo. On October 19th, she anchored off Port Said awaiting orders, as Pakistan had been originally announced, it still was not decided whether the ship would end her days in India or Pakistan. That evening the Suez Canal Pilot boarded and the very last transit of the Canal commenced. The following day Canberra anchored in Suez Bay where she bunkered and Captain Carr awaited news regarding her sale.

The official Bill of Sale was signed on October 21st between P&O and the buyers, the Germany Company, Eckhardt Marine GMBH of Hamburg. They would then resell her to the highest bidder, be it the India or Pakistan. The Pakistan offered the best price and was willing to sign a P&O agreement!

With the Bill of Sale completed Canberra weighed anchor and headed to the port of choice - Karachi she had been sold to the Pakistani breakers for \$5,640,818.

At 0730 hrs on October 28, Canberra dropped anchor off Karachi. The next day, representatives of her new owners boarded for meetings as well to inspect the ship. The next day, this stop-start voyage continued when the beaching party came aboard,. Canberra headed for Gadani Beach where she arrived at 2300 hrs, anchoring for the night.

On October 31, 1997 the ships draught was trimmed in order for the angle of her bow to be ready for the beaching at Gadani. Then steaming at almost at top speed, accompanied throughout the ship by those bagpipes played at full volume over the open deck speakers Canberra was partially beached at 0940 hrs. Early that afternoon all of the P&O Crew disembarked the ship for the very last time.

To her end Canberra's deep draft was going to prove to be a challenge for her new owners. Although, beached she was much too far out to be broken up successfully. A number of attempts were made to winch the Canberra closer inshore but remained stubborn and fast!



The dismantling of the Canberra had been expected to take around three months, however it took over twelve months and it has been said that the breakers actually lost money scrapping this great white dame of the sea and that is what I call a fitting end as far as I am concerned, for she did not deserve to have those who destroyed her to profit from it, and that pleased me! The very sad image of what was a great ship seen beached and being dismantled at Gadani Beach Pakistan.



Remembering SS Canberra, the Great Liner seen at Sea, Farewell Canberra, you have given me and so many who have sailed on her a life full of joy and happiness!

6.2 Canberra – Around the World – 1976 - Roger Emtage 3/O (non-member)

"This is the Officer of the Watch on the Bridge. Canberra will be sailing for the World at 1300, that is in 30 minutes time. Will all visitors now please leave the ship by the gangway on the starboard side of D Deck in the forward part of the ship. The gangway will shortly be landed."

Thursday 08 January: Southampton - We departed from the Ocean Terminal four hours later at 1700 this afternoon which rather spoiled what would have been a terrific and festive departure. The morning had gone ever so smoothly except for the traffic in the docks which was chaos from 0900 onwards. By 1100 all stowing was complete, the shell doors secured, and an hour later baggage was all onboard and the Safeties were busy on the last doors in readiness for departure. The Band of Her Majesty's Royal Marines had struck up and the streamers fluttered in the breeze as the gleaming white ship towered majestically over the scene, patiently awaiting the tugs that would take their lines. The adventure was about to begin! A fresh breeze from the SW rippled the water in the Ocean Dock and the bunting with which the ship was dressed overall fluttered gaily, a contrast to the overcast winter morning and the grey skies overhead.

I wandered ashore during the early morning for some shopping, stopping briefly to speak with John one of the ROs. Gave Jo a call, all well there. Did some unpacking when I returned onboard but was restless so wandered about the decks to witness final preparations for departure. Sandra arrived about 1130 to say goodbye and shortly some other friends who were seeing their father and brother off on the voyage. At noon I dashed off for my watch (12 noon to 1600 on this first leg of the voyage).

1300 hours: Bomb Alert! We were about to let go the last mooring lines, tugs were fast and the Band was playing the last notes of "Anchors Aweigh". Everything changed and the passengers were advised that we would be delaying departure while a full search of the ship was conducted, to ensure (as we all hoped!) it was a hoax. Thankfully nothing was found and at 1700 hours we finally let go from the Ocean Terminal. Dunnose, Culver and Brockenhurst were our tug escorts as we swung out of the Dock to starboard and set our head downstream into Southampton Water. It was a clear, cold evening and happily many passengers were still on deck to watch our departure and progress downstream. A few brave family members had hung around at the terminal to wave us off! At 1800 Passenger General Emergency Muster Stations, and at 1930 the Pilot disembarked at the Nab and we set course SWxW down the English Channel. The Voyage had begun! Southampton to Southampton via the World!!

**Bound for Madeira**

Friday 09 January: - an uneventful first day at sea with a very high barometric pressure – as high as 1037 millibars! A light SW wind right ahead veering during the day and with a long, low southwest swell all day and good visibility. The wind increased in late evening to a following wind from the N Force 5. A good crossing of the Bay of Biscay and out of it at 2200. Speed 22.25 knots at 112 rpm with aft stabilizer fins extended.

The temperature was 52°F which has kept the passengers off the decks except for a few brave souls who popped out onto the Observation Deck below the Bridge to see where we were going! We will not be late at Madeira despite the delay yesterday. Last night the Deputy Captain and Chief Officer divided the hours between them on the Bridge, as head of an Alert Team in event of another bomb scare.

Saturday 10 January: Continued towards Madeira and another quiet day with following sea and swell, patches of sun, temperature 56°F at noon and rising, but mostly overcast. The night became clear and peaceful with every star visible. The ship seems quiet and sedate as though in a settled condition. I miss the evenings around the ship as on watch at midnight. The Captain seems in good spirits and I think everyone is becoming more confident that the bomb scare was a hoax!

After dinner read a bit and turned in. Later, on watch at 0300 hours on 11th, Porto Santo Island rose at 55 miles on radar (that's good radar) and the Cima Light rose visually at 27 miles (that's good visibility!). We were only a mile or two to the west.

Sunday 11 January: at Funchal, Madeira - The voyage has now really got underway! I awoke to see the hills of Funchal towering above us, a fine sight, a glorious fine day! A strong wind prevailed from ahead as we lay in our regular berth, starboard side to the quay at the end of the mole. Ship's head to the east. During the afternoon watch it was a struggle to hold Canberra alongside with the combination of the wind and swell entering the harbour on the starboard bow. We took water from three barges all day. There was plenty of painting accomplished during the visit, both overside and the anchors. The ship looks good! We can't have it any other way! I had my first look at the passengers today while on the gangway and chatted with some. Also, purchased some wickerwork on the quay; six pieces for £24 so am quite pleased with that.

Later on board I dined with some of my Engineer and Purser colleagues who are a great bunch. A glass of Piesporter went down very well. After dinner we spent some time admiring the view of magnificent Funchal by night with the lights twinkling high in the hills. There was a noisy fairground over by the market. The entertainment onboard had a hiccup as no entertainers turned up to the large audience awaiting them in the stadium!

Our midnight departure went smoothly and the ship looked super swinging hard over to starboard after we cleared the breakwater. The backdrop of the hills and the waterfront with the lights reflecting and dancing on the water. How magnificent our stunning ship must have looked from ashore, and up in the hills. We set a southwesterly course out of the Bay of Funchal and then SW along the south coast of the island. It was a calm and peaceful night with a watery half-moon and a light following breeze. Temperature at noon was 65°F.

Southampton to Madeira - 1,312 nautical miles at average speed 21.61 knots**Bound for Port Everglades**

Monday 12 January: Crew Alert! Drat! All went well but any Watchkeeper will agree that a Crew Alert at 1000 hours is the bane of every 12 - 4 watchkeeper's life! Having to be up at 0930 after just a few hours' sleep! Ugh. A quiet watch followed, with some sun and fair weather with a slight sea running. The passengers took to the decks in the sheltered areas.

Captain's 'Welcome Aboard Cocktails' were that evening and the mood of the ship is definitely relaxed and easy now. The vast majority are of the passengers were ladies – about 40 ladies to each man! Average age about 70 and all wanted to be seated at Cocktails! John Ross and the lovely Carole Cash were receiving guests in the William Fawcett Room for first sitting. I found many of them friendly, some pontificating that they have been cruising twice a year for 20 years!

