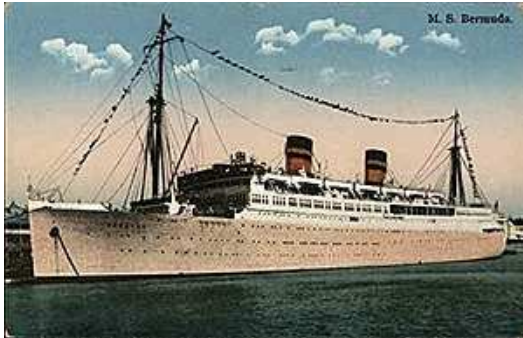


ALL HANDS

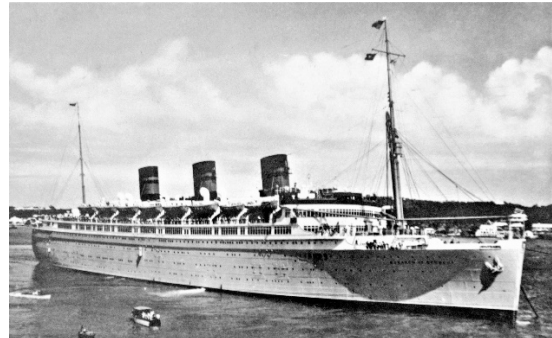


Journal of The Warsash Association

Featured Shipping Company – Furness Bermuda Line.



Bermuda 1928 - 1933



Queen of Bermuda 1930 - 1939



Queen of Bermuda - War years & post war - 2 funnels



Queen of Bermuda - Post War - 3 Funnels reinstated



Queen of Bermuda refit 1961 Funnels removed



Queen of Bermuda Post 1961 until 1966 – 1 Funnel





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To contact the WA if you do not have an email account, write to the relevant address below.
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All Hands Editor: Captain S. Bowles, 992 Hartford Place, North Vancouver, British Colombia, V7H 2J7, Canada

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)

Welcome to yet another fantastic edition of All Hands – full of interest and variety. I hope you will enjoy it.

My focus of attention at the moment is our Christmas Lunch on 10th December at the Royal Maritime Hotel & Club, Portsmouth. We have a very good attendance with booking forms and dues paid on time plus three Phase 5 Officer Cadets paid for by the Association who will tell us all about their experiences to date. This year, we have been able to book a private room, the Nelson Lounge, which will make things much more agreeable. It will be good to be able to catch up with friends and colleagues who we have not seen for quite a while.

At the AGM in October, a proposal was submitted stating that the dedication and commitment to the Association shown by Alan Ewart-James and Chris Clarke over many years should be recognised with an award of Life Membership. This was duly proposed and seconded and was unanimously agreed. Further details can be found on p.4 but suffice to say that we are all most grateful to Alan and Chris for their support which they continue to give. They, with many others, have been the lynch pin to this Association.

I am very pleased to report that five members have stepped forward to join the Executive Committee and their details and backgrounds can be found also on p.5. At this stage they are without portfolio as they get used to the workings of the Committee but the intention is that they will each 'shadow' one of the roles being undertaken by longstanding committee members who may wish to stand aside.

It goes without saying that the recent AGM was once again conducted virtually using Zoom with 31 attending including five Branch/Overseas members from Australia, New Zealand, North America and South Africa. One of the main points of discussion was how we should tackle future social events in the UK. As you all know, the social event in Southampton planned for September had to be cancelled due to lack of support at the last moment which was both disheartening for the organisers and disappointing since an excellent programme had been planned. Although the quiz with a group of Officer Cadets was one of the casualties, a gathering was organised later where very useful discussions took place. It is vitally important for us all to understand the issues confronted by the Officer Cadets today – issues which are very different from when I, and many of you, went through the School of Navigation experience.

I am very pleased to highlight that Suzanne Galloway has been awarded Honorary Membership of the Association. Suzanne is the Cadet Liaison Officer at the Warsash Maritime School and for a number of years she has done a great job in assisting the Executive Committee with maintaining contact with the Officer Cadets. In particular, she has been instrumental with involving the Officer Cadets at the Remembrance Day service at St Mary's, Hook with Warsash. Full reports can be found on p. 9-10.

As previously indicated our AGM was held on 16 October 2002 via Zoom – The full report will be posted on the Website. Below are a number of those attending.

As you will note, there is plenty going on and if you would like to get involved, please do not be bashful in coming forward. I particularly want to find a Social Events Secretary so that I do not have to organise another Christmas Lunch!



Chairman Roger Holt



OC Liaison Stephen Strowger



Chris Clarke Webmaster



Alan Ewart James - Treasurer



Chris Dancaster UK



David Dearsley UK



David Montgomery - Australia



David Watkins UK



Martin Greenwood UK



Stan Bowles Canada AH Ed



Robin Plumley UK



Neil Pardon South Africa



Brian Hoare UK Vice Chair



Bill Dancer - Canada



Angela Winteridge UK



John Millican UK President



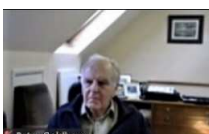
Adair Craigie-Lucas - NZ



Paul Bowes UK



Howard Anguish UK



Peter Goldberg UK

Happy Christmas to all and enjoy whatever you will be doing.

With best wishes,

Roger Holt, Chairman HoltR64@warsashassociation.net
wachair@warsashassociation.net

1.2 Website Report - AH2022-3

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

WA Membership worldwide is currently 604 (incl. 191 Officer Cadets & Officers at sea), of which (97%) 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 the Webmaster and Martin Greenwood the Membership Secretary.

Unfortunately, we require up-to-date email addresses for the following members. *Gerald Rapp (Canada); Dennis Mason (NZ); Izzaf Embron; Sam Farrell; Connor Colebrooke-Taylor; Jacob McNamee; Phillip Rogers; Matthew Gigg; Nigel Comber; Charles Schofield; Chris Heeks (Aus); Lindsay Clubb; Wook Suhmoon (S. Korea); Eric Snow (Canada); TBC Tom Branley; Dawn Edwards.* If you can help e.g. in contact with any of those members, please kindly inform them that we need their new email address.

The handover of Webmaster duties after the 2022 AGM to Captain Stan Bowles whilst Chris Clarke eases back on these duties has begun and will extend well into 2023. To ensure the website continues to support and help grow the Association, further assistance may be needed attending to a) Content Management; b) Security and c) Development.



The Webmaster post is not a 'techie' role as most who are 'averagely computer literate' would be able to pick up at least some of the duties during an agreed handover phase. The technical work is done by our support company ocProducts who are always enormously helpful.

Most of the tasks are achieved by following links which guide us through each task step by step. To minimize individual involvement the duties can easily be shared between two or three members from any country. Illustrated guidelines are available.

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

There is no requirement for the webmaster to reside in the UK (the technical support company is in the USA), and the role can of course be managed equally by members from any other country.

Please do give serious consideration as to whether you are able, without commitment, to discuss and learn more about this important committee post.



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

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

Not wishing to be pessimistic, it is becoming hard to remain positive in a world of Covid-19/20/21/22, Trumpism, Russian belligerence, war in Ukraine, China/North Korea/Iran, global warming/climate change, racial tensions, supply chain disruptions, rising prices, inflation, a myriad of woke assertions and the rest of the disturbing stories that occupy media headlines. So with all of that, do we just put our heads in the sand, close the doors, and hit the bottle!

I cast my thoughts and empathy, to all the seafarers maintaining the world - especially in the energy sector. A day doesn't go by where my mind wonders offshore, especially during the month of November. Remembrance Day makes one think of the sacrifices our 'fathers and mothers' made to allow us to walk free. Nevertheless, it is difficult to comprehend when, after all the years, there are still regimes around the globe that just don't 'get it'.

This year our Remembrance Day in North Vancouver (my home municipality) had a very nice ceremony at Sailor's Point in North Vancouver where many of the local maritime organisations and veterans congregated to lay wreaths in honour of those of the two wars. A fly over by the Royal Canadian Airforce CP-140 Aurora and five smaller aircraft honoured the day and in the City of Vancouver, Mr. Reuben Sinclair, the oldest veteran in Canada born in 1911, took a special place of honour. Reuben was a wireless operator in the 2nd WW, training pilots overseas to take off and land in the dark. He attributes his longevity saying, "I never worry, always happy. If you worry, you lose your hair. If you have a problem, fix it. Remember that". There are so many things to fix in our present world!

Our most recent Conway/Worcester/Pangbourne/Botha/Duffrin (CWPBD) luncheon at Seymour's Pub/Restaurant in North Vancouver BC on 24th November 2022 – a good chinwag!- the next get together will be the Christmas Lunch at the Editor's home in North Vancouver.



Back row L to R: David Whitaker (C); Mike Tinkler (W); George Adams (G); Bill Tooley (Wr); Michael Frost (W);

Front row L to R:

David Reed (C); Stan Bowles (W); Ed Monterio (D)
Don Tranter (C)

[C] = Conway; [Wr] = Worcester; [W] = Warsash; [D] Dufferin; [G] Grimsby



The Wives: **Back row L to R:** Anne Tranter (mauve sweater - Don [C]); Vivienne Adams (George [G]); Christine Bowles (Stan) [W] Ann Reed (David [C])

Front row L to R:

Judith Frost (Michael[W]); Linda Tooley (Bill [Wr])
Joan Whitaker (David [C])



The Christmas season is upon us and not sure if anyone else has noticed but the decorations and those pesky adverts arrived very early – I guess its Covid and every one feels the need to express the feeling of excitement and good will to all! With that, I hope everyone has a wonderful and happy seasonal event wherever you are and that you don't breakout in the grumps! Bah humbug!! ☺ AH Ed!



The lights display just a few doors down the road from home!

2 WA Notices, News And Events

2.1 New Joiners Since AH2022-3 – (Chris Clarke, Webmaster Support)

We wish a very warm welcome to the following new members who have joined since the last All Hands journal. Following a brief presentation by Suzanne Galloway (WMS Cadet Liaison Officer) and the earlier recruitment of five Officer Cadets, another 81 opted to join the Association, free to cadets in training. So thank you Suzanne, for your excellent initiative in support of the Association.

Name	Website Username	WA Year	Country	Joined
Lindsey Wigmore	WigmoreL72	1972	UK&Ireland	30/09/2022
Vikrant Bharat	BharatV08	2008	UK&Ireland	15/11/2022
				Total joined since AH2022-2 = 87
<i>Due to the size of the list all new joining OCs (85) can be seen in the website at the following link:</i>				
https://www.warsashassociation.net/site/downloads/entry/wa-2022-3-joiners-list.htm				

2.2 Life Membership awarded to Chris Clarke and Alan Ewart-James – Ed.

The award of Life Membership to two members who had given exceptional service to the Association over a long period of time, these were our Treasurer Alan Ewart-James and our Webmaster Chris Clarke.

2.2.1 Alan Ewart-James - Treasurer

Alan has been a member of the Warsash Association in all its formats since leaving Warsash in 1960.

Following his retirement from P&O Ferries in December 1999, he joined the Executive Committee in 2000 and has continuously served until now.

Shortly after he 'volunteered' to take over the role of Treasurer, following the sudden resignation of the incumbent and has remained in that position until the present day. His stewardship has been marked by accurate accounting and never being afraid to give an honest opinion on proposed expenditure. His sage advice has seen us through good and bad times up to our present stable financial situation. It is also a little-known fact that during this period Alan also 'volunteered' to undertake the duties of Editor of All Hands, a position he held for five years alongside his Treasurer's responsibilities.

Alan rarely missed a Committee Meeting and made valuable contributions on all agenda items, his support was crucial during one or two critical moments in the Associations history. He also very rarely missed supporting our annual Social Event and Christmas Lunch and was the prime organiser of successful events held in Chatham and Dover that were well attended and much enjoyed.

His long and active service within the Association is fully deserving of the Life Membership Award. Proposer: Brian Hoare (62) Seconder: Chris Clarke (59).

Alan expressed his thanks for this recognition.



The Meeting Secretary then read the citation for the award to Chris Clarke, who was proposed by Brian Hoare, Deputy Chairman seconded by Roger Holt, Chairman. There being no objections the award of Life Membership was carried unanimously.

2.2.2 Chris Clarke - Webmaster

Chris, and his long service, is well known to the large majority of Warsash Association members, he has been a constant presence as an Executive Committee Member since 2008. During this time, he has continuously held the post of Webmaster while in addition taking over as 'All Hands' Editor. He is difficult to replace and the last of these responsibilities (Webmaster) is only just in the process of being handed over.

His workload has been considerable throughout, producing the regular editions of 'All Hands', regular maintenance and trouble-shooting of the Website in conjunction with our providers, producing notices to members, formulating survey questionnaires and tabulating results, producing power point presentations and acting as an unofficial archivist for the many historical photos and documents relating to the Association since 1936. His crowning achievements have been the introduction of a Warsash Association Facebook Page and the recent major project to develop a new website format, this work was recognised by the Warsash Maritime School Alumni of The Year Award presented at the 2022 graduation ceremony.

In addition to the aforementioned major work, Chris has, over the years, continually produced notices, flyers and letter-heads for our various activities. During the Covid lockdown he successfully led us into the Zoom era, first with Executive Committee meetings and then our first zoom AGM which attracted our biggest ever attendance. He has freely given his time to help many of us get to grips with the digital age and supported every social event and Christmas Lunch that I can remember, he is a worthy recipient of this award. Proposed by Brian Hoare, Seconded by Roger Holt.

Chris expressed his thanks for this recognition.

2.2.3 Newly elected Member of the Executive Committee – Roger Holt (HoltR64)

With a view to responding to the discussion held at the last Executive Committee meeting, Chris Clarke identified 56 members who were at the SoN or its equivalent between the years 1969 to 1985 either as cadets, students or lecturers. Of that number, 49 members were considered approachable and emails were sent to each individually by me seeking their interest in potentially serving on the Executive Committee. No specific roles were discussed.

To date there have been 20 replies with five replying 'Yes' and 4 replying 'Possibly'. Of those replying 'Yes', I have the following names and backgrounds which have been taken from the website and from their replies to me:

2.2.3.1 Captain Stephen Gobbi ([GobbiS72](#))

I started at The School of Navigation, Warsash on pre-sea course in September 1971. I was then a 16-year-old Cadet with the British and Commonwealth Shipping Company on an ONC course leading to 2nd Mates (FG). The SoN was busy, literally attended by over 100 Cadets per term and well disciplined. Although after the days of rifle drill, uniform was quasi-military and in line with Naval tradition. CPO Butler made sure everybody could march properly (sadly missing from some of the photographs of today's Cadets). I went to sea on a Cadet Training Unit (the Clan Malcolm) with 11 other young men, well instructed by one of B&C's Training Officers who also spent a stint as a teacher at Warsash. I came back to Warsash twice. Firstly, for MCR in 1973 and then for the final 6 months in 1974/75 which lead to the ONC and 2nd Mates. Like many, I had already spent some months as Uncertificated Third Officer and thus had the luxury of a higher salary when up for my ticket. I continued with B&C until the summer of 1976 when I joined Buries Markes Limited as 2nd Officer. New ships, fast promotion; those were the days! I then returned to SoN Warsash for 1st Mates (FG) in early 1977 and gained the certificate after the 6-month course. Promotion to Chief Officer was within a couple of months. Returning to Warsash in January 1980 I sat Master (FG) in September, being referred in stability. A wake-up call, I re-sat the stability paper and gained the certificate in early 1981.

I was promoted to Master 9428 GRT chemical tanker on 5th January 1982 (not yet 27 years old). In 1983 I emigrated to Canada and worked for the Hall Corporation as Trainee Master and Assistant Marine Superintendent (I had to learn the pilotage of the Great Lakes before being 'let loose'). Upon returning to the UK from Canada (in 1989) I returned to sea for a while considering my future. I sailed as Master with V-Ships Norway and Odfjell Westfal Larsen. In 1991 I joined the PLA as a Trainee Pilot and eventually moved to the Medway where I remained a Pilot (Medway and Thames Estuary) until 2004. After which I was Harbour Master of the Medway then Deputy Managing Director of the Port of Sheerness and then Managing Director. Up until retirement I was Group Marine Director for Peel Ports (6 Statutory and Competent Harbour Authorities). I now undertake the occasional consultancy role, I am Deputy Chairman of CHIRP and an Elder Brother of the Corporate Board of Trinity House, London. I keep busy. My Master's ticket is still valid (sadly now referred to as the STCW 2/II Master (Unlimited)).



I am a prolific studier (as can be seen below), horrified about what we have done to the British Merchant Navy, despair of the state of the MCA and am saddened about the miserable future our current Cadets face. Captain Stephen M. Gobbi MA LLB (Hons) MBA FNI CMarTech FIMarEST Elder Brother, Corporation of Trinity House, London. Currently Nether Warden of Trinity House and an Examiner at Trinity House for Deep Sea Pilots.

2.2.3.2 Captain Peter Lambie ([LambieP69](#))

Introduced to the WA by Tony Catesby. He was Tony's Chief Officer on 'Patricia' for some years and describes himself as a technophobe. He is known to do a lot of maritime research. On leaving Warsash in 1969 joined Ocean Fleets Offshore Support Trinity House 1974 – 89

Cross Solent Ferries - Red funnel 1989 – 2003

Editor of Nautical Almanac and Sailing Directions 2003 – 2016.

Thought to have joined the NERC (Natural Environment Research Council) and then moved to the Hydrographic Office at Taunton.

2.2.3.3 Captain Robert Oliver ([OliverR75](#))

My attendance at Warsash as a P&O Cadet was as follows: September to December 1971 - OND Phase 1 (Pre Sea) May to December 1973 - OND Phase 3 (MCR) January to December 1975 - OND Phase 5/2nd Mates Subsequently I took 1st Mates (September 1977 to March 1978) and Masters (May to December 1982) at Warsash as well. Currently Master with Princess Cruises and spends his time between the UK and Australia where he has property.

2.2.3.4 Captain Mike (Andre Michael) Smith ([SmithA81](#))

Mike was at the SON in 1981 and Master FG in 1989. He joined BP and then served as Master with Wight Link Ferries sailing out of Portsmouth.

On the 31st May this year Mike retired after over 44 years in a seagoing career and once over the "vacation" period of being a new retiree, he will be looking for an outlet. Our invitation is something he would like to do and accepted the appointment as a member of the Executive Committee.

I do have a slight issue, hopefully temporary, in that the reason for retiring was down to an isolated medical episode back in March and I have had my driving licence withdrawn until March 2022. I am therefore restricted in my ability to attend any meetings. Southampton is OK as I only live up the road in Chandlers Ford so a short bus or train hop away.

2.2.3.5 Captain David Watkins ([WatkinsD79](#))

School of Navigation - Cadet 1979 / 2; HND Phase 1, Phase 3 (2nd Mate), 1st Mates, Master Mariner - last year at Warsash 1987; Sailed as Master. Served on VLCC, Chemical, Bulk, General and Feeder vessels.

Cadetship with Ellerman City Liners Jan 76- Dec 79. (On completion of successful cadetship all Ellerman cadets were made redundant).

Joined Panocean Anco December 79 and sailed with them for 8 years with all British Officers and Crew. Panocean Anco collapsed 1987 and I was made redundant, then joined The China Navigation Company (CNCo) in January 1988 and stayed with them in a seagoing capacity until 2004. I was then brought into shore management with CNCo as their first Fleet Safety Manager and in 2007 given the responsibility of DPA.

I obtained my Masters at Warsash In 1987 and was promoted to Master 1992 with last command 2004. (12 years). I retired from CNCo on 5th Jan 2018 exactly 42 years since going to Warsaw on 5th Jan 1976.

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

Warsash Association Australia Branch Report November 2022

For the third year our Annual Reunion was cancelled and our Annual General Meeting took the form of a "Paper Meeting" The Agenda for the AGM and appropriate papers were circulated to members in September and the submissions made by members were considered by the Committee prior to the distribution of the AGM Minutes in late November.

The failure of the Branch to recruit new members remains our major concern and many members have expressed concern that, but for the regular distribution of "All Hands", we would be in a more desperate situation. Like so many organisations in Australia and presumably elsewhere we are finding it difficult to fill committee positions



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 organisations and it is hoped we can further develop these relationships further during the coming years.

2.4 New Zealand Branch News –Tony Peacock (PeacockA60)

Having learnt to live with Covid, this year we were able to organise a two day get together in mid-November, culminating in our AGM on the second day.

The event started with a 40 minute ferry ride from down town Auckland to Half Moon Bay, where members and partners enjoyed lunch overlooking the marina. That evening, another meal was enjoyed at an Italian restaurant at Takapuna on the North Shore.

The following day started with a visit to the Chelsea Sugar Refinery on the banks of the Waitemata Harbour. We were lucky enough to oversee the berthing of the sugar ship at the time of our visit. It brought back happy memories to us all. Members also undertook a tour of the refinery and picturesque grounds of the Refinery.

The day ended with a dinner at the Birkenhead RSA, followed by the AGM and a guest speaker - Bob Hawkins, who entertained us with stories of his time at sea and as a surveyor.



Lunch at Half Moon Bay. L to R. Jon Torgersen, Mike Pignéguay, Colin Church, Michael Bullock, Larry Robbins, Lois Peacock, Jill Church, Barbara Craigie-Lucas, Robyn and Bill Cobb.



Ferry ride from Auckland L to R. Mike Pignéguay, Bill and Robyn Cobb, Jon Torgersen.



Dinner - L to R

Adair and Barbara Craigie-Lucas

Jane Robbins

Helen Bullock

Fay and Warwick Thompson Jon Torgersen

Mike Pigneguy

Mike Bullock

Tony Noonan



Jon Torgersen and Tony Noonan supervising berthing of sugar ship.

2.5 North America Branch News – Stan Bowles ([BowlesS69](#)) WANA Co-Chair.

Stan Bowles echoes many of the same concerns by the other Branches as members are separated by great distances and although restrictions on flying and entry between Canada and the US had eased, people were understandably still cautious.

The Branch had planned to hold an AGM in Victoria but after consultation with his Co-Chair, Gordan Cooper, a 'paper meeting' would be held at some point before the end of the year. The Branch has a problem with support by its membership. Repeated efforts through a newsletter and individual approaches have been made, without success, to recruit a replacement Secretary.

Like the Australian Branch the Branch maintains the monthly luncheons with the CWPB and other Nautical Institute members who are perhaps now finding a home to come to as there is nothing else out there for them. One lunch even led to recruiting a member who did not even know the WA existed.

The Branch's bank balance remains healthy as Keith Moger the Treasurer manages our affairs. The Branch Account currently stands at \$4,700 and has been stable for some time as there have been no outgoings due to the Covid 19 restrictions.

Well to end, with winter setting in and Covid on the upswing again, it's time to hunker down and play with the toys! In the past I have shown some members hobbies and would like to start that up again. Also if you have any good reads throw them at me for the book corner! Happy Holidays everyone!

3 The Wardroom – AH Ed.

Tell us about your hobbies! In future editions, I will be inserting members voluntary work – there must be lots of interesting things our members are involved with.

3.1 Members Hobbies – AH Ed. ([BowlesS69](#))

Here are some of my toys - must start to cull the stable as too many engines to look after!!



Whatcha got hiding in the barn? – Ed!

3.2 The Book Corner – Full Circle by Mike Lacey ([LaceyM59](#))

Featured Read - This book, written by Mike Lacey, who served with Shaw Savill & Albion from 1959 to 1969 tells the story of his time at sea from Cadet to Chief Officer, in nine different general cargo and refrigerated cargo vessels and in one passenger cargo vessel.



It covers a period in British shipping when the Red Ensign ruled the waves, and it was during the time before mass tourism to Australia and New Zealand had begun.

During his time at sea the ships on which Mike served visited ports on the Australian coast from Albany to Wyndham, and from Townsville to Burnie, and many ports in between. Likewise on the New Zealand coast the ports visited were from Opua in the north to Bluff in the south.



In addition, there were trips to New York discharging New Zealand lamb, to Matarani in Peru discharging a gift of milk powder from New Zealand, but given by the United States, and a voyage on charter to Union Castle to load fruit in Cape Town.

During his nearly ten years at sea Mike attended Warsash for his Second Mates Certificate and Sir John Cass for First Mates and Masters Certificates. It was on a voyage to Australia that the ship on which he was serving as 2nd Officer, the Cymric, was involved in a collision with the Australian ship Mortlake Bank, just after passing under Sydney Harbour Bridge, whilst on its way to the Shaw Savill berth at Darling Harbour.

There was a Court of Inquiry held in Sydney the following voyage, and this introduced Mike to the world of maritime law, a profession he joined after obtaining his Master's Certificate.

Mike's book is available at Amazon - <https://www.amazon.com/Full-Circle-Michael-J-Lacey/dp/B09JDQCJL5> ISBN-13: 979-8494369444.