I met a family, full of life, going home to San Diego. The Brownings seem to have become pals with them. Lillian Browning came to join us, also full of life. Mr B. finds it all a bit slow, there is no one of his age nor interests. I joined the Savin's briefly in Bonito and then retired to my cabin. A quiet and peaceful watch followed at midnight. Wind was ahead W Force 3 and a few rain showers but a good moonlight.

Tuesday 13 January: Moderate/steep swell from NW all day, just abaft the beam. Fine and sunny, temperature 68°F. A fairly leisurely day - These sea days are wonderful. Actually, saw a ship while on watch, then 2, at about 1500 hrs.



We had Wardroom General Meeting this afternoon with a good turnout. The Committee elected John Marden.

The first 'Pour Out' of the Voyage occurred after watch in my cabin! Fourteen guests, myself included. It went very well, a good mix of company but I was late for dinner – they wouldn't leave!

Wednesday 14 January: Another peaceful day. I could get to really like this! Some very heavy showers during the morning were experienced but by the afternoon 12 - 4 it was fine. We had a Crew Bridge Visit for 4 crewmembers! I wrote to my sister Jo.

It was Ladies' Night tonight. Syd & Edna were running the Show. It was packed but going very well, standing room only! I had several dances, the old dears were in their element asking the penguins onto the floor, really enjoying themselves! I danced with Margaret Newman and Pam. It was good to see a sizeable turnout of Officers a well from all the departments.



Volkerfreundschaft

Thursday 15 January: A nice, sunny, clear day with smooth seas and little swell. The temperature was 68°F at noon. Plenty of Sargasso weed was seen in the area. The Bermuda Triangle is very much the topic of conversation these days as we are currently sailing through those latitudes. Passengers really took to the decks all day, lapping up the sun.

I attended Frank's Caribbean slide show at 1030 hrs. which was interesting and I saw the interior of the Barbados Law Courts for the first time! What on earth were they doing with us at Harrison College all those years? Just down the road from the school was the ancient, and very historical, Parliament was well!

I took my first swim of 1976 this afternoon and it was remarkably refreshing - 70°F! I had the Bonito Pool to myself which was great! Went to see Roger Moore and Susannah York in 'That Lucky Touch' which was amusing. John Marden and myself met Sir Richard and Lady Anne Prince Smith for a drink before dinner which was interesting. We saw many photos of his yacht recently delivered by Camper Nicholson at Northam, a 200-tonne beauty which he now keeps at Palma and is considering selling her. Both are very pleasant, natural people. They did a world voyage on Rotterdam last year. I wonder how we will compare?

Friday 16 January: We had a full day today! The weather was fine with a temperature of 72°F, the wind was from the S at Force 3-4, little swell and clear skies. At lunch, Peter Norris asked me if I knew there was a whale across the bow? We don't know how long the poor thing had been there. I went up to the Foc'sle to verify that there was indeed a huge whale right across the bulbous bow! Poor beautiful creature. The Captain was informed, as were the Engine Room Watch below. An announcement was made to advise the passengers of the situation, and at 1230 hrs. we stopped engines, went astern, and the poor creature floated free. It was not a pleasant sight. It had no doubt been dead for some time. It wallowed in the water, which was transformed into a red grave, victim of our speed and greed, soon to be prey of sharks. I felt very sad and not a little guilty.

Pacific Restaurant visits to the Bridge followed; everyone was subdued and quiet. Apart from the incident with the whale, it was a lovely day for the passengers - beautiful sunshine which they happily soaked up.

Richard Browne had his table in for drinks. I spoke at length with Olive, a Rhodesian woman who now lives in Switzerland – a very charming lady. They are with us until Honolulu. Later, I had a quiet evening in my cabin, wrote to my parents as it will be good to post mail to Barbados from Florida. A beautiful with a full moon was out. The wind was Force 5-6 and increasing directly ahead from the South. The F Deck port side deadlights were secured.

Saturday 17th January: We woke to a full gale across the decks from the SSW. The ship is moving easily. During the afternoon 12 to 4 watch we had some rain squalls and ugly clouds, the skies cleared by the end of the watch. During the watch we had the Atlantic Restaurant Bridge visits which was shattering! Scores of people asking questions and talking about themselves.

After watch, I read in my cabin for a bit then went for a beer in the Wardroom - Pam, Jamie, Anthea, John A, John H, Alan Pegler, R/O Tim, Levay, Annette and Bob turned up. We had a pleasant session before dinner after which we watched "What's My Line" in which Alan and David Smith (Chief Engineer), Michael O'Dea and Veronica McSwinney kept the banter going, it was all quite entertaining.

An interesting watch followed as we rounded Great Abaco Point, the mighty Canberra entered the NE Providence Channel at 0001 hours. Our watch took the great ship on a WNW course through the Channel dividing the Bahamas. We passed Federico C, Italia, Boheme - the lovely Mardi Gras (ex-Empress of Canada), and Song of



Norway, all heading for Nassau. There were also some cargo ships in the mix. I often wonder at the impressive sight our beautiful ship must be from passing ships. It was an interesting watch with the wind ahead Force 5. The sky was clear with full moon scudding between the clouds. The shore lights shone brightly and soundings came in well on the echo sounder. It was Dave Todd's birthday today.

Sunday 18th January: at Port Everglades – Bloody Cold! A sunny, clear day with fresh northerly wind coming down the coast. We were berthed at No. 18 on the west side. The Florida Straits were extremely choppy during the crossing of the Strait which immediately followed our watch. The ship was heaving about a fair bit and I watched a few ships out in the Strait during our stay alongside. Some vessels heading north were making heavy weather of the passage. We observed masses of flying machines coming and going out of Port Everglades Airport, it was an interesting sight. The tide dropped to such an extent that the storing doors were in danger of damage. I asked the Engine Room to trim the ship to port which saved the day! She rose about 18 inches off the quay within 20 minutes giving adequate clearance for the doors. Excellent teamwork! All the pools were drained. We hit an all-time January low temperature for Florida, but it's fine so can't complain!

The Universe Campus ex Atlantic is alongside being fitted out for return to cruise service. The Doric came in during the evening. Eleven of us went out in a car at 1700 hrs. for a drive, which although fun proved to be a sad waste of time. We sat in a Bar for half the time which was pathetic, listened to Classics One and on returning to the ship fell asleep at 2030 hrs. It was super having the night alongside, but of course the watch began as usual at midnight.

It was a clear, cold night as we lay alongside in Port Everglades. A lady from A71 died during the night in intensive care ashore. Very sad. Otherwise, the passengers had a good leg stretching on the tours, after several sea days.

The evening Voyager Tour must have been freezing! Lauderdale seemed quiet and sedate this afternoon, Sunday serenity. We drove along the canals with the loud extravagance of water craft moored at the end of the lavish gardens. I wonder how lavish the scene is when a hurricane unleashes its fury?

Monday 19th January: at Port Everglades We had a full and heavy day for the ship. The USCG inspection occupied us from 1000 - 1115 hrs. which was successful and impressive. No problems with the boats. The Queen Elizabeth 2 (QE2) arrived as we were completing the Drill, and she berthed across the Harbour. The two largest passenger ships in the world in port together. With her arrival there was much hassle and confusion all day, with her passengers and Crew trying to board Canberra, and many passionate reunions ensued.

The beautiful Vistafjord was also in and sailed at 1630 hrs. It was a much warmer day than yesterday; mostly sunny although some cloudy spells. A strong breeze from ENE all day, towards the quay which was good. Many of our passengers wandered around the dock to view the QE2 as they possibly had not seen her before.

My watch was heavy going as the Gangway Cox'n was extremely disorganized with the boardings. I took the opportunity to dash across to have a look at Vistafjord at 1600 as I hadn't seen her close up before. When I got there she promptly sailed! I was given a ride back to the ship by one of the Agents. Doric sailed after Vistafjord, immediately followed by the QE2.

Our departure was the greatest! After we let go and swung off the berth, we moved into the Cut at 1920 hrs. and a terrific cacophony of sound arose from the Apartments lining the entrance. Lights were flashing, claxons and sirens sounded, the residents on their balconies shouting and waving. It was sensational! Many of the residents have rigged the strings of lights to flash in time with the music and claxons and the overall effect of the atmosphere is overwhelming. A great sense of goodwill and warmth to set us on our way. We answered in true Canberra style with three long deep throated resounding blasts from the steam whistle and then I gave them a further three prolonged blasts, which echoed off the buildings and encouraged more responses from ashore. We were clear of the Cut and it was all over. Looking out to port and up the coast, the shoreline was lit like a necklace of jewels against the night, and we sung-swung our great ship to starboard to head south.

Part two in next Edition!



7 A letter to our Webmaster Chris Clarke from Robin Nigel

I am particularly interested in the memorial service of Captain Wakefield's wife! (Ed)

Good morning Chris,

It was indeed a pleasure to speak with you on Monday and to reminisce about time at Warsash and some of the events.

Thank you for your subsequent communications.

I will prepare an article based on my memory of the burial at sea of Captain Wakefield's wife and the subsequent memorial service (the only time I have been threatened with expulsion from a church!).

I have rummaged through some photographic slides that I took whilst at Warsash and which I have scanned to digital images. I offered a service to my fellow cadets where I took their photographs and had them printed for them, this included one of the Wilson Division midshipmen which I attach.



The Middies of 1967

It is not of a very good quality and I have tried to improve it through Photoshop but hopefully it is clear enough to identify the incumbents. I am the third from the right at the back standing slightly lower than the others at the back. I do recognise some of the names from Chris Bond's list but I do not specifically remember Chris – was he in Wilson division? It is surprising that during my time at Warsash we knew each other only by our surnames and very few by their Christian names unless we had formed a friendship (I came from a school where we were known only by our surnames so the Warsash environment was not unusual to me).

From Chris' list I can identify John Abraham (I don't remember him as Abrahams), he is front right in my photograph. I think Brian Rosetti is fourth from the right at the front. Mick Chalk is far left on the back row, Guy Hammond is far left in the front row, Mark Oxley is third from the right on the front row. I think Peter Halliday is second left on the front row. I might not however have matched the names correctly and there are other names I recognise but cannot remember their faces. Perhaps if the picture is published then other matches might be forthcoming. I will also look to see if I have other slides and if I have notated any.

Of the names who completed their course in December 1967 I vaguely recall a cadet named Wake. I believe he had a father or other relative who was an admiral or other senior rank in the Royal Navy.

Wow, the memories are flooding back

I don't remember the radar vessel being named 'Somerset', it doesn't ring a bell. I do remember being duty boatman on one occasion and being called to Llewellyn's office to be reprimanded for 'mincing' along the duty boat deck. It was a rough sea at the time so the accusation seemed rather unfair and I learned after that Midshipmen were not expected to participate as duty boatmen as our course curriculum had no space – happy days!

Thanks again for your contact Chris and again my apologies for not being able to assist you at this time with support of the website; I wish you every success in finding the support you require.

I will address the article and get something to Stan and a copy to you.

My best wishes

Nigel (my passport and Navy papers know me as Robin Nigel)

8 The Cost of Command – Bill Dancer ([DancerW54](#))

The following article was provided by Michael Grey (non-Member) regarding Shipmaster's deserving greatest respect for difficult decisions made in stormy conditions. A response from Bill Dancer follows as this incident was on our doorstep here in B.C. and I was involved in the survey of a number of containers from the ship. (Ed)



In this world where virtue-signalling competes with the need to blame everyone, maybe we should not be surprised at the growing enthusiasm to second-guess somebody else's decision-making.

The dogs of blame are clearly out for the Master of the 4526 teu Zim Kingston, which in late October lost some 100 boxes over the side in heavy weather off the coast of British Columbia, with commentators and low-ranked coastguards appearing to be surprised that the ship did not shelter from the approaching storm, rather than tough it out in the Pacific, as more boxes or their contents drift up on the shoreline, one would not be surprised to see the poor old Master ending up in court for his decision making.

Cases like this bring back memories of the way in which blame invariably attaches to the people who are in the decision-making hot seat, while everyone in management who might have put him there escapes any retribution. "There is always some b..... who knows better than me, even though I have more than forty years at sea and nearly thirty in command" I recall an exasperated Senior Officer declaiming from the podium at a conference I once attended. He received a good round of applause, although I expect some blighter in the back of the hall was marking him down as a trouble-maker.

I can look back further to the words of one the best Shipmasters I ever sailed with, who seemed unusually downcast as he drank his evening cocoa with me as he wrote up his night orders. Normally the very soul of cheerfulness, he said he had been reading an account of an inquiry into a collision in fog in which the master of one of the ships, who had lost his daughter in the crash, has subsequently been censured and had his certificate suspended.

"Whatever you do, Mister, somebody is going to blame you, because hindsight is a wonderful thing". In the same gloomy mood, he went on to say that if he was unfortunate enough ever to lose a ship, he would "make sure he went down in her". He was a lovely chap, but while he never did have a serious accident, he did not enjoy his retirement for very long.

So, whatever the logbooks aboard the Zim containership might record, they will now be picked over to discover what better alternatives the Master might have chosen, to keep his boxes safe aboard as the storm approached. Should he have sought some safe anchorage?

But would the anchorage be indeed safe, with the amount of windage of a laden containership? And surely it is a very natural reaction, on a ship which was designed for ocean-going, and not a tiny coaster, to stay well clear of a rocky coast, with plenty of sea room for manoeuvre. But whatever he did, it will inevitably be judged wrong, and there will be plenty of critics coming forward. The chances are he will get the blame if it is discovered that the lashing points might be a trifle worn on the 13 year old workhorse. Was the crew out checking the lashings, every minute of the passage? There will surely be plenty of scope for blame – there always is.

Sadly, in the media, in the general public and often in a lot of shore-side management, there is a lack of comprehension about what it is actually like to run big ships at sea.

Sometimes you get the impression that they all believe a big ship handles with the precision of a small car, no matter what weather she might be in. I see the people investigating the burst pipeline that recently spilt oil on the Californian beaches are busy trawling through AIS records for the past year, to try and find some wretched Shipmaster to blame.

I don't know that was advertised as one of the primary uses of this device, when it first appeared, but dragging an anchor tends to be viewed as a potential crime, no matter how extreme the weather or what we used to call the "quality of the bottom". It never occurs to anyone that those who fail to properly bury cables and pipelines sufficiently might have some small responsibility, if their vulnerability is exposed by an anchor or trawl. And while the needs of ships invariably seem to come well behind the demands of those positioning offshore rigs, wind turbines and the like, it wouldn't hurt for them to be rather more "precautionary" in their approach.

But the ships are invariably in the wrong, possibly because they are manned by foreigners and fly funny flags. I am trying to avoid any reference to the great doom-laden enviro-fest in Glasgow, where the contribution of the world fleet "to global warming" will be under review. But I did note there was some reptile this morning complaining that the two big Baltic ferries moored in the Clyde for accommodation were disgracefully running their diesel generators, polluting the pristine air. Greta will not be amused.

Michael Grey, who spent 12 years at sea with the Port Line of London, is former editor of Lloyd's List.

The Zim Kingston - The incident began on October 21, 2021, having crossed the Pacific Ocean from South Korea to Vancouver, the ship reported to Canada's Vessel Traffic Services at Prince Rupert, that it had lost part of its cargo of containers. Originally, 40 containers were reported lost which was subsequently revised to 109 a few days later. US and Canadian authorities dropped locating beacons to track the movement of the containers.