4 Warsash Maritime School News

4.1 Honorary Membership bestowed on Suzanne Galloway ([GallowayS18](#)) Cadet Liaison Officer

At the recent AGM our Chairman Roger Holt confirmed an Honorary Membership as a result of a previous Association Executive Committee meeting in August where it was proposed and unanimously accepted that Suzanne's efforts on our behalf should be recognised.

On behalf of the Executive Committee, Roger indicated the Association would be delighted if Suzanne would accept this token of our appreciation and we look forward to working with her in the future. She has kindly accepted.

4.2 Warsash Maritime School Alumni - Merchant Navy Welfare Board (MNWB) WMS website)

At the kind invitation of the Royal British Legion and the Merchant Navy Welfare Board, we were very proud to have officer cadets; Jude Payne (Trinity House); Ernest Cockram (Anglo Eastern); Hannah Jones (Maersk SS); Callum Strupple (Subsea7) and Claudia Adams (Maritime Education Foundation).

taking part in the Merchant Navy civilian muster alongside serving MN officers in the RBL Festival of Remembrance at the Albert Hall today. It was also shown on BBC1 at 2100 hrs on 12 November 2022.

<https://www.bbc.co.uk/programmes/m001f87x>





OCs; Joshua Wibberley (Carnival), Ash Ling (Tidewater), Leanna Phillips (Marella), Luca Frigulti (Norbulk), Elena Nord-Carretero (Saga), Duncan Metherell (Tarmac), Louis Mercer (Trinity House), Christopher West (Carisbrooke Shipping) and Callum Roddie (Norbulk), who took part in the military march at Southampton's Sunday Remembrance Service and Parade to the cenotaph.

James Dando (Princess Cruises), Ellis Stokes-Hone (Norbulk), and Keva Milne (Sentinel Marine) - our flag bearer, represented the School at the St Mary's Church Remembrance Service in Warsash town, where they laid a wreath with George Angus, Director of Maritime Studies in 1989-2001 for the 13 Warsash cadets who lost their lives in the second world war. A special weekend of remembrance to be proud of.



IN WATERS DEEP

*In ocean wastes no poppies blow,
No crosses stand in ordered row,
Their young hearts sleep... beneath the wave...
The spirited, the good, the brave,
But stars a constant vigil keep,
For them who lie beneath the deep.*

*'Tis true you cannot kneel in prayer
On certain spot and think. "He's there."
But you can to the ocean go...
See whitecaps marching row on row;
Know one for him will always ride...
In and out... with every tide.*

*And when your span of life is passed,
He'll meet you at the "Captain's Mast."
And they who mourn on distant shore
For sailors who'll come home no more,
Can dry their tears and pray for these
Who rest beneath the heaving seas...*

*For stars that shine and winds that blow
And whitecaps marching row on row.
And they can never lonely be
For when they lived... they chose the sea...*

Eileen Mahoney

from FB



4.3 Remembrance Day – WMS - Suzanne Galloway ([GallowayS18](#)) - Cadet Liaison Officer)



The Service at the Maritime School SU

Halifax Public Library



Remembrance Day Ceremony at Sailor's Point North Vancouver, B.C., Canda

5 Graduation Photo – January - ONC Intake 1972



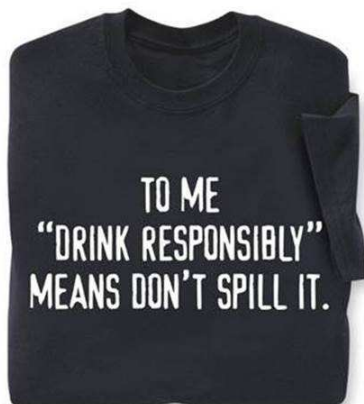
Back Row L-R:

Norman English (B&C)
Neil Purdon (B&C)
Mike Jacques (B&C)
Robin Gray (P&O)
Jeff Kempson (B&C)

Front Row L-R:

Steve Crawford (Shaw Savill)
Dave Hesketh (Ellerman)
Brian, Langford (Fyffes)
Steve Altoft (Fyffes)
John Kelly (P&O)

6 Lighter Moments – AH Ed

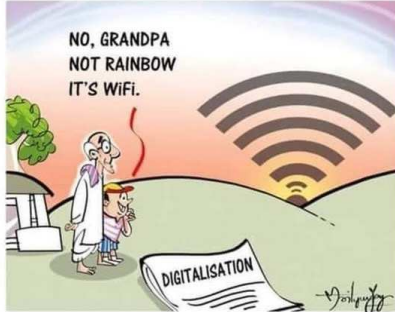


Impact of Digitalization and automation... Lollll





#Tech-Kid



*My friend claims that he "accidentally" glued himself to his autobiography. I don't believe him.
But that's his story and he's sticking to it.*



If your electric car runs out of power on the interstate, do you walk to a charging station to get a bucket of electricity...?

7 Furness Bermuda Line

7.1 History of Furness Bermuda Line – (Ed.) Courtesy of [Wikipedia](#)

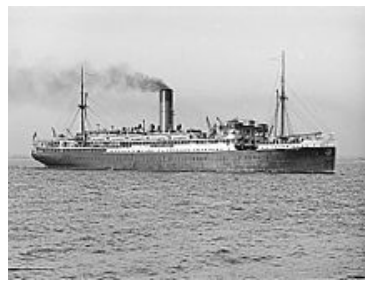
Even though a short history of Furness Bermuda Line was provided in AH 2011-1 there is enough interest to make the Line a featured article in this edition. (Ed)

Furness Bermuda Line.

The Quebec Steam Ship Company had served Bermuda since 1874. Canada Steamship Lines took over the company in 1913 and sold it in 1919 to Furness, Withy, who renamed it the Furness Bermuda Line. At first the route had only one ship, the 5,530 GRT Bermudian, which Sir James Laing & Sons had built in 1904 and which Furness, Withy renamed Fort Hamilton.



RMS Fort Hamilton, Furness Bermuda first ship



Wandilla, which Furness Withy renamed Fort St. George

In 1921 Furness Withy bought a pair of ships from the Adelaide Steamship Company: the 7,785 GRT Wandilla and 7,784 GRT Willochra. They were quadruple-expansion steamships that William Beardmore and Company in Glasgow had built in 1912 and 1913.

Furness Withy had Willochra fitted out with berths for 400 first class passengers and renamed her Fort St. George. It had Wandilla modified to carry 380 first class and 50 second class passengers, replaced her cargo holds with tanks to supply Bermuda with fresh water, and renamed her RMS Fort Victoria. At the same time Furness Withy invested in tourist development such as hotels on Bermuda.

Growing trade

Furness Withy had competition from the Royal Mail Steam Packet Company which had long served Bermuda.



RMS Fort Victoria, which was sunk in a collision in 1929



After the First World War enough tourists from North America wanted to sail to Bermuda for RMSP to employ prestigious "A-series" liners such as the 10,537 GRT Araguaya, 11,073 GRT Avon and 12,015 GRT Arcadian on the route. However, in 1926 RMSP withdrew its service between the US, Bermuda and West Indies.

Furness Withy sold the Fort Hamilton and ordered a 19,086 GRT passenger liner for the route. Normally it would take 27 months to build a ship of such size, but Workman-Clark and Company in Belfast completed the motor ship Bermuda in December 1927, just 16 months after laying her keel. She had berths for 691 passengers, could sail between New York and Hamilton in about 40 hours, and was an immediate success, and was Furness Bermuda Line's first purpose-built ship.



The Bermuda

The Great Depression that began in 1929 caused a worldwide slump in shipping. Most types of cargo and passenger traffic sharply declined. Many hundreds of ships were laid up, and thousands of officers and tens of thousands of seamen were laid off. Most of Furness Withy's cargo and passenger services were affected.

But bookings from the US to Bermuda, many of them for one-week short holidays, remained buoyant. Furness, Withy ordered a second large ship in order to offer two sailings each week: one on Saturday and the other midweek. However, before the new ship could be completed, Furness, Withy suffered two setbacks. In December 1929 Fort Victoria was sunk when the 5,946 GRT Algonquin collided with her in fog in Ambrose Channel off New York. Then in June 1931, Bermuda's passenger accommodation was gutted by fire in Hamilton Harbour. Bermuda's hull and main engines survived, so she was returned to Workman-Clark to be repaired.

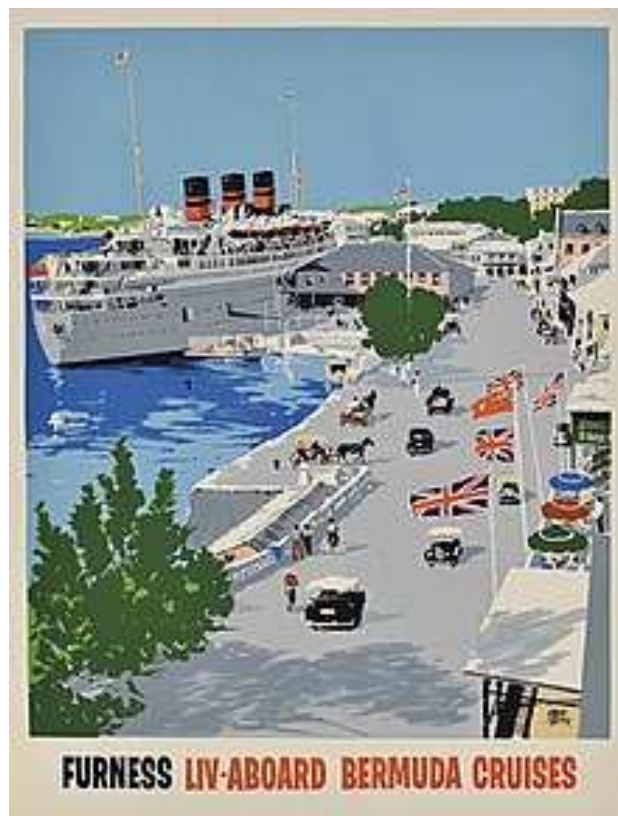
But in the shipping slump, even modern passenger liners were laid up and readily available. Furness Withy was able to charter ships including Cunard Line's 20,175 GRT RMS Franconia and the Veendam (II) of Holland America Line vessel to maintain its Bermuda service.

The "Millionaires' Ships"

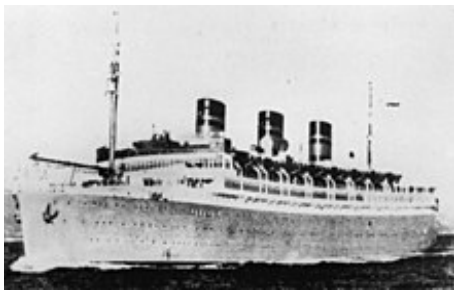
Monarch of Bermuda was launched in March 1931 and completed that November. At 22,424 GRT was larger and more luxurious than Bermuda, with berths for 830 first class and 30 second class passengers. Vickers-Armstrong's built Monarch of Bermuda at its Walker shipyard. She was a turbine steamer, and was Furness Withy's first ship to have turbo-electric transmission. She was swifter than Bermuda, easily exceeding 19 knots (35 km/h) on her sea trials.

In November 1931 Bermuda's rebuild at Belfast was nearly complete when she suffered a second fire that caused more serious damage than the first. Between them the two fires caused damage estimated to cost her underwriters £1.25 million. Workman-Clark bought the wreck and Furness Withy ordered a turbo-electric sister ship for Monarch of Bermuda.

In the meantime Furness Withy temporarily achieved its aim of a two-ship service by chartering modern cabin liners from Canadian Pacific: the 20,021 GRT Duchess of York for several trips in 1931 and 1932 and the 20,123 GRT Duchess of Bedford in the early months of 1933. The latter maintained the service alongside Monarch of Bermuda until Queen of Bermuda was completed.



Furness Bermuda promotion poster for Queen of Bermuda



Queen of Bermuda

Vickers-Armstrongs built the 22,575 GRT Queen of Bermuda at its Barrow-in-Furness shipyard, launching her in September 1932 and completing her in February 1933.

Queen of Bermuda looked like Monarch of Bermuda but had slightly larger cabins and only 731 berths. They were nicknamed the "Millionaires' Ships".

The pair competed with each other on speed. Eventually Queen of Bermuda took the record with a passage from New York to Hamilton in 32 hours, 48 minutes, which meant that her speed averaged 20.33 knots (37.65 km/h).

In 1935 Furness Withy sold Fort St. George to Lloyd Triestino, who renamed her Cesarea. In 1938, to meet the high demand of the Bermuda service, Furness charted White Star Line's Georgic to operate in tandem with the Monarch of Bermuda and Queen of Bermuda.

Second World War

In the Second World War Monarch of Bermuda was converted into a troop ship and the Admiralty requisitioned Queen of Bermuda as an armed merchant cruiser. Queen of Bermuda was released from the Royal Navy in 1943 and spent the next few years as a troop ship.

Both ships survived the war, but for a while afterwards the Ministry of Transport continued to use both ships as military and government transports. Furness Withy made do with two small ships on the route between New York and Bermuda.



HMS Queen of Bermuda during WWII

Eventually the UK Government released Monarch of Bermuda and Furness Withy started having her converted back into a luxury liner to return to her former route. But in March 1947 while being refitted she was damaged by fire, so Furness Withy sold her to the UK Government. The UK Government then released Queen of Bermuda. Her refit took 18 months, cost more than her original building and was not completed until February 1949.

Post War Voyages & Fleet



Promotion poster for Ocean Monarch passing Queen of Bermuda



Queen of Bermuda in Hamilton Harbour, Bermuda in the early 1950s

The Queen of Bermuda returned to the New York-Bermuda service after the war. To replace the Monarch of Bermuda, Furness Withy ordered a smaller ship, the 13,834 GRT Ocean Monarch, completed by Vickers-Armstrongs at Walker in 1951.

In October 1961 the Queen of Bermuda was sent to Harland and Wolff in Belfast for a refit, to modernize the ship. The bow was reshaped, and all three funnels were removed, replaced with one funnel amidships. This gave the ship the distinction of being the only ocean liner to have sailed with one, two and three funnels.



The two ships continued to serve the island until late 1966, when Furness Withy ceased its Bermuda service. The Queen of Bermuda was sold for scrap, while the Ocean Monarch was laid up until 1967, when she was sold to Navigation Maritime Bulgare and renamed Varna, she was later a total constructive loss after a fire while laid up in Greece.

7.2 Past Times On Board the Queen of Bermuda (QOB) – Brian Hoare V-Chair WA ([HoareB62](#))



Last time that QOB and Ocean Monarch sailed to Bermuda together in 1966.



Was 21 years old when that was taken! Note cargo gear rigged for discharging in Bermuda, Furness had a mail contract for a weekly service, also used to take supplies for the American base and US Coast Guard, quite a lot of goods for the hotels. On QOB and Ocean Monarch there was what was known as the cattle deck with good natural ventilation, we often carried prize dairy cattle and the odd horse to Bermuda. I was duty Officer one night when one of the pregnant cows started to give birth, thank God the Duty QM was from the Scottish Isles and knew just what to do to help her give birth.



Quartermaster cleaning telegraphs on departure day from New York 1966. He is cleaning the Docking Telegraph to aft, no walkie-talkies speaker phone to focus, docking telegraph and speaker phone to aft. Engine telegraphs in foreground are interesting, she was quadruple screwed, two port and two starboard, you could have any combination of port and starboard inner or outer. You really had to listen to the Old Man's orders carefully as it could get quite complicated as he not only went ahead and astern Port and Starboard but switched inner and outer screws or both screws one side and one screw either outer or inner the other side, no good if you had a hangover. There was a duplicate set of telegraphs in the wheelhouse and of course on the port bridge wing. Must have been a nightmare in the engine room answering these commands as she was steam turbine electric propulsion.



You can see the duplicate telegraphs in this picture. No auto pilot fitted always a QM on the wheel. In the background you can see a unit mounted on starboard bulkhead with a canvass cover lashed up, that was the old fashioned fire detection system to the cargo spaces where air used to be sucked from various compartments, glass fronted panel to the right is I think all deck lighting switches, navigation light panel just to right of that. The big handle on the deckhead was the direct pull cord to the whistle in case the electric buttons and solenoids jammed.



Overtaking Ocean Monarch when both on passage New York to Bermuda 1964, I was Cadet on Ocean Monarch at the time.



Berthed at passenger terminal, Front Street, Hamilton, Bermuda, last year of service 1966. There is only one spot on the opposite side of the harbour where you can get this shot.



Berthed at Front Street Hamilton Bermuda, 1966, towards the end of the final season in 1966, hence looking a bit scruffy overside. I was Junior 3/O and due to illnesses and accidents, for a short time served as Senior 3/O and Junior 2/O. The Old Man was joking that I was only one more accident away from having my own bridge watch with my brand new 2nd Mates Ticket.



Berthed Front Street Hamilton Bermuda 1966. Taken from my lifeboat on possibly our last call Bermuda prior returning to New York and then Faslane for scrap, hence looking a bit scruffy overside.



Traditional Blast on the two triple steam Whistles when passing through 'Two Rock Passage' to enter Hamilton Harbour 1966. These were the original whistles fitted to two of her three funnels as originally built.



Literally berthed on Front Street. This was locally known as the 'bird cage', I presume the policeman is the Canary in the cage, he was more there as a tourist attraction than controlling the traffic, cars were strictly limited in Bermuda, most locals used mopeds or taxis.



Pier 95 New York, early Saturday morning, sailing at 1500 hrs to Bermuda 1966.



It wasn't all smooth sailing, tail end of a West Indies Hurricane on passage to Bermuda 1966, no stabilizer on that ship.



Ships Battle Honours while serving as an Armed Merchant Cruiser 1939 to 1943 and a troop transport 1943 to 1947.



8 "Who Would Want To Cruise In Alaska?" – Michael Frost ([FrostM61](#))

I joined P&O-Orient Lines as a deck cadet on November 4th 1961. I elected that company in part because it embraced an unsurpassed variety of vessels: it included some of the largest of passenger vessels, a number of less-glamorous passenger/cargo ships, 4 tankers and some 20 black-funnelled cargo workhorses trading with most of the world.

Additionally, I favoured the likely worldwide experience and its known reputation for high professional and nautical standards. However, by March 1969 I decided that this great travelling and 'adventurous' life was fine, but not for a whole lifetime! While I had been travelling the world 4 times (Canberra and Oriana), visiting Hong Kong, Cape Town, Sydney et al., spending a year in the Indian Ocean on tankers and thereafter visited such unlikely places as Mombasa, Cyprus, Honiara and Cebu City, I had 'arrived' (in my view) when I was made 2nd Mate on Cathay (a 13,808 gross-registered-tons cargo-passenger ship on the London to Far East service) and been fortunate enough to meet my future wife (Judith, a Canadian passenger on a round-trip cruise from Colombo) while traversing the Bay of Bengal this, in my mind, was as good as it was going to get.

The decision to resign was easily made, but where to go from here? Upon arrival in London after my last Far East voyage, I hot-footed it to Leadenhall Street, had a pleasing exit interview with Captain Dunkley, the Marine Superintendent (with whom I had briefly sailed on Canberra) and arrived home jobless! I began a search for a job within the big companies in London (my father could imagine no better a place to work than in The City), and thus I began my search for a job seeking a reputable employer for a person totally without qualifications for doing anything useful.

Certainly, I enjoyed a skiing holiday in Austria with Judith and a few others from Cathay, but the few vapid interviews through which I beamed my way were not very happy. I found the earlier acquisition of 'O' and 'A' levels not as desirable as they had been cracked up to be. But serendipity sometimes weaves its magic. One fine morning I had a call from Captain Dunkley's office asking me whether I would like to apply for the position of Assistant Nautical Inspector in Head Office. Half an hour later, there I was, on the Tunbridge Wells train to Cannon Street for another discussion with the gracious Dunkley, who, during a very pleasing talk, offered me the position. I immediately accepted, and was then introduced to Captain Sperling, a sagacious and ancient mariner whose current assistant was soon to be off to greener pastures.

This was to some extent the Old P&O - there was no Job Description for my position, the typewriters were antediluvian (I did not even see a single Selectric in the place) and dictation was well, dictation! However, the Sea being a very conservative Mistress, I found no concern with antiquity, either of equipment or personnel. And we were provided with luncheon-vouchers and some train fare subsidies, themselves not inconsiderable benefits. And my job? Well, it seemed to be to provide seagoing advice whenever nobody else was around to provide it and, for some obscure reason, to order fuel oil for passenger ships wherever they were in the world and needed refuelling at the lowest cost (never Hawaii or Colombo, always Aden and Los Angeles). But there was one overriding theme to my job, and this was simple obsolescence, particularly of the passenger vessels.

These splendid ships, Chitral and Cathay, were almost exclusively designed for the long run from Southampton to Australia, the Far East, and, indeed, around the World, had virtually lost their raison d'être with the closure of the Suez Canal, the arrival of the 707, and the birth of containerization (transporting frozen lamb from New Zealand to UK in the cargo holds and freezers of such multi-tasking vessels became totally unnecessary when vast quantities of such commodities could be transported in specialized vessels, securely and reliably, with a crew of only 50 or so men). Specifically, however, there was a major problem with the deployment of Cathay and her sistership Chitral.



These two fine vessels, carrying 235 passengers, though by no means obsolete, were no longer economically viable transportation on the now-very-long run around South Africa on their (slow) way to Hong Kong.

Thus was a 'brains-trust' created that was charged with determining what to do with these two superficially-viable vessels. The group comprised Mr. McKenzie (an elderly and amiable P&O director) his Assistant John Brown, Captains Dunkley and Sperling, and myself (to carry out extraneous jobs that no-one else wanted to do). However, these vessels' limited speed and low passenger capacity ruled out operating from UK. As they contained only 1st Class accommodation, it was determined that Mediterranean cruising from the Eastern part of that sea would be



viable, perhaps from Trieste or the over-worked Venice, and with destinations in Cyprus, Turkey, Israel, Egypt and perhaps Libya (not that the last-named figured in the equation for long half way through our research King Idris was deposed and the odious Colonel Gaddafi started his chaotic reign). But the plan was soon enough costed out as a viable arrow in P&O's quiver and then quickly abandoned. The brains-trust thought about alternatives: the USA West Coast, the Caribbean, Hong Kong, Australia and the Western Pacific Islands. All were thought of as too uncertain, and unsuitable for such slow ships. But two alternatives were brought forward: the Baltic and Alaska. The former seemed viable, but the pleasures of Leningrad for other Europeans were decidedly dubious, and Riga, Tallinn and Vilnius might as well have been on the moon!

The last-named possibility was Alaska ('a new frontier!'). But, said John Brown, "who would want to cruise in that cold, snow and ice?" I recall that the discussion on this subject lasted less than 10 minutes. Therefore, the whole topic terminated in the decision to do, well, nothing. The ships would continue their service to the Far East via the Cape until basically, someone came up with a better idea! Meanwhile, however, I had decided that my choice of a route to fame and success was flawed, in part because the commute (one hour and fifteen minutes each way in cramped and on rainy days, steamy trains) made for a 'living for the weekend' lifestyle almost *de rigueur*: after a couple of fruitless interviews at noted companies near Leadenhall St., it dawned upon me that I needed, above all, better qualifications. I therefore applied for admission to a British University (through UCCA, thus with no specific choice) and was advised that a decision would take some 18 months, my application having arrived at exactly the wrong moment in the decision-making cycle. But there were other ways. Back in Vancouver, Judith had contacted that city's two universities about my educational needs, and they indicated to me that I could come aboard as soon as the beginning of the New Year, only 3 months away. The die was cast: I left P&O with some regret (it had been generally an excellent employer, at least in my experience) and in November 1969 joined Canadian Pacific's *Empress of England* for that ship's penultimate transatlantic 'immigrant' voyage.

Vancouver, I had visited before when on *Canberra* and *Oriana* and knew it to be a highly civilized city. Judith (a personnel officer with *Eaton's*, Canada's major chain of stores) found me a summer job on CP Rail as a time-keeper for a geographically remote rail-gang, a crummy job but which lasted only a couple of weeks: I received a call from her saying that she had located a job that sought a deep-sea deck officer asap, and to get down to Victoria right away for an interview. I needed no urging.

After the ferry-ride from Vancouver to Victoria, I found myself in the dining room of a small vessel (4,437 grt) being interviewed by the fulsome Director of West Line, Mr. Case. He was delighted with my deep-sea ticket, as the ship (*West Star*) needed such a qualification because of its winter schedule in the Philippines. The interview lasted only about 10 minutes, and upon my saying that I would be delighted to join the ship, he said "great, can you start this afternoon as Chief Officer?". My startled "yes" was met with "great! We sail for Alaska at 6 o'clock this evening." I had no uniform with me, but that was of little moment: Judith could bring it over when, in 8 days' time, we would be returning to Victoria for the next batch of eager American tourists. And I could hardly believe other goodies: I could only work for 4 months, as I had to attend UBC Law School, but officers kept 6-hour watches, so our (sic!) Union had negotiated a day-for-day pay-scale (so I would get paid for 8 months after working solidly for only 4!) and be paid for overtime, all concepts utterly foreign to P&O.