The ship proceeded into the sheltered waters of Juan de Fuca Strait, to an anchorage at Constance Bank, off Victoria, BC. On October 23rd a fire onboard was declared and an incident response Incident Command System (ICS) by the Canadian Coast Guard (CCG). ICS involved vessel representative, salvagers and response organization amongst other stakeholders. On October 31, the fire onboard Zim Kingston was declared extinguished. The vessel remained at CB Anchorage for a considerable time while the CCG, Transportation Safety Board (TSB) and Port Authorities decide where best to off load the remaining containers and check the vessel for seaworthiness.

Bill Dancer writes.

I do not see the reported slowing down of the vessel as good seamanship given the weather circumstances and the available free sheltered anchorages. I wonder if that was the Masters or shore headquarters decision. In my mind this is clearly a decision that the Master should make given that he or she understands the vessel and is much more informed of local weather and the open ocean conditions that were likely to prevail.

This is a large vessel and was pottering along at reduced power and speed when it experienced a 35° list and lost 109 containers overboard. I had a nephew who served on box boats and on several occasions, you were restrained in what actions you could take by the fact that the GM and GZ forces were small and even giving a hard over of the helm could produce a heavy list and long roll period. Added to this the Zim vessel was almost fully loaded to bridge height and therefore with reduced power influenced by the wind and therefore sluggish in response to the helm. Although I am no authority, my reading of nautical affairs and incidents indicates vessels of this size are particularly vulnerable to wave motion.

It appears from news reports that most container numbers and content were received from the owners, hopefully the ship was fully aware of such details?

Box boats are, in my opinion, just like the general cargo ships of 20th century the only differences being they have thousands of mini-independent holds reaching from tank top to just below bridge, are much longer, are more powerful and hulls are lighter but technically much more efficient in regard speed. However, do they, like the older generation of ships carry hazardous cargo in specialized containers with built in firefighting system, is the crew complement large enough or had training to have the capability to fight a fire like this and for that matter information on such cargo that would allow them to safely fight such a fire and can they in fact access under deck containers.

Apart from clean up there was little mention of the Insurers or P&I club's input. It must have been there from day one.

At least the firefighting effort was by the book aided by good luck and a quick change from collecting plastic to cooling down the hull for two Offshore Supply vessels. I have had at least six firefighting courses in my time and this to me looked well done and according to news reports mostly as the Master directed.

All in all, I hope lessons that need to be learned are, particularly if, in this case some of the decisions were made or influenced by the wrong parties.

This incident subsequently became the subject of General Average which no doubt will take years to resolve.

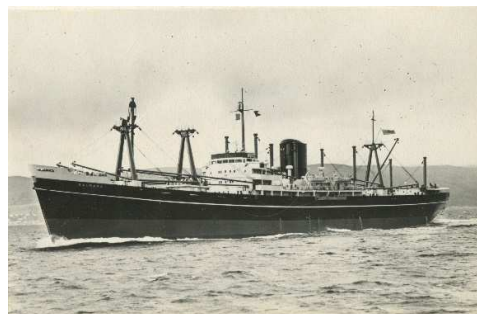
9 Discovering the Philippines by Roger Purdue ([PurdueR60](#))

(....with apologies to Ferdinand Magellan)

How it all began

Let me begin by disclosing my biases. I was captivated by the Philippines from the very start when, as a 19-year-old cadet aboard an ocean going freighter, the *Salmara*, put into Manila on New Year's Eve, embroiling me in New Year's Eve celebrations of surreal, not to say epic, proportions.

As the ship nosed into the dock, a cacophony of fireworks made the place sound like a war zone. There were fireworks galore – but these were no ordinary fireworks. As we later discovered, the bazooka-like bangers, when flaring and dropped in the water, would cause the 10,000-ton *Salmara* to shudder from stem to stern as they detonated. It was little wonder to learn that there are multiple fatalities in Manila each year from such lethal pyrotechnics.



MV Salmara - Slow Boat to China



And so it was that I, in the company of my fellow cadets, was soon engaged in an exploration of Manila's New Year's celebrations. Before long, I found myself dancing up a storm to the rhythm and blues of one of Manila's swinging jazz ensembles, in the company of a delightful young woman named Ramona, to whom I had been introduced moments before.

It was a successful New Year's party, everyone seemed to be having a good time - until a stand-off suddenly ensued. The music stopped, and the dancing came to an abrupt end. An irate Filipino, incensed by the unmannerly *americano* sitting across the table from him, started waving a pistol in the air. Women were screaming, and chaos reigned. But the gunman, instead of putting a bullet into the object of his wrath, as he had threatened, thought better of it, and instead shot a slug into the ceiling before striding out of the nightclub. I naively asked Ramona why no-one called the police. "Oh," she replied matter-of-factly, "he is the Chief of Police". Thus was my introduction to the weird and wonderful ways of the Philippines.

It is significant that my initiation to Manila was taking place when it was still the unquestioned capital of the country - before the emergence of the sister city of Makati as the country's business and entertainment centre. But more than compensating for the poverty, dense population and pollution - facts of life in the Third World - are the warmth and *joie de vivre* of the people. And, away from Manila, the lush beauty of the Philippine archipelago.

I had always had a hankering to return to the scenes of my youthful escapades, but I had no occasion to do so until being posted to a two-year assignment in the South Pacific. This posting took me to all corners of the Pacific - from the Melanesian islands of Fiji, Vanuatu, Polynesia's Tonga/Samoa, Micronesia's Palau, Nauru, the Federated States of Micronesia and elsewhere. The airline connections to Micronesia took me through Manila. When I completed two years of the assignment and embarking on the privileged life of an early retirement, Manila beckoned. So it was that I found myself setting off on a new career in Manila, giving French classes to prospective Canadian immigrants, while travelling to beauty spots when the occasion permitted. And, as slight justification, I felt obliged to write about my trivial pursuits.

My Career as a French Teacher

My base of operations was to be Languages Internationale, a well-established language school in Makati. Before leaving Canada, I had contacted the school to offer assistance in teaching some English classes and a business writing course and had been assured that such assistance would be welcomed. However, the reality turned out to be slightly different - they didn't need me to teach English, which is almost universally spoken in the Philippines. Instead, they wanted me to teach French to prospective emigrants, who could strengthen their applications to work in Canada if they had taken a French language course.

Fortunately, my university career had taken place in Montreal, the world's second largest French-language city, and so I spoke French quite fluently. As a result, I wasn't too cowed by the prospect of a new incarnation as a French teacher. And so it was that I found myself teaching five classes a week to twelve students, of whom all but two wanted to emigrate to Canada. In short order, I had to develop lesson plans, drawing on some ancient texts at the school, supplemented by what I was able to find at the redoubtable Power Books store.

The students were a mixed bunch. They included Kristen, an attractive and bright 30-something bank manager; Alex, a 40-something industrial nurse; Vangie, a computer expert whose enthusiasm was infectious, also in her 30s; Buddy, a lively 20-something airline flight attendant and Karisma, an 18-year-old university student wanting to travel to France. Fortunately - since I didn't speak a word of Filipino - they all had an excellent command of English. The class as a whole was enthusiastic about learning French as a way of bolstering their applications to the Canadian immigration authorities but they started with a low knowledge base, both about French and about Canada. Among the ten potential emigrants, two were headed for Quebec and the rest were bound for Toronto or Vancouver. I had some difficulty explaining to the students why it was that, unless they ended up in Quebec, they probably wouldn't use the French they were painstakingly acquiring at considerable cost and inconvenience. Welcome to Canada 101!

Languages Internationale occupied the second floor of a squat, rather bunker-like, 4-storey building located beside the high-end Greenbelt shopping complex. There were eight classrooms of varying sizes, each of them bearing the name of a leading capital city: London, Paris, Madrid, etc. My classes were given in Madrid, which I thought of re-naming Montreal (but didn't). I was warmly welcomed in a meeting with the Staff. Leo, the Director, was a man of broad experience and a former Colombo Scholar (a scholarship awarded to outstanding graduate students by the British Government), who ran the school with a firm but flexible hand. Leo told me that he was semi-retired but I think that just meant he had fingers in a number of pies. Leo had been asked to run the school by Atty. Nordy Diploma, a prominent lawyer and businessman whose wife, before her untimely death, had developed it into the country's leading language school. As a result of her efforts, Languages Internationale had an impressive list of clients, including many foreign embassies and multinational corporations whose Senior Executives needed to gain



a degree of fluency in Tagalog, the national language. Although Tagalog is officially recognized as the national language, other languages such as Cebuano, Bisaya and Ilongo predominate in the more distant regions of the country, which is splintered into more than 7,000 islands. Leo was ably assisted by a bevy of attractive young women, who marketed and scheduled a broad range of language courses.