I thus entered the Alaska cruise trade as a complete neophyte, but rapidly learned that we at P&O had inadequately analysed the situation in this unique part of the world. Holland America Line, (a highly reputable rival to P&O), on the other hand, had drawn its bow at a venture and the risk had paid off handsomely: in discerning a growth possibility in the making, that company had wholly purchased West Tours, ships and, particularly, its tourist superstructure, all being the creation of the vibrant American entrepreneur Chuck West, and set about developing what they saw as a profitable tourist opportunity wherein Americans could experience Alaska's unique landscape without having to leave the US. In effect, even I could see that they had stolen a march on P&O!



The *West Star*
at rest



Michael



Thus began a new maritime life for me (at least for three summers: Holland America found Alaska cruising to be a hot commodity, and soon enough transferred a number of their big ships to be based in Vancouver for saturation cruising, that port subsequently often seeing 4 behemoth cruise ships at city terminals at once). I have to add that P&O subsequently joined the game, sending Arcadia (a fine passenger ship launched in 1953, but by 1971 somewhat long in the tooth) but never became more than a bit-player in the Alaska game.

The tale to be woven now becomes one of some historical significance. The allure of Alaska was always its pristine difference from the ordered structure of most of the USA. Alaska's cities and towns were largely located on the 'panhandle', the observations of the disinterested visitor (myself, for example) being that Juneau (the state capital), Skagway, Ketchikan, and, to a lesser extent, Sitka, were scruffy little towns in which bow-legged men with belted holsters would not have been out of place: their corporate charms were very subjective.



But Alaska Cruising's main attraction was ICE, either in the form of glaciers, icebergs or variations of these terms of art. Being there in 1971, 1972 and 1973 made me realize that my previous experiences at sea could well make me a nautical duffer in such waters (notably, we had to have our propellers scraped and repaired in dry dock on occasion). It made me respect the regular sailors inured to such waters but not to envy them.

My tale must move on to a far more significant component of these decades. I effectively left any actual nautical experience (though not some maritime law employment) when I was called to the B.C. Bar in 1976. But I had my nautical memories and some interesting photographs, for the real story of my experiences is not commercial endeavours in this rather remote corner of the globe, but the reality and pace of Global Warming.

By chance, my sister-in-law enjoyed an Alaska cruise in the summer of 2022, and returned with some pictures that make possible some personal 'then-and-now' observations. But it is not for me to comment on what is happening to all of us; my hope is that the pictures speak for themselves, amateurish though they be. Even now, some doubt the reality of this new and lethal warmth. But the evidence is real!

9 Life On Board 1944 at Stoneham House Swaythling - John Clarke ([ClarkeJ44](#))

An early morning run to a local sports centre for a cold shower began our day. Senior cadets were there to check everyone went through.

As part of the local home guard, we were drilled and marched under the directions of an elderly Sergeant Major. Part of our duties included standing guard on a local Railway bridge.

Punishment for misbehaviour or poor work involved pulling logs from a swampy area to supply fuel for the school boilers. Another was being part of a rope team heaving a huge roller over clinker to help build a road to a new wharf on the river. "Whittles Wharf".

SS Moyana was moored near the Royal Pier and we prepared her for sailing. Commander Stewart took command with six cadets on board as part of the crew. The voyage was restricted to a few hours in the Solent due to war time restrictions. Cadets performed rotating anchor watches on board.



From the John Gibbard collection



Sunday and Wednesday afternoon for those wishing to go out had to attend Shore Parade. On average at least four would fail to pass the detailed inspection and had to stay on board.

Times were hard yet my year at “The School of Navigation” helped me to fill my childhood dream and go to sea and see the world.



Salterns – Gibbard collection



From the Gibbard Collection

10 The Merchant Navy Medal OC Stephen Strowger ([StrowgerS24](#))

The extraordinary duties we see on vessels are often unnoticed. Sometimes, as my Grandfather, who gained the George Cross said, “We were doing our duty, anyone would have done the same.”

As the average person we would always look at this statement with awe. Not only have we never had to deal with the stresses undertaken in such brave acts, we can’t even comprehend the stresses and strains of doing so.

The Merchant Navy, in history has been supporting the nation in many guises. Called upon to support the Royal Navy in 1835, The title ‘Merchant Navy’ was established by King George V after support of the country in World War 1 after over 15,000 seamen perished, supporting the needs of countrymen and women, ensuring a lifeline in times of need. The U-Boat threat was constant, and many sailors knew that death was a real possibility on convoy efforts to sustain the war effort and deny the foe a true advantage.

During this operation, My Great, Great Grandfather, a founder of the Kessingland Lifeboat and owner of a fishing fleet out of Lowestoft, aided the war effort, developing submarine nets, adapting their living to the needs of the war.

In civilian times, the lifeboat was called for by ships in distress, a perilous task. Men at oars would row into perilous seas, purely with humanity by their sides, to rescue crew who have become stricken on the shores. The stained-glass window in Kessingland Church, pays tribute to these people. They asked for nothing and gave everything.

The world has since moved on. The Merchant Navy was granted a state award in 2016 by her Majesty, Queen Elizabeth II, ‘The Merchant Navy Medal for Meritorious Service’.

Since this award has been merited, 119 awards have been made for the valued service of seamen and women for various deeds. These have included; lifesaving, captaining ships in difficult circumstances, championing diversity, mentoring cadets, promoting maritime careers, seafarers’ rights, for services to retired seafarers and promoting safety.





As a group of cadets on their 'first flush' of training, it was of great pleasure to be nominated to take part in the celebration and award ceremony to recognise such people. As a ceremonial detachment, we performed our role in the ceremony, presenting the Red Ensign, forming a guard to escort the guests and award winners, and, as future officers, to represent the upcoming future of the Merchant Navy. Members of Trinity House, Carnival UK and RFA cadets were represented in the detachment. The Minister for Shipping was greeted and addressed the company, representing the Government, recognising the award winners and their families invited to take part in the celebrations. An ongoing commitment was made to the future of support for the Merchant Navy and its important role in maintaining our island nation.

The awards were wide and truly diverse, a credit to the purpose of the award. The endeavours going far beyond exceptional, each with fantastic stories to tell.



Officer Cadets: Jenny Kavanagh Blatt (RFA), Ella Gambell (Trinity House), Stephen Strowger (Carnival UK), Shannon Billy (RFA) and flag bearer, Jessica Porter (Saga), Tom Welch (Carnival UK) and Joel Thornton (RFA).

We were greatly honoured to meet the recipients and their families in the reception afterwards and gain some insight into the challenges they had experienced and overcome. One thing was common. None expected to gain such an award. Their award was that they gave to others, and the silver medal was more a recognition by the state. The steadfast attitude to their cause singled out their defining feature, their courage, their drive and belief in their work. None had asked for recognition; this was purely an inbuilt drive to make things better for others.

If anything, our cadets have met the visionaries to make their industry a better place, to make a future for further generations and to ensure legacies are built to ensure every person has an opportunity however small. Somehow, I was taken back to those people in rowing lifeboats many years ago, and their service, unrecognised. As seafarers, we should look to make changes, to stand up and speak out, and think about future generations in our actions. Generations will benefit.

11 Dry Dock – A Cadets Best Friend – OC Stephen Strowger ([StrowgerS24](#))

Throughout the lockdown, many cadets have had limited access to many aspects of ships. However, I was incredibly lucky to experience first-hand, the amazing world of the Dry Dock. Nothing can compare.

Queen Victoria, a modern cruise ship, built for high class travel would, for all intents and purposes, be one of the most luxurious liners in the history of Cunard's long line of prestigious ships. Built for style, elegance and passenger comfort, she is considered as one of the best known of the Cunard cruise vessels worldwide.

Having crossed the Atlantic, a memorable experience for someone on their first phase at sea, the opportunities that arose throughout the next month really brought the ship to life and exposed me to many areas that an average deck Officer might only rarely achieve in their first few years at sea. The Deputy Captain was extremely keen to ensure I got to places that other cadets would not see on their average cadetship and, having been through the experience, I can only agree that the exhausting process has indeed left me with more knowledge of the inner workings of the ship and the gargantuan task that was faced by all those who undertook the refit.

The preparation and stripping down started prior to the crossing. The elements that were considered old, or in need of repair, were stripped bare. Mountains of carpets were taken up, with teams working day in day out to expose the bulkheads underneath ready for a new coat of paint.

Welding and cracks were repaired daily with permits to work appearing on the bridge at a rate that would have impressed the Royal Mail, and with so many jobs being created, and the SMS systems monitored continuously, a fine balance had to be struck by the deck team to ensure that works were allowed at a safe rate and supervised.



Bridge of Queen Victoria



Defects around the ship were logged, ready for the armies awaiting our arrival in Tyneside and, as the leadership grew close to the destination, briefings on duties were established.

Nothing could have prepared me for what was in store. Every aspect of ship life turned upside down. Daywork was utilised to its full capacity. My phone noted an increase in steps to an average of 24,000 a day, and this did not include the heavy lifting in groups of various items on board.

Swarms of bees are known to work together, for a common purpose, but surely this enterprise was as close as any person could get to this simile. Engineers working with hotel staff, Catering working with Deckies. The ship was as one as a team ready to get the Queen Victoria up and running and back into service. As a learner, this turned out to be the very best of experiences, although tiring. Very few cadets get to see the inside workings of the engine room, let alone gain an understanding of tanks and void spaces that, under normal conditions, would be inaccessible. In this circumstance, they were not. Surveyor after surveyor, Flag State and MCA, and every opportunity given to a green cadet, to assist and shadow the men and women who would give the proverbial green card to allow us back to a passenger carrying status.



The QV in Drydock

I was involved in many operations although as a very small cog in the large part, there were multiple operations going on at the same time. With a ship as vast as Queen Victoria, you can only be assigned to certain areas at one time. On the Bridge, the overhaul and updating of equipment occurred quickly. Rolling contractors descended, the systems checked, updates applied, and electronics replaced with new and exciting facilities available for navigation. Training and toolbox talks were given, and any new application was explained clearly to the team to ensure full understanding of the equipment.

Knowledge, and the acquisition of it has to be the most important asset we can have on ships. Those, like cadets, are in a position to lap up the insight of those around us. As it turns out, this experience was being shared with a great number of crew on board, many of whom had not experienced a dry docking. From refurbishment of lifeboats, to the cleaning and inspection of tanks, from load testing, to the organisation of crane operations, to check the window replacements, to the inspection of the crossovers, not a stone was left unturned.

I spent a great deal of time as a tank sentry, opening and closing hatch covers, ensuring safe atmospheric conditions and monitoring the safety of those in dangerous spaces, whether it was for welding, stripping, cleaning or painting of the critical network of engine spaces. Training was imperative to the safety of those in the tanks, and I became accustomed to the various safety tools available for an emergency response. Many of the jobs were hazardous, and yet, the men and women performing them were professional, working their hardest to ensure the whole operation went according to plan. Pulling teams out of hazardous situations, was greeted by a pat on the back and a smile. No questions asked. We sometimes forget those who depend on us, but in this situation, no room for any error could be left unturned.

For my work, I was often guided through the network, accompanied by a qualified officer, to fully understand the systems. This included MFO tank inspections with a Lloyd's surveyor, delving deep into the seawater cooling networks, scraping and painting the freshwater tanks and, my personal favourite, getting deep inside the HFO and sludge tanks to further investigate areas for repair. Deep inside the beast, there is no light save that of knowing that these chambers keep the fires burning, the ship moving, and in their blackness, the light on the faces of thousands upon thousands of passengers going about their holidays, oblivious to the beating heart beneath their feet.

My experience in these times felt like the anatomists in ancient times on their first discoveries of the human body. Every place was new. Every experience was noted. I have copious reports and notes that I know will come of use in further years, and aid my knowledge, not just of deck operations, but also that of the engine room. Friends were made, teams were built and, exhausted as we were, the goal was brilliantly managed by teams of shore and ship staff to ensure she was ready to sail.



Tank Diving!



Although one of the least operationally important challenges, the removal and replacement of mattresses on board was probably one of the most difficult and time-consuming shifts I have experienced. Every available member of staff had to shift over 1500 mattresses off the ship, to be replaced. Of course, on a cruise line, this meant 1500, had to come back again. Every department, regardless of rank and file, stood side by side from eight o'clock in the morning until the evening sunset to distribute the bedding for our future guests to ensure their experience was of quality and class. Exhausting, drenched in sweat, joined by my Filipino colleagues, we began to sing a 'Queen' tribute as each mattress travelled to its final destination up the gangway and through the shell doors to its final destination. This went on for hours, changing artists every now and then to keep spirits high. There was a collective sense of effort, a collective sense of pride, and a collective belonging that keeps our ships afloat.