My first week at Languages Internationale coincided with the school's Halloween Party. The Staff and Students got into the spirit of things in costumes ranging from the ethereal to ghoulish. Leo was a convincing Dracula, abetted by a veritable coven of witches while Abbi and her 3-year old daughter provided an antidote in matching angel outfits, complete with wings. The youthful Trina did an effective job of emceeing, including organizing party games. My own efforts were at best understated. I had managed to find a devil's mask at a store, but wearing this terrifying visage was not only suffocating, but was rendering me sightless as I could only see through the mask's nostrils. Feeling not only foolish both from my attire and my ineptness at party games (definitely not my forte), I decided that discretion was the better part of valour, and I beat an early retreat from the underworld back to civilization.

Philippine Farewell

A Philippine tradition is the farewell party, or despedido, for departing family and friends. I had been introduced to this tradition when I left Fiji (by an active Philippine community there) and had been overcome with the warmth and affection it imparted. I was therefore pleased prior to my departure, when the opportunity presented itself, to thank my hosts and say goodbye in a fitting manner. The occasion was an invitation, which I extended to the staff of the language school, from the irrepressible Joey, a 250-pound, Don Ho type of character, who was also a musician whose band Mulatto was appearing at the Intercontinental Hotel the following night. The timing couldn't have been better, as this was occurring on the last day of my French classes.

So, after the presentation of class awards and cocktails for a French class, it seemed appropriate to offer French wine, French bread, and French Camembert cheese. I made tracks to the Intercontinental. After a short while, Joey's band made their appearance. Joey was a big hit, serenading us with The Tomato Song and other hits of the day. (As a footnote, I was distressed to learn a couple of years ago that Joey had been an early casualty of the COVID pandemic).

The following day, after slightly more than a month in the tropical heat, I boarded the flight back to a White Christmas in Canada. I had gained new friends, and acquired fleeting insights into Philippine culture and society. My view of the country had been largely restricted to Manila, and even more so to Makati, a First World city in a Third World country. Manila displayed the spirit and diversity of the Philippines, both for better and for worse. Although crowded and dirty, the Philippines I discovered was also sparkling and irrepressible. The indomitable Philippine joie de vivre overcame often squalid surroundings, punctuated by steel and glass towers, many of them call centres in today's globalised economy. Elsewhere, the Philippines is a country of magnificent scenery, its warm and beautiful people reflecting its diverse Malay, Chinese, Spanish and American origins. Fortunately, this was not to be my farewell, merely an au revoir. It was, however, my swansong as a French teacher.

9.1 Michael Frost commenting on an article in the WANA Newsletter – ([FrostM61](#))

I was 2nd Mate on Cathay (my last appointment with P&O) when Steve Pinney became 3rd Mate.

We were on the Far East via South Africa run, in the middle of which we picked up, my to be wife, Judith and Susan's family in Colombo for a 'vacation' cruise to and from Hong Kong (Captain Nowell, first class officer, and C/O Houghton, equally excellent) and I decided that I no longer wished to be an international vagrant. One trip later we picked up Steve's 'girlfriend' Susan in Durban, and we all decided to have a holiday in Austria (the other fellow is Arnold, a farmer from Washington, on Peace Corps work in Sri Lanka. On his first ski run, he broke his leg!). We had a great fortnight, after which I was invited to become Assistant Nautical Inspector under the amiable Captain Sperling. Excellent job, but a horrible commute - it was a better life at sea! - Those were the days!



Steve on the right and Michael next to him



10 Maritime Industry Focus

10.1 Going Digital - UKHO Traditional Paper Charts - Mike Schuler gCaptain Author (non-member)

For more than two centuries, mariners, shipping companies and international governments have relied on UK Hydrographic Office (UKHO) charts to safely navigate the world's oceans. Today, the Agency announced it will cease its paper chart production and transition to fully digital products by 2027.

Plans to withdraw the UKHO's portfolio of ADMIRALTY Standard Nautical Charts (SNCs), which are among the most trusted and widely used official paper charts in the world, come as more marine, naval and leisure users primarily rely on digital products and services for navigation. UKHO's Thematic Charts will also go digital.

The phased withdrawal of paper charts will take place over a number of years and is anticipated to conclude in late 2026. In parallel, the UKHO says it will develop viable, official digital alternatives for sectors still using paper chart products. The HO stated, "This will be a carefully managed process, conducted in close liaison with all customers and stakeholders, including the Maritime and Coastguard Agency (MCA) as well as other regulatory bodies, hydrographic offices, industry partners and distributors. The decision to commence the process of withdrawing from paper chart production will allow us to increase our focus on advanced digital services that meet the needs of today's seafarers" said Peter Sparkes, Chief Executive of the UKHO. He also said, "As we look to the future, our core purpose remains the safety of shipping operations and delivering the best possible navigation solutions to achieve that. Whether for the Royal Navy, commercial vessels or other ocean users, our focus is on developing and delivering Admiralty digital services that promote safe, secure and thriving oceans".

Transition to digital charts means the UKHO's Admiralty Maritime Data Solutions portfolio can be updated in near real-time, greatly enhancing safety of life at sea.

The move to digital navigation solutions comes amid a rapid decline in demand for paper charts, driven by the SOLAS-mandated transition to ECDIS and the wider benefits of digital solutions, including the next generation of navigation services. Sparkes continued, "We understand the significance of this announcement, given the distinguished history of the UKHO's paper chart production and the trust that mariners have placed in Admiralty charts over the generations. We will support users of SNCs during the withdrawal of our paper chart portfolio and work with our distributors to help users switch to digital alternatives between now and our planned date of 2026. Shipping is moving quickly towards a future underpinned by digital innovations, enhanced satellite connectivity at sea and optimised data solutions, supporting the next generation of navigation. The UKHO aims to be at the vanguard of this digital transition, continuing to provide the assured and globally trusted Admiralty navigation services that seafarers the world over-depend on".

Baroness Goldie, Minister of State at the UK Government's Ministry of Defence, said digitalization and rapid technological advancements in recent years has changed the world "unrecognisably. When it comes to maritime, one of our priorities at the Ministry of Defence is to make shipping as safe as possible. To achieve this, the industry must continue transitioning to digital tools and technology that share data almost instantly from ship-to-ship or ship-to-shore". He added, "As one of the world's leading authorities on navigational charts, the UKHO is well positioned to recognise the need to deliver a range of digital solutions that enhance safety and data accuracy. The decision to focus on digital products and services makes strategic and commercial sense, helping usher in a new era of maritime navigation, which will be powered by digital innovations".

Richard Bell, Assistant Director for UK Technical Services Navigation at the MCA, commented, "The MCA recognises the benefits of official digital navigation products for safe navigation, at a time when paper products make up a minority of navigation products being used at sea. This announcement by UKHO represents a clear vision for the future of navigation, which will need to be supported by official equipment and data suited to the needs of the different maritime end users. We are committed to working closely with the UKHO, stakeholders and industry to make this vision a reality. Close liaison will be essential, to ensure that the technical and legislative barriers to the proposed change are overcome in advance of the UKHO's 2026 timeline".

In 2019, the U.S. National Oceanic and Atmospheric Administration (NOAA) announced a similar plan to transition away from paper charts and move exclusively to electronic navigation charts by January 2025.

In response to the above Alan Ewart-James ([EwartJamesA60](#)) provided the following

From my experience, digital charts are "magic". I first used them when ECDIS (Electronic Chart Display and Information System) was in its infancy in the late 1990's on the Dover/Calais Cross Channel Ferries and although we had a number of issues with them in those early days they have now come along way. Since taking retirement I have used them extensively on yachting trips when making offshore voyages and recently used them displayed on an iPad on a trip from Essex up to Inverness.



The amount of information you can gain from these charts is amazing. Light Lists and Tide Tables are no longer required! It is possible to zoom on and out of the chart thus changing its scale by using your fingers – touch screen style. Lighthouses, buoys, wrecks etc. can be interrogated for information and real time tidal information can be obtained in any position on the chart and furthermore it is possible to scroll through time to see the tidal effect in the future. Depending on what navigation package you buy it is possible to call up aerial photos of ports/harbours with their approaches. It is also possible to display other vessels AIS on these charts. Having said that we use paper charts as a backup and we have Imray Charts on board which are designed for yachties and although the Admiralty have announced that they're going to cease printing their charts, Imray have not made any similar announcements.

The down side of ECDIS is that relies on GPS which is why the major world powers want their own systems which they can rely on at any time. Thus I consider it important to keep “old fashioned” navigation skills up to date. You can't beat “doubling the angle on the bow”!

10.2 Research into Wave Resistance by Sam Chambers – Non-member

Researchers develop new way to estimate wave resistance Sam Chambers August 2, 2022. Sea waves can impede the speed and performance, as well as increase the fuel consumption of ships travelling on the ocean. Measuring this impact has been difficult.



Feel the ship flex!

Now, researchers from Nanyang Technological University, Singapore (NTU Singapore) and National Technical University of Athens (NTUA) have developed a new method that can estimate this wave effect more accurately and easily, so that ship operators can account for it when planning shipping routes. The maritime industry is also in the midst of using the new method, as part of a broader revision, to update an existing International Organisation for Standardisation (ISO) standard, according to the Marine Design and Research Institute of China (MARIC).

The institute has been involved in the work to revise the standard. The Singapore and Greece researchers developed the method to support a strategy by the International Maritime Organization (IMO) to improve the energy efficiency of ships and to reduce emissions from maritime operations. Based on the researchers' estimates, the new method has the potential to reduce fuel consumption and GHG emissions of a ship by 5 to 10%.

Called the SHOPERA-NTUA-NTU-MARIC (SNNM) method, it has been adopted by the International Towing Tank Conference (ITTC), an association of worldwide organisations that has observer status with IMO, in its recommended procedure for analysing a ship's speed and power performance.

The method has also been included in IMO's official guidelines for assessing minimum propulsion power. ITTC is responsible for predicting the hydrodynamic performance of ships and marine installations. It is currently working with ISO to revise the ISO 15016 standard to introduce the new method for determining a ship's speed and power performance. The revision is expected to be completed in 2023.

While existing software tools calculate the added resistance from waves based on the design of a ship's hull, the new method uses eight parameters to estimate it. These include the length and width of a ship, as well as the loading condition of a vessel. This means that ship operators can accurately estimate this additional resistance even if detailed information about the design of a ship's hull is not available. Such hull details are often proprietary and may be difficult to obtain.

To develop the formula, the researchers created a database of the additional resistance experienced by ships of different types and sizes. From over 5,000 experimental datapoints, they identified the most important parameters determining the additional resistance from waves. Independent validation tests performed by an ITTC specialist committee showed that the new method is highly accurate at predicting the resistance experienced by ships from waves.

“Our method can be applied to make various shipping applications more environmentally sustainable and economically competitive,” said Dr Liu Shukui of NTU Singapore's School of Mechanical and Aerospace Engineering. “For example, it can be used to develop new energy-efficient ships and optimise just-in-time shipping operations, as well as to help autonomous ships chart a course to manoeuvre safely and efficiently in seaways.”



10.3 Online Maritime News – Contributor name ([Username](#))

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

Subject link	Source
World Maritime University 2022 Seafarer Survey - https://gcaptain.com/world-maritime-university-2022-seafarer-survey/?subscriber=true&goal=0_f50174ef03-4e66052483-170254293&mc_cid=4e66052483&mc_eid=2bec9004fe	
Most sophisticated commercial communications satellite ever reaches geostationary orbit, begins on-orbit testing - https://gcaptain.com/most-sophisticated-commercial-communications-satellite-ever-reaches-geostationary-orbit-begins-on-orbit-testing/?subscriber=true&goal=0_f50174ef03-4e66052483-170254293&mc_cid=4e66052483&mc_eid=2bec9004fe	
Guidance on cyber-risk management beyond IMO 2021 compliance offered in Inmarsat report - https://gcaptain.com/guidance-on-cyber-risk-management-beyond-imo-2021-compliance-offered-in-inmarsat-report/?subscriber=true&goal=0_f50174ef03-4e66052483-170254293&mc_cid=4e66052483&mc_eid=2bec9004fe	
Robotic Mayflower Boat Arrives in Plymouth After Transatlantic Voyage - https://www.nbcboston.com/news/local/robotic-mayflower-boat-arrives-in-plymouth-after-transatlantic-voyage/2761351/	

11 Obituaries

11.1 Thomas John Metcalf ([MetcalfT49](#)) went aloft 13.06.22

Thomas John Metcalf was born on 16th November 1931 into the family shipping company of Metcalf Motor Coasters. He was educated at Stoneyhurst and then enrolled at the School of Navigation, Warsash, Southampton.

John enjoyed being at Warsash and did well. When he left he joined the New Zealand Shipping Company and served time on "Otaio" their Cadet Ship, which prepared him for future developments.

John joined the Royal Navy Reserve attached to the London Division where he was an active member.

He married his wife Jackie who, like him, was an avid gardener, and well respected in their community for having "green fingers". The marriage produced four daughters, who in typical John fashion were identified by the numbers 1, 2, 3 and 4.

John later joined Abbas Gokal as Principals Representative of the Gulf Group of companies where he was instrumental in developing a cadet training scheme. This incorporated "Eastern Academy" which was a uniformed cadet training vessel, involving training lectures. The training scheme was invigilated by Warsash, who also provided lecturer support. The scheme was highly successful and produced well trained officers for the fleet.

Part of John's responsibilities was the marketing of the Gokal fleet and the training scheme, which took him around the world including Brazil and Hong Kong.

John's friendship with Capt Chris Phelan (Director 1974-1988) resulted in the resurrection of the then defunct Warsash Cadets with their magazine "All Hands". The journal has since served as a record of Warsash history and brought old cadets into contact with each other.

John was an energetic person with a larger than life personality, with a propensity for organizing events for which he was well known and highly respected.

Unfortunately, in later life John sadly suffered a stroke which badly affected him, although his spirit never diminished. He will be sadly missed by his many friends and colleagues.



11.2 Captain Roy H. Stanbrook FNI 1057 – 2022 by John Millican ([MillicanJ75](#))

It is sad to report that Captain Roy Stanbrook crossed the bar on 14th July following a suspected heart attack.



Roy began his career in 1975 in Warsash as an A-level entry deck cadet sponsored by the Royal Fleet Auxiliary. Whilst at sea he served with RFA and RN, including a posting aboard Sir Galahad during the Falklands war. He completed his Master Mariner qualification, also at Warsash, during this period. After coming ashore he joined the College Staff as a Senior Lecturer in the Simulation Section before taking up his first management position as Operations Director with R. Laphorn and Company. He joined the Port of London Authority as Deputy Harbour Master in 2001 and was promoted to Harbour Master in 2007.



In 2012 he became CEO/Captain of the Port at Gibraltar and then in 2014 Harbour Master in Melbourne. He retired, still living in Melbourne, in 2020. Inter alia, he was a Fellow of the Nautical Institute and one of the Younger Brethren of Trinity House.

Pictured to the right during the mid-apprenticeship phase of his cadetship from September to December 1976.



As well as being a very diligent student, Roy was good company on a run ashore, where his ability to quote from Monty Python and the Holy Grail on the way back from the Rising Sun enlivened many an evening. RIP Roy.