Working together

Ships are, indeed, like symbiotic creatures. We run independently, we work in our silos, but when the time comes, we cannot escape the very fact that all of our elements are intertwined. The mattresses, over and above all the technical points of ship life, brought us all together, and celebrated group leadership and teamwork.

There are many more stories to tell, as many seafarers will attest to, and so many words that could be said for the efforts of crew on board. One thing is for certain, without each other, the journey would never be the same.

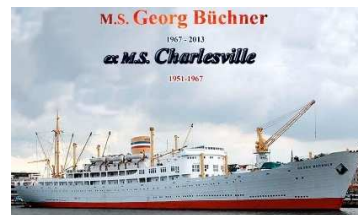
12 Canberra – Around the world! 1976 Part Two – Roger Emtage 3/O – Non-member

Madeira to Port Everglades - 3,346 nautical miles at average speed 21.60 knots

Tuesday 20th January: Port Everglades towards Cristobal, Panama – A strong Easterly Force 6 breeze all day but sunny. Transited the Old Bahama Channel during forenoon and we had a quiet watch about 30 miles to north of the coast of Cuba. We passed the Royal Viking Star and the East German Training Ship, Georg Buchner (ex Cie Maritime Belge (CMB) Passenger cargo liner Charlesville). Temperature at 74°F.



Royal Viking Star – official Postcard

East German Training Ship [Georg Buchner](http://SSMaritime.com) – SSMaritime.com

With our combined speed - there was full Easterly gale across the open decks - the passengers must have been somewhat rattled! I attended Frank's slide presentation and talk on Panama, in a full Cinema and learned a lot about the Isthmus and the Canal.

It was Wardroom Cocktails tonight and asked the Savins and Joan R to join us. It was a well-attended party with an excellent turnout of Officers and not too over crowded. I later dined with Frost, Ian, Chris F.

The ship was humming and it was Caribbean Night, very festive. colourful and gay. Partook in a few dances in Bonito before Sheila Harris came on as we were overhauling Vistafjord quite closely, I went on deck to watch her slip past. After rounding Cape Maysi to starboard the sea and swell were astern and a perfect tropical night followed, clear and dazzling with stars and bright moonlight.

Wednesday 21 January: This was the day that Concorde Numbers 1&2 entered service. It was a fairly quiet day, sunny but with overcast periods. Passed Morant Cays, the Eastern tip of Jamaica at 1000 and continued SSW across the Gulf of Mexico towards the Canal. There was no shipping traffic so the Bridge was opened up for visits. The afternoon became hot and steamy with a pleasant following wind with a temperature of 78°F at noon. The Bureau staff and others were basking in the sun and it showed on them in the evening as everyone seemed to be glowing in the dark!

It was a quiet watch, beautiful, clear night with the Southern Cross visible. After watch I had a swim in the pool with the Gadgets (Cadets) for half hour and then did some dhobi and listened to Bach followed by a beer 'n' chat in Wardroom with Neil the R/O. Before dinner I had a drink with the Matthews in C44, then an excellent curry hosted by Hugh which was fantastic! At the table were Annette, Olsen, Levay, John F and myself – an excellent group. Early to bed!



Thursday 21 January: Bound for Panama – Attempted to see Dave Todd first thing this morning as he is unwell with glandular fever. Later learned he is flying home from Cristobal poor chap. Today was a fine, warm day with plenty of cloud but no rain. The wind was strong NNW Force 5. Standby Below was at 1312 hrs, the Pilot was soon aboard and arrival was smooth and uneventful. There was some traffic in the vicinity of the port, nevertheless, we were quickly cleared to berth. Two tugs were in attendance and FWE (Finished with Engines) was at 1452 hrs, a strong wind onto the Pier No 7 assisted us.

The Officials came aboard by a separate tender immediately after the Pilot boarded. Investigations are underway to re-examine our tonnage, so various ship's plans were in demand (No. 12 – top drawer). The passengers must have enjoyed the arrival, as all the pools were full all day.

The P&O General Cargo Ship Wild Flamingo was alongside as well as Fyffes' Magdalena at anchor. I chatted with Gina on deck and then everyone watched Galileo arrive which was fun. What a beautiful ship!



Wild Flamingo
Chris Howell Collection



Magdalena
Shipspotting.com



Galileo
Wikipedia

I wandered into the town, it was the first time ashore in Cristobal, then went on board the GALILEO for a visit; rather plastic! That might have been a mistake as was sorry not to have seen more of the town. Returning to the ship in preparation for a BBQ which was Officers only and proved a great success. There was an excellent turnout, with good food and everyone mixed well and pulled together to make the event successful which was good to see. We all watched the Galileo depart at 2100 hrs. which was lovely. This turned out to be a great success and a good port in which to host such a party as so few people venture far from the ship, especially on the eve of the Canal Transit. I had a quiet watch alongside with the ship resting prior to crossing the big ditch!

Port Everglades to Cristobal 1,253 nautical miles at average speed 19.19 knots.

Friday 23rd January: Panama Canal – A very late start but a successful transit. We let go from the berth at 0915 hrs. under an overcast sky but it was dry until we cleared Gatun Locks and entered the Lakes where only a few drops of rain were experienced. We passed the GOLDEN ODYSSEY waiting to move into the Lock. She looked so tiny and we must have appeared enormous from her decks!

As usual the transit of the Canal was very exciting with masses of people, passengers and crew on all the open decks at every vantage point to observe the proceedings. We were on Monkey Island most of the time which was brilliant and arguably the finest viewing location on the ship. A good Force 4 NNW wind was astern of us all day which seemed unusual for Panama. Traffic on the Lakes was less than last year. One chamber of Miraflores was undergoing maintenance, which might account for reduction in traffic? It certainly slowed us down at the end.

The entire operation of the Canal was flawless and seamless; run across the lake and reaches was excellent in bright sunshine and the islands and banks were as lush and green as possible! I made a note during this transit to watch the Echo Sounder - we had about 15 feet of water under the keel much of the time. A dredger was working in Gaillard Cut and we passed it to port. There was quite a long period before Gamboa when only the Pilot and the Watch were on the Bridge, but that changed later. We were at Pedro Miguel by about 1400 hrs. then had to wait for tugs from the ship ahead. It took 8 minutes between gates closing and opening at this lock.

Onwards across Miraflores Lake we had to wait for clearance of the final lock chamber. Passing under Thatcher Ferry Bridge at about 1730 hrs., we then emerged into the great Pacific Ocean! The Pilots and mule gangs left in relays, as we negotiated the final Channel out of Balboa. Several ships of many flags were waiting for their eastbound transits. There was not much activity from the shore apart from four young girls who shrieked and waved at us from a little wooden landing.

Our welcome to the Pacific was a dazzling sunset over the islands to starboard followed by a wonderful warm moonlit night with not a cloud in the heavens. With little traffic we brought Canberra around Jiscarita Island and set a course of 298° towards Acapulco, to complete an excellent and exciting day, finished off with most pleasant dinner with Trevor, Hugh and Martin.



Saturday 25th January: Bound for Acapulco - Excellent weather; calm sea, clear horizon. 82°F air and sea. It was an uneventful watch, we were around 35 miles off the coast of Costa Rica with radar positions attained throughout.

After watch I played tennis with Tim R/O and cadet Colin which was great exercise and fun! We must do this daily. Had swim with Colin and later the Cadets came around for a beer and JM. After I spoke for quite a while with Dutch couple going to Sydney who are enjoying the voyage but find English difficult. They are climbers and spend most of their holidays in mountains so this must be a big change.

The ship was vibrating badly tonight but was quite looking forward to Acapulco again and hoping the weather will be kind to us. It was Mexican Fiesta tonight and chatted with Hugh after dinner then turned in. Out of interest I studied the charts today to see where another Canal could be placed if such a decision is ever made.

Sunday 26 January: Bound for Acapulco – Another fine sunny day, temperature 83°F with a glass sea and cloudless sky. Little traffic was seen and crossed Gulf of Tehuantepec during afternoon making landfall again after Midnight in southern Mexico in the state of Guerrero.

As it was Sunday, I attended the usual church and pub lunch activities. There was Cricket on as well. Passengers were flaunting their skins in the baking sun and loving it! “Mad dogs and Englishmen go out in the midday sun!” The pools were well used today too. I played some excellent sets of deck tennis with Colin Gray as we watched a gorgeous clear sunset while chatting to an old dear at the ship’s portside rail. It was a truly beautiful, warm evening, a wind just rippling the water as dusk fell. It was Burn’s Night so the Captain’s Deck was decorated with lights and M flags, for our Scotsmen Surgeon Stuart and Chief Engineer to throw a party.

The Captain and Chief were playing Deck tennis at same time as ourselves. I absolutely love this game! I asked Gina in for a drink but she was going to the Burn’s Night party so had a quiet evening writing letters and drinking alone, until JM appeared with John S. I was late getting to dinner with Gina! But it was a pleasant meal with Thompson, Bert and Levay at the table. There was plenty of wine with haggis, which was excellent, and Chef and Head Waiter were piped through the Restaurant bearing the haggis on a platter, to great applause from the passengers! Afterwards I went to a swinging party of Scottish Reels in Peacock Room. Danced the Gay Gordons and a few Highland Flings with Babs and Lilian who were in great form! The Ivan Toward Quintet was playing and music which was excellent! The Peacock Room was crowded beyond reality! Officers did the Eightsome Reel!

Monday 26 January. Arrived off the entrance to Acapulco Bay at 1100 hrs. and I joined others on the Monkey Island to watch and photograph our approach into the beautiful bay. As we steamed inwards it was a fine, rather sultry day, with little wind. Manning the Rescue Boat later was an absolute pleasure. A ski flyer was in action as we approached our anchor position. Sitmar’s Fairsea was at an inner anchorage and duly sailed at about 1315 hrs. Some local talent came water skiing around Canberra much to the delight of everyone lining the decks. I spent my four-hour watch in the Rescue Boat and wasn’t bored for a minute; read a little, watched Fairsea depart as she passed close to us. She is an extremely handsome ship, the former Cunard Liner Carinthia. Captain Chester veered Canberra’s cable to five shackles outside the pipe and she lay for most of the day with her head to the landing place at the head of the Bay.



Cunard’s RMS Carinthia (1956) sold to Sitmar in 1968 and renamed Fairland then Fairsea in 1972

Photos - Wikipedia and www.SSMaritime.com

At 1600 hrs it was a quick change and ready to go ashore; left at 1700 with Tim Smith and, once ashore we did some shopping in the market, had a delicious slice of pineapple and then walked across the peninsula to witness the last of a stunning sunset. The warm breeze wafted in from the Pacific Ocean as we sat in an arena amphitheatre descending in tiers down to the water. Fabulous! We then took a Taxi into the hills above the town to admire the magnificent panorama of the town and surrounding districts lying in the arc of Acapulco Bay, twinkling and in a myriad of colour, and lying resplendent in the middle of it all, our magnificent ship Canberra, by now lit from stem to stern. At times like this it becomes clear why our passengers embark on a voyage around the world. The sights and sounds are amazing!



Driving back into the town, we went through primitive districts, some of great poverty, with the happy latinos sitting around their doorsteps or eating in the open at little stalls where they were cooking fry ups. Some of the front rooms of the houses were crowded with families of ten or more just sitting around and chattering away. It was fascinating to see how it all comes to life after dark. We met Annette and Chris in town and we all shot up to the high divers where we enjoyed a fantastic evening, drinking and dining and dancing! A tremendous location with great atmosphere, built between steep cliffs falling away to the water. Excellent cuisine and service. I had peppercorn steak and Annette and I adored the dancing! All too soon it was time to leave and we were back to the ship by Midnight, to prepare for sailing at 0100.

It was an excellent departure, uneventful and smooth. All the tenders were housed and secured in good time, and many of the passengers lined the rails to watch as departure drew near. In the dark still night, the links of the anchor cable could be heard as one by one they were hoisted into the hawse pipe, and on the Bridge and in the Engine Room we all took our positions to take the great ship to sea again. The line of the bay against the twinkling lights in the hills was a glorious sight as the ship slowly swung to port. Once the swing was complete and the Pilot boarded his launch, Canberra bade her own farewell with three, long, deep throated blasts on the whistle. Good night Acapulco. Thank you for a lovely day. God speed until we meet again!