11.3 Captain Brian Thorne (ThorneB49) went aloft 05.03.22 reported by Eric Snow (SnowE57)

Brian was born in Southampton in 1932 into a marine family. His father was Engineering Manager at the famous Harland and Wolff.

Brian won a scholarship to the School of Navigation, University of Southampton in 1948 and became Cadet Captain (Boats) and on graduating joined Royal Mail Lines as a Cadet. He obtaining his Master's Foreign Going Certificate at 25. In 1953 he was awarded the of Royal Society of Arts Silver medal for results in the M.N. Cadet examinations. In 1958 he then joined Kelvin Hughes as a Technical Representative and served as the Chief Officer and Master of the Company's research vessel. In 1967 he and his family were transferred to the Company's Canadian operation in Montreal and in 1972 he was accepted into the Canadian Coast Guard, Marine Accident Investigation Division.



He became Chief of the Division and then Director of the Branch in 1988 when the unit was transferred to the newly formed Transportation Safety Board (TSB). He considered his greatest professional achievement was in 1992 when, with the encouragement of the TSB, in Gatineau (Ottawa) he convened in the first meeting of Marine Accident Investigators from around the world, during which it was agreed to form the Marine Accident Investigators International Forum (MAIIF). This organisation, with Investigators from around the world, using their influence on their governments and at IMO changed the prime concept of Accident Investigation from being punitive to that promoting safety. He resigned from the TSB in 1994 and formed his own Consultancy company, retiring in 2006. He is survived by his wife Muriel, four sons and their families.

A celebration of life was held at Beechwood Funeral, Cemetery and Cremation Services on Sunday, May 15, 2022.

11.4 Captain Richard Derrick Parkin (ParkinR49) went aloft 20.12.20 - by his son Richard Parkin

I write to inform you of the passing of my father Captain Richard Derrick Parkin (ParkinR49) (born 11th Feb 1932; late of 162, The Gateway, Dover, Kent, CT16 1J).

My father was a student of Bradford Grammar School before attending the School of Navigation, Warsash in 1948. He graduated in July 1949, earning the award of a sextant for "exceptional work at the school".

In Oct 1949, aged 17 years, he joined Bibby Bros.



Richard on guard duty



Richard on the right in conversation with Peter Rawlings

Based in Liverpool, he served his apprenticeship as an Officer Cadet on general cargo and passenger ships. He voyaged with Bibby Bros. on a number of their ships travelling the Pacific and Atlantic trade routes until he qualified as an officer.



From June to December 1959, he served with Royal Fleet Auxiliary (RFA) on a number of supply vessels and tankers as a Navigation and Junior Cargo Officer. During this period, he had periodic service with the Royal Naval Reserve mainly on submarines as a Watchkeeping Officer.

From 1960 to 1962 he variously served as a Navigation Officer on cross-channel ferries out of Dover, and the Orient Line on voyages around the world.

In 1962 he left the Merchant Navy to join the RAF Marine Branch as a Flight Lieutenant. He captained high speed search and rescue craft serving in RAF Mount Batten, Plymouth, RAF Glugor in Penang and RAF Gibraltar.

In 1967 on behalf of RAF he took charge of the first of a new class of LRRSC (Long Range Recovery and Support Craft) HMAFV Sea.

He retired as Wing Commander, after serving in RAF Gibraltar (where he was awarded an MBE) and RAF Gan.

He spent the next 18 years as a ship's Pilot and Harbourmaster for Banjul, The Gambia (he was present and witnessed the coup in 1981) and as the Harbourmaster Capitano di Porto) in Maputo, Mozambique. He finished his long career in the port of Dammam, Saudi Arabia saying that "he found hanging up the anchors, or whatever mariners do, a little hard, too early! The loss of an overseas life after a lifetime, from age 17 onward, premature needing one last experience before the village fires and the drawn-out winters" (he was 65 years old when that was written). He retired in 1998 to live in Idridgehay, Derbyshire, where he was very active in council, church and village life.

At the end he "returned to the sea" to live in a flat in Dover looking out over Dover Harbour to the coast of France. In his final years he was the sole carer of his wife until she died in Jun 2020 and, sadly, he followed her in December 2020.

My father was a wonderful man. He took his family with him through his journey in life. I have fond memories of living in Penang, Gibraltar, Africa and various parts of UK, and am very lucky to have been a part of his life of which I am very proud. He was a much respected and loved person, because of his courtesy, generosity and kindness. A true gentleman.

He left two sisters a brother, four children, six grandchildren and two great grandchildren.

He was interred with his wife at St. Alban's Church, Wickersley and he asked that a "pinch" of his ashes be cast into the English Channel that may float around the globe on the Gulf Stream to forever live a life that he loved.

11.5 James M. B. MacIntyre – (MacIntyreJ59) went aloft 16.04.22 - by Gordon Cooper (CooperG66)

"MAKE LIKE THE GOOD SHEPHERD AND GET THE FLOCK OUT OF HERE"

Jim used to have a set of stock phrases he'd use frequently during the business day. I've used one of them as the title of this obituary because Jim is "Out of Here"!

The catchphrase I have quoted is ironic because one of Jim's fondest maritime memories is sailing with MacBrayne's out of Glasgow with his brand-new Second Mates Certificate, carrying sheep from the Western Isles.

Jim was born in Doune ("The Fort" 13th century) in the parish of Kilmadock, Perthshire Scotland on July 4th, 1941. After WWII ended young James and his parents moved to Wansford on the River Nene near Peterborough in England where his brother Colin and sister Christine were born.

James MacIntyre "graduated" from the School of Navigation, Warsash in the Spring of 1959, completing his apprenticeship with Furness Withy & Co. Ltd. So, he was at sea when his mother, by then a widow, moved with Jim's siblings to NJ in June of '59. Prospects for a single mother needing work to support a family, were better in USA than in the UK.



During James' time with Furness Withy, most of his apprenticeship was served between time on the Queen of Bermuda and the Ocean Monarch. Both vessels were involved in Caribbean cruising. It was on one of these cruises that Jim met Nancy, later to become his queen and monarch!



In October 1963, 3rd Mate James MacIntyre signed on to the Davila, a petroleum tanker with Shell Tankers. He served on several Shell tankers calling in Northern European, Baltic, Mediterranean ports then on to the Arabian Gulf, with cargoes to South and East Africa, then to the Straits and Singapore.

His final memorable experience (from many) of his tanker days was when "I was awakened one morning to a huge ruckus." the s/s Rita being used as a bunkering vessel in Singapore was hit midships by an old Liberty ship with its load of copra. Infested with bugs from the copra, and leaking oil the Rita berthed at Keppel yards for repairs, and Jim flew home to New Jersey for Christmas.



While on leave in the USA with his family and paramour Nancy, Jim decided not to return to sea, and secured a job with a diplomatic visa from the U.K. Govt. whilst he applied for a Green Card. He was the chauffeur for the British Consul in NY. During this time, in June of 1966, James & Nancy were married.

Approximately 1968/69 with his Green Card in hand Mr. MacIntyre joined one of NYC's leading tanker brokerage firms Seabrokers. A young Norwegian Harald Lindstoel joined the firm about the same time as Jim. Both went out to celebrate their first year-end bonuses, and libations resulted in Harald finding out that Jim got \$500 more than Harald. Subsequently, when Harald challenged the partners on the pay difference he was told: "Well Jim is married and has a wife to support". (Harald was married soon thereafter – coincidence?) For the next seven years James worked in operations and then chartering at Seabrokers. Then in '76 opening came up at the newly merged British chemical tanker operator's office a few blocks south on Fifth Avenue. At Panocean-Anco (Where I met him) Jim was a senior tanker broker for two years till they asked Jim (& Nancy) to move to Houston and open Panocean-Anco's office in Texas.

Some four years later in 1982 Stolt-Nielsen acquired the Panocean-Anco's fleet and trading routes. Stolt closed both of the U.S. offices, and James was the only Panocean-Anco person invited to join Stolt, but he was required to move back to the N.E. (Connecticut) to do so.

At Stolt his broking skills "...talk like an angel while on the phone with a customer, then hang up the phone and let rip a tirade of sailor talk"!, and his team management skills soon had Jim leading a diverse crew of Americans, Scandinavians Asians and Brits in the most significant global marketing team for Stolt. Jim was immensely respected in our industry both by Stolt colleagues around the world, but also by our customers, be they giants like Exxon and Dow or smaller operations who relied on our services to survive.

Many can tell stories of humour and fascination that they learned from James. Outside of shipping he was a carpenter, a ship model enthusiast, and a powerboat owner. Bill Beardsley A fellow tinkerer at Stolt was restoring a 1939 Ford that had deteriorated in a New Hampshire barn for many years. Replacement Henry Ford wooden floorboards were no longer available in the market. Bill lamented this fact to Jimmy who said, "take them out this weekend and bring them in to the office on Monday". Bill followed his instructions. "One Monday later I showed up at my (Stolt) desk to find two brand new floorboards. All fastening clips in their proper places and holes of exact size and placement drilled to accommodate the accelerator, brake clutch and wiring loom. The edges were routed and sanded - something old Henry never bothered to do in the original! Jimmy was an artist. Jimmy's floorboards are in that car to this day."

In 2001, at age 60 James retired from Stolt Tankers after eighteen years. He and Nancy then moved from Trumbull CT to Medford in southern New Jersey. Jim's brother Colin and sister Christine still live in Verona NJ, and many of Nancy's relatives live in South NJ or across the border in nearby Pennsylvania.

James was able to resume his ship modelling activities and joined the oldest ship model club in North America. The Philadelphia Ship Model Society with its HQ at the Independence Seaport Museum, home of the Battleship New Jersey was only 40 minutes' drive for Jim. But, needing further stimulation in retirement Jim also volunteered for Habitat for Humanity using his carpentry skills, and became an antique farm tractor driver, (The tractor was the antique) at a local farm. The farm would host groups of children, many of them inner city kids, sometimes up to 1800/day. They wanted to discover what farming and country life was all about. Two hours of learning would be followed by a hayride drawn by Jim's tractor. James was very happy to be back in the transportation business.

One group that started whilst James was still at Stolt, but that he has remained a steadfast member of ever since, is the Connecticut Carnivore Club.



This is a monthly luncheon club that meets on the last Wednesday of most months throughout the year for the last 23 years! Its members are mostly maritime industry folk, meeting to enjoy a convivial beverage or two, then feast on Steak Tartar, with all the trimmings a Skaal toast with Linea Aquavit commences the meal that then concludes with humorous stories, some a little risqué. Jim, having pre-positioned in Verona, leaving Savannah (Nancy's dog) with his sister would pick me up at Stamford station to get to the restaurant. I really enjoyed our monthly meeting.



Another huge task James undertook in retirement was to re-vitalize the alumni network of the nautical school in Southampton UK that we both attended. It is The School of Navigation, commonly called Warsash after the hamlet in Hampshire where it was located outside the city of Southampton. The school, now part of Solent University in Southampton, after 87 years, is still one of the world's leading maritime schools. Jim spent hundreds of hours researching the school's records, then contacting people all over the world by phone, mail and then e-mail to encourage them to join the alumni group called the Warsash Association. It numbers some 500 plus members in the UK, Australasia, and North America. Here, Jim located some 80 ex Warsash folks, about 50 are still active alumni. The last time we met in Boston in 2019, Jim had been really looking forward to the next gathering planned for this fall in Victoria (outside Vancouver). We still hope to meet, share camaraderie, and celebrate Jim's life with gratitude.

Jim lost the love of his life Nancy in March 2019. They had never had children, which perhaps explains his ability and enthusiasm for bringing people together. Whether it was sheep in the Western Isles, or adversarial charterers and ship managers in the tanker industry, or inner-city kids on farms, or old shipping comrades at the CCC, or the global alumni of Warsash, or the friends, family and neighbours of his and Nancy's church in Moorestown NJ, he was respected and/or loved by many who will always smile when they think of Jimmy Mac.

Thanks for your friendship, Jim.

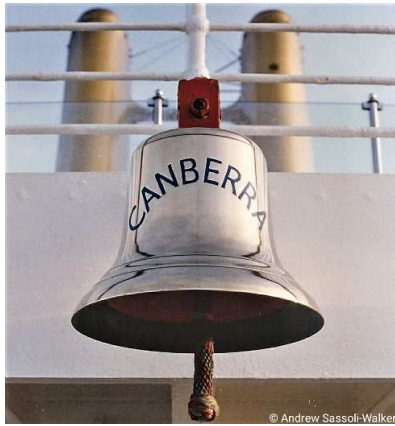
Rest in Peace.



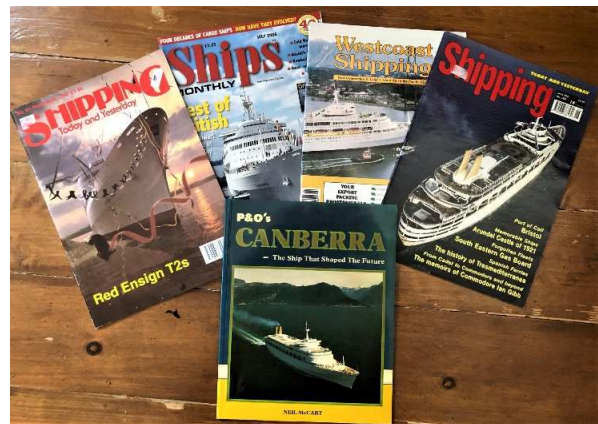
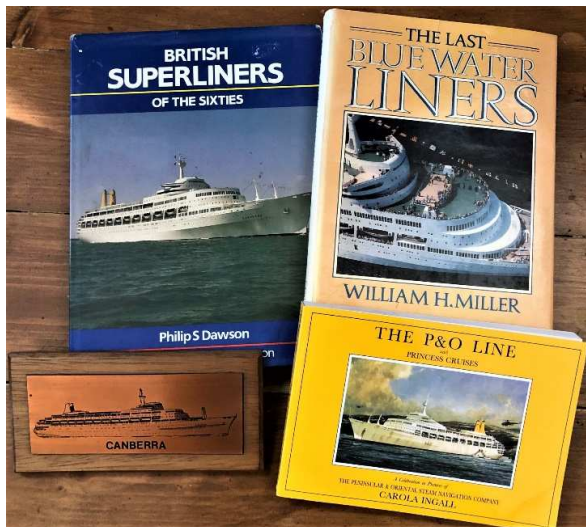
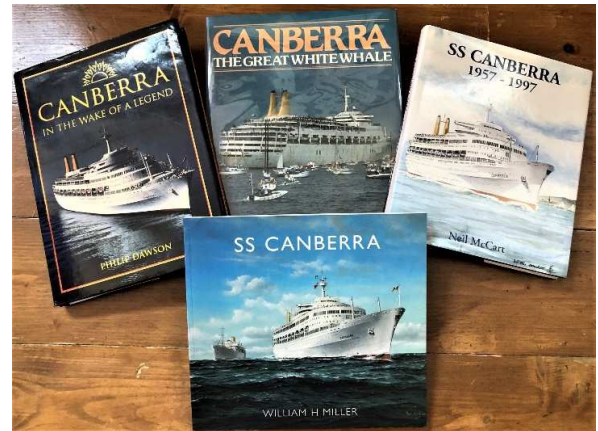
Locally - from a Brentwood Rowing Tweet - The largest single masted yacht in the world (75 metres long with a 285 foot mast), the M5 moored at the Mill Bay Marina, British Columbia. Halcyon would be dwarfed!



Canberra Artifacts



© Andrew Sassoli-Walker



A few of Ed's collection of Canberra memorabilia

		All Hands 2022-2 (UK Summer)	
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