Cristobal to Acapulco - 1,424 nautical miles at average speed 21.74 knots

Tuesday 27 January: Bound for Los Angeles – Crew Alert! We were moving up the coast about 14 miles to seaward, the terrain was spectacular and mountainous. Cap San Telmo was abeam to starboard at 1300. After watch at 1600 hrs played deck tennis with Colin; great set! I eventually won at 13-11! The days fly past. Along with the rest of the department, I went to have a drink with McDougall to celebrate a Bingo win! Then to Levay who entertained 24 people in his railway carriage, which was awful! Chatted with Gina and Peter at the rail at sunset and Peter managed to smash a glass! Dined with them and Tim Smith which was very pleasant. I felt shattered and out of sorts as yesterday was quite a day so went straight to bed after dinner.

The weather was glorious today 82°F at noon but falling gradually to 68°F by the end of the day as we climb into higher latitudes. The sea was calm with a variable light breeze and no swell with little cloud. My attention was caught with what I think was a large swordfish this afternoon. The Syd Everett Trio were playing outside the Bonito on deck at lunch time. It sounded lovely with really swinging music which wafted up to the Bridge. There was a super atmosphere out with the pool a tempting 80°F.

Wednesday 28 January: Bound for Los Angeles – This was a quiet day. The weather was again fine with glassy seas and clear skies but the temperature is continuing to drop. Some porpoises were observed frolicking around the ship. I had some excellent sets of tennis with Colin Trappe again and Dawood flung a chair over the side to everyone's amusement, especially his own! Later I had dinner in Wardroom with Cadets, and later with Colin, Jamie, Pam, it was most enjoyable. Off later to a party in A81 with a couple from Chigwell, from Colin's table. It was a very smart cabin where I met a couple who have stayed in Barbados a few times and took a bareboat charter through the Grenadines. We then watched the wonderful production "Great Expectations" after dinner.

During the watch at midnight, we saw ships with the naked eye at 20 miles. The stars were visible so low that we kept thinking they were ships!

Thursday 29 January: Bound for Los Angeles – I got little sleep last night as my stomach and plumbing was upset. Eventually I phoned Hillary and went to see Stewart, the ship's Surgeon. He prescribed potions and pills with confidence that all will sort itself out!

A most exciting watch followed as we rendezvous with Sun Princess as she overhauled us to starboard at 1400 hrs at range of 2 cables. Signals and salutes were exchanged with pomp and salutations and everyone who possibly could be, was on deck on both ships. There was low lying fog which at times shrouded her but as she passed abeam of the big ship, she was in brilliant sunshine and a fine sight indeed. She has accommodation for 729 passengers, measures 536 feet and is 17,370 GRT. So small! The sea was glassy smooth as she passed and with a long low swell from the Northwest. This little ship was the first new ship introduced to P&O since Canberra in 1961.



The former Sun Princess, built in 1972 and best known as a guest star on the TV series Love Boat, capsized and partially sunk off Thailand, resulting in an oil spill.

Photos from Cruise Log and Maritime Executive

I was feeling a bit grim during watch, but had a rest afterwards and felt improved. At 1930 hrs I prepared for yet another party but Browne asked me to join his table Pour Out at 1900 hrs which turned out to be quite pleasant as



we've all met one another quite a lot now. All were very charming and unassuming people from the Atlantic restaurant.

Later the Neills arrived first for my party and we chatted a bit about Barbados and their home in New Brunswick. Babs, Danny, Jamie, Hugh, JM, Frank & Evelyn, Peter & Gina, Edna & Syd, Margaret N, Annette, Colin Trappe, Colin Campbell, The Matthews and Browne turned up! It was a super party even if a little over crowded! Nevertheless, everyone mixed really well and seemed to fully enjoy themselves and I certainly enjoyed having them all here! Colin helped me clean up and the place was good as new half hour after they'd all gone!

The watch approaching San Diego was long and interesting, passing Santa Catalina Island to port. I actually had to alter course for a crossing vessel. Fascinating weather; very moist, water condensation pouring down the windows, and decks saturated too. Air and sea temperature 15°F. There was a glassy sea again, with bright stars reflecting off the surface off its surface and the ship's navigation lights twinkling on the water! At one point the sea looked so bright it was easily taken for mist, until I saw the stars reflected on the surface of the water. The visibility was thankfully good throughout and we saw Sun Princess ahead at 14 miles all night. Coastal fog had in fact been forecast all morning and we were close to it but it didn't encroach. Quite a lot of phosphorescence was evident as well - so beautiful!

Friday 30 January: Los Angeles – This was a fine sunny day at Pier 93. I awoke early in order to go across to the Sun Princess but when I got to that ship, no joy! Waited for forty-five minutes and then returned to Canberra. During the day I was lucky to get over to her on several occasions, neat little job without a doubt. Many of our passengers visited her during the day as well and were suitably impressed – except perhaps for her diminutive size!

We took stores all day and loaded and unloaded cargo. The tidal range of two metres didn't cause much bother. I was free at 1900 hrs and toured Los Angeles that evening taking in Hollywood and Beverley Hills which were interesting. The Sun Princess sailed at 2000 hrs and I waved farewell to friend Rod Glynn-Morris and Malcom P the Chef. She was given quite a send-off sailing past us - an impressive sight from both ships!

Saturday 31st January: Los Angeles – San Francisco – I am now on the 8 to 12 Watch! We embarked 140 passengers with their baggage and cars to load, plus stores, mainly fresh fruit, loaded into numbers 1 and 3 hatches. Embarkation was quite fun. I had the pleasure of showing a US Navy Commander "Blue Reach" and two other guys around the Bridge - they were suitably impressed.

We had our anchors painted along with masses of overside painting as we were SSTQ (Starboard Side To Quay) for first time since Madeira. There was a hygiene inspection too necessitating much cleaning of galleys and Gunport Door areas.

We were a little late sailing a little after 1200 hrs to great ceremony and with a wall of streamers down the side of the ship. As we proceeded through the Harbour Channel fog set in so the atmosphere on the Bridge was extremely tense. Nevertheless, all went smoothly and only one telegraph Full Astern was rung! Clearing the breakwater and into open water, the fog eerie as it drifted in from the cold ocean over the warm land, which had heated to 73°F by noon. The wisps of fog soon enveloped us and the Harbour was alive with wailing fog horns! Our Promenade Deck was a mass of streamers remaining from our send-off! The remainder of the day was clear and sunny with no wind, a perfect example of the land/sea breeze we learn about in meteorology lessons at college. I went down to see Bill & Caroline Jory who had flown down from Vancouver, with their four children. They will be with us until Auckland.

Everyone on board seemed to have descended on Ports O'Call during our visit - passengers and ship's Company alike. Once we were clear of the coast, leaving the fog astern and swung the ship's head north at full RPM. We made a mathematical mean for our watch of 132.5 RPM and best speed just under 26 knots! That's an outstanding speed for Canberra! It was fun seeing her move along at that pace again and thankfully we had excellent visibility throughout the watch. The lights from ashore were clear and deceiving as there seemed to be no horizon; instead, a calm glassy sea, reflecting the starlight to give an appearance of mist. Further out to sea and away from land and looking astern there was definitely a mist as we were unable to see any other ships. Ahead ships sightings at 14 and even 20 miles distant could be seen. The barometer was high and the skies clear.

Gina & Peter poured out before watch which was lovely. Gina served a 60-year-old cheese which she obtained at Ports O'Call. Tonight was the ship's Bicentennial celebrations of the USA and a show was arranged by the Entertainments Staff. Cadet Gerard did the watch with Browne, Les Vaughan, Mohammed and myself.

On arrival San Francisco at 0552 hrs we were met with a fine day with a haze over the city. It was calm and quiet. I had lunch with Gina and she told me of the phenomenal Hyatt Regency Hotel. At 1600 hrs, along with Hugh, John, Andrew and Graham, we went for a long and interesting walk through the city eventually ending up in China



Town and then the Hyatt. It was overwhelming and had a hamburger dinner there. The subsequent watch alongside the pier was quiet. The city is so fascinating in many aspects and has a splendour about it at night when seen from the harbour - serene and peaceful with a forest of lights.

Los Angeles to San Francisco - 329 nautical miles at average speed 25.31 knots!

Monday 02 February: San Francisco – Sailing Day! An organised, but full morning with everyone flocking off the ship, then returning a few hours later. 140 passengers embarked and about 1400 visitors on board! I met Eric Neill who was on board to see his parents as he's at Uni here, he stayed until the last minute! It was a fine day, and everyone was happy with a walk to "The Wharf" and back in the sunshine. The Red Garter Band came to the Pier to play us off creating a wonderfully festive atmosphere! We sailed on time at 1345 hrs and had a fair passage across the harbour and under the Golden Gate Bridge. The eddies were affecting the steering alarmingly and the ship swung wildly at times. Even a huge and deep drafted ship like Canberra!

I watched "Young Winston" in the Cinema at 1430 hrs, which was good. Pizza followed with Tim and the Fiji girls, then dinner with Pam, Andrews and Martin. It was a quiet watch in good visibility. We are now on a ship's heading of 241 towards Honolulu. After watch I went to the disco and danced with Annette.

Tuesday 03 February: Bound for Honolulu – It's good being able to start the day with breakfast, so civilized and definitely begins the day on the right foot. Crew Alert today so the watch was busy. It was overcast throughout the morning so no sun sights and not much fun for the passengers. The sun finally peeped out while we were playing deck tennis around 1500 hrs. It was freezing but invigorating on deck! Dawood placed me in a large litter bin and proceeded to transport me across the deck – to everyone's great amusement – especially his own!

I worked on my slide collection in the afternoon, of which I have some fantastic shots taken last summer. They are all tabulated now and in sequence. The first sitting at Captain's Cocktails in the Meridian room which was quite pleasant. The passengers all seem happy with life, especially when free alcohol is flowing! I exchanged a few words with the Savins and had an excellent dinner with just Jamie and John Forde.

Wednesday 04 February: Bound for Honolulu – I managed to get Venus in the sights this morning which was good which produced a fairly successful clutch of sights. The morning started fine and sunny with a fresh, stimulating breeze across the decks. Dolphins were around the ship again. At lunch time, Gina & Peter came in for a chat after which I went to watch "Camelot" in cinema – most enjoyable. The passengers took to the pools again, as it was quite warm out of the wind.

Babs won £60 at Bingo and was pouring out in Browne's place - I was the first there then several young girls came along making it quite cheery. Off to dinner with Chris and Neale and Gerry then chatted with Tim after dinner as was told he was down in the doldrums. I made up my mind to take no liquor but ended up having one Scotch and felt off! Food so much more enjoyable without any drink.

Today there as a terrible earthquake in Guatemala! I saw John Ross putting the lads through their exercises today on Observation deck. The wind was light - Force 2, with a low head swell but no rain. It was a beautiful evening on watch. Last night a passenger caused trouble in Peacock Room. He was escorted to the Isolation hospital, where he caused a lot of damage! We are hopeful that he will be made to break voyage at the next port!

Thursday 05 February: Bound for Honolulu – Four weeks since we sailed from Southampton! It hardly seems possible! We had a busy morning on the Bridge with sights and Bridge visits all in one watch! It was a fine day with a strong SSE wind and gusting on the open decks. The temperature was 70°F. Before lunch I had the Lindsays, Jories, Babs and Neil Sayce in for a drink. It went well, they are all such nice people. The Lindsays leave us in Honolulu for a five week journey across the USA enroute home to Switzerland. Bill and Caroline are definitely my kind of people and are great company. Browne and Frank Jackson came in for an afternoon beverage, then I was off for some tennis with Colin but it was too windy to be beneficial.

After tea, Tim and I did some work on zip tops (my on board charity) and then we discussed all sorts of things trying to cheer him up somewhat. After I went to see Gina for a few minutes she took a shower then went to the shop to purchase some film. After they closed I had a drink with Patrick and Lesley, they are most pleasant company. Dinner was followed with Jamie, Martin and Pam. With all of this I knew my watch was going to be hard!

Friday 06 February: Bound for Honolulu – The day started with severe rain squalls reducing visibility to zero and causing great disappointment for our customers. Nevertheless they remained cheerful all day. I was awoken by beating rain on my windows at 0600 hrs. When I arose at 0700 hrs Canberra was stopped about 4 miles off the Harbour Entrance. The tanker Austin was hard aground and leaking oil about half mile west of the Channel off Sand Island. The port was closed and the tugs were all occupied with the casualty. What a welcome to Honolulu!



The weather was set to deteriorate and by late evening a very steep swell was pounding her stern from the south, driving her further onto the Island. The wind was Force 6 gusting 7 when we departed, and I felt sad for the Officers and crew on the tanker. We stood off the entrance until 0950 hrs when the Pilot boarded moving us into the Channel under continuous rain and, fortunately light winds. We were alongside the Aloha Tower and all secured by 1115 hrs. Honolulu was a wet and soggy sight with everything dripping, regardless, morale was high!

All the Honolulu morning and day Tours were cancelled. Shopping was the order of the day and by late afternoon the rain had stopped, although the skies remained overcast. I went ashore at 1630 hrs with Tim Smith to do some shopping and take in Waikiki Beach. We wandered around for an hour or two and found the International Market which was not very busy.

My subsequent watch was quiet, and everyone came crowding back to the ship in great spirits in time for our midnight departure. The wind remained strong from the east and gusting as we manoeuvred out of the Channel. Once we had cleared the berth we were taken too far across to the opposite quay and swung off the container berth, where another ship was alongside. The tugs on our starboard quarter pushed with little effect and Canberra swung excessively to port again. It was a job for the helmsman to steady her. With both engines on Slow Ahead, there was a series of manoeuvres as the ship's head swung again to port and the stern too far to starboard. Our stern nearly clipped the buoy on the quarter as we cleared the entrance Channel. We were definitely too far to starboard but increasing speed managed to clear it.

Almost directly below the Bridge wing the waves were breaking angrily on the rocks and the Pilot launch was rising and falling in the big troughs. We passed the tanker and a fleet of four or five tugs working hard to free her, pitching and rolling in the heavy seas. Tanker Austin must have been pounding and grinding on the seabed. If she doesn't break her back within the next day or two, she'll be a very well found ship!

While our manoeuvres were taking place, there was a tense atmosphere on the Bridge. We received word from shore that four American passengers had turned up after we had left the berth. It was decided to leave them, as conditions were not conducive to bringing them out to the ship by pilot launch.

San Francisco to Honolulu 2,085 nautical miles at average speed 23.06 knots

Saturday 07 February: Bound for Suva – I awoke to grey and leaden skies. Rain lashed over us intermittently all morning until about 1100 hrs when I hastily got a sextant altitude of the sun which gave us 9.6 away. We then allowed 1° set to the course to allow for the weather. Our course was 210° for an alteration of course off Canton Island in the Phoenix Group of islands.

Horrid weather followed us as the staff tried to keep the passengers amused and entertained inside the ship. An afternoon concert by Vince Billington was arranged and Frank put on a talk on London in the Cinema. This was followed by "Return of the Pink Panther 2" which I enjoyed very much, corny but fun!

The 4-8 watch found a fairly clear afternoon, followed by a striking sunset with stunning mauves and pink. The forecast was for more rain and thunder showers ahead!

I assisted in decorating the Wardroom for Cocktails as it was Island Night tonight - nets and flowers. The deck Cadets Paul and Gerry were helpful as well as JD Stevens and Lemm. Young Graham is no longer the Bellboy in Wardroom - hopefully promoted? JM had his Crossing the Line assembly in his place at 1830 hrs and by all accounts much enthusiasm was shown! Some are grumbling because all places have been filled with no more vacancies! I invited Bill & Caroline to Wardroom party but after over-eating at dinner, I didn't attend the party! This has got to be the last time I'm so greedy at dinner - minted pineapple cocktail, corn on the cob, fried chicken Hawaiian style and then a delicious Rum Baba with ice cream! Excellent!

A long watch followed, in which TB was feeling the effects of the Wardroom party. I went on deck for an hour or two at midnight and had drink with Pete Thompson, danced with Margaret Newman, Olive Johnson, Annette, Chris from Bureau, and Cindy (returning to Sydney) who was with Jamie M for the evening. I also had a prance or two with Lillian who looked very Hawaiian. Gina was out of sorts today so sent her a special chocolate.

Sunday 08 February: Bound towards Suva – The day began with a beautiful sunrise, the sun is up at last! It was a cloudy but fine and clear morning until a heavy shower washed the ship at 1115 hrs for about 10 minutes. The rest of the day was cloudless and no rain from Noon onwards. Typical tropical weather!

A large school of porpoises on both sides of the ship joined us putting on a wonderful performance! Judging from the number of passenger we mustered on the open decks, the whole ship was witnessing this rather lovely spectacle. One up for the 8-12 watch!!

All afternoon the 12-4 seemed to be dodging showers, as per Captain's orders! There was a Fashion show by the Bonito Pool and the models nearly got blown into the Pool! It was fairly gusty on the Officers' Deck too.



The North Equatorial Current seems to be setting us well East according to morning sights. Later it was pleasant lying on deck even though there were cloudy spells. I had a quick drink with Alison Ross who pouring out for her table, some charming passengers including the Jacksons and Perkins. A super watch followed and turned in early.

Monday 09 February: Bound for Suva – Rising at dawn and read the Bible for a while then went to the pool where I found Gina and it was a glorious morning, we have so much to be thankful for on this gorgeous ship and on such a voyage! We leaned against the rail watching the sunrise and it was heavenly in the warm and gentle breeze.

Crew Alert followed creating a busy watch! The bearing of the sun alters so little down here on the Equator until it all happens within the last hour before Meridian Altitude. We got a good fix in the end which put us 5 miles astern so the current is setting us east. Crew Alert went well and concentrating on small groups of Crew members each week now in the sections and telling them about the equipment available to them in event of an Emergency such as Fire Extinguishers. The Goanese know little about them and I'm also trying to learn as much about the ship from the Technical Library.

At lunch time I had Jimmy & Jackie, Sheila, Hugh, Annette, Babs, Bob, Bunbury, Levay and John Slade in for a drink. Quiet but pleasant. Also, Scouse joined us and was in good form. I really enjoyed having the telephonists and Jimmy in the cabin.

After lunch it was the big Line Ceremony which seemed to go well. The passengers were standing on every imaginable surface to obtain a vantage point. The decks up to Bridge were opened as it was a fabulous day throughout. The Bonito is the perfect location for the Ceremony because of the staggering decks above and looking down on the Pool. The acoustics are also excellent, I doubt there is a ship that can compare with Canberra in this regard. Today I viewed it from the Masthead!

Watched a bit of "Mr Quilp" which seems good, and after dinner dashed to the Matthews in C44 for a few minutes. There I chatted with the retired Mobil Captain who tells me he was on a 130,000 tonner and gave me lots of information on his voyages and way of life. Said the living accommodation was excellent, his suite ran right across the Bridge front. How different he must think our lives are on these great liners!



The Bonito Pool



Arcadia

"Ships that pass in the night" were Arcadia and Canberra at 2055 hours tonight. We passed at about 6 cables, she was bound for Honolulu. Huge excitement! We had all our flags flying and brilliantly lit for the passing. Both Canberra whistles were sounded as we shattered the night air. She was a fine sight and a full turnout of passengers and crew on her decks, and on ours too. Every person who was free was on deck, and there was much shrieking and popping of flash bulbs!

She had 1248 passengers on board, the Woman's weekly Annual Voyage. It was a fine and calm, moonlit night for the passing, and I'm delighted that I shall be sailing in Arcadia shortly. Very pleased indeed - in fact within a couple of months.

13 Maritime Industry Focus

13.1 Maritime UK Week 2022

Maritime Week in the UK took place between 10-16 October 2022 with a range of events and activities across the county.

To launch the week the Warsash Maritime School hosted a Careers at Sea Open Day on Saturday 8 October.



Information was offered to learn more about our Officer Cadet training programme featuring excellent teaching/facilities, professional and academic qualifications up to honours degree level. Course fees can be covered by a sponsoring company, and receipt of a salary or training allowance while you study!

13.2 A Ship Within Troubled Waters - John McLaurin (non- member)

This was taken from the Pacific Maritime Online, Pacific Maritime Magazine as written by the President of the Pacific Merchant Shipping Association, John McLaurin on November 4, 2022. As the WANA Branch had its AGM in 2016 on board the Mary, it is rather disheartening to see such a wonderful lady heading in this direction! AH Ed.

The vessel/hotel Queen Mary and its conjoined Russian submarine, sit abandoned and rusting in Long Beach. They are an example of civic pride gone awry and failed governmental oversight.

The Queen Mary is a story of unfulfilled promises, multiple bankruptcies, city auditor reports, unaccounted for public funds, multiple operators and a vessel/hotel that has bounced between the City of Long Beach and the Port of Long Beach, back to the city and now a proposal to give it back to the port.

The Queen Mary is indeed iconic. It is also a failure and an example of poor public policy decision making. And now the City of Long Beach wants to push its mismanagement and its ongoing failure to become the responsibility, once again, of the Port of Long Beach.



The 'Mary' at Longbeach in 2016

When the Port of Long Beach celebrated its 100th anniversary, it commissioned a history of the port. Published in 2015, the book (Port Town by George and Carmela Cunningham) detailed not only the history of the Port of Long Beach, but also included the controversy surrounding the Queen Mary.

Below are some excerpts from that book that look back 50 years ago – revealing an instructive and stunning consistency with the current situation of cost overruns, delays, controversy and failure.

While the port discusses the possible transfer of the Queen Mary from the city, the port's own history would indicate a need for due diligence, caution and an honest assessment as to why the port should accept a ship it realized 50 years ago would never be profitable, especially when the costs to restore it have risen from \$57 million to a minimum of \$354 million.

"The problematic process of restoring the Queen Mary had become a political time bomb ... Long Beach bought an old bucket, a rust bucket," Los Angeles County Supervisor Kenneth Hahn declared in 1969. "It's a monument to stupidity."

"The Queen Mary had fallen sadly short of what Long Beach had envisioned when she first arrived in the harbour in 1967. Despite all of the optimism and hoopla about the new role for the aging ship, she turned out to be more of a money pit than an asset. The ship had been expensive to retrofit and expensive to maintain. The millions of dollars spent to present her in her best light did not translate to the millions of visitors that had been expected to flock to her decks. In 1978, the city had turned the money-losing historic liner over to the port."

"It was time for harbour commissioners to make a hard decision. Since the port had taken over the Queen Mary, it had been losing money at a slower rate than previously, but it remained a long way from being profitable. Was it time for Long Beach to cut its losses on the ship and stop haemorrhaging cash? The port had three options: keep the ship with all the long-term losses that option could include, find a buyer for it, or sell it for scrap. An attempt to attract interest from buyers had not been successful".



“And then there was the Queen Mary – perhaps the biggest build-up with the biggest let down of all, a floating money pit that had been turned over to the port in order to cover its losses”.

The issues today surrounding the Queen Mary as documented in Port Town remain the same as they did 50 years ago – except the financial liability and risk to the Port of Long Beach is now in the hundreds of millions of dollars at a minimum.

At a port commission meeting held earlier this year, the POLB’s chief financial officer stated that the port would need to spend \$354 million, possibly more, to make the Queen Mary safe for visitors.

That sum of money did not include what would be needed to improve the vessel and the surrounding land in order to make it a viable attraction – a number that is an additional hundreds of millions of dollars.

According to the port, spending \$354 million would generate \$38 million in revenue. Not a great return on investment. More alarming was the financial officer’s comment that if the port incurs such costs, “that would be it;” the port would not be able to embark on any other capital projects – and would have to defer parts of their highly touted Pier B (on-dock rail facility) project.

Transferring the Queen Mary to the Port of Long Beach would burden the Port with a cost that will impact its future success and environmental goals and would also risk the economic future of the city, as the port is the economic driver of the city as well as the region.

What is needed is a comprehensive and independent review of the Queen Mary to estimate the total amount for the cost to repair, restore and make the vessel and adjacent property into an attraction or hotel that brings visitors in sufficient numbers to pay for its ongoing operation and maintenance.

If that estimate is an amount that is not reasonable or achievable, then those parts of the vessel that can be salvaged should be saved and the rest disposed of.

The Queen Mary has been operated and controlled by the City of Long Beach for over 50 years and has been directly operated by the city (twice), the Port of Long Beach, for-profit companies and non-profit organizations.

The one thing that has been consistent through the years has been failure, mismanagement, cost overruns, unaccounted for public funds, repairs that cannot be documented, bankruptcies and the promise of success which has never materialized. Simply transferring this failed project from one city department to another is not the solution.

John McLaurin is President of the Pacific Merchant Shipping Association, an independent, not-for-profit shipping association that focuses on issues affecting international trade. The opinions of columnists do not necessarily reflect the opinions or beliefs of Pacific Maritime Online, Pacific Maritime Magazine or Maritime Publishing.

13.3 Halcyon – Stan Bowles (BowlesS69)

Many will remember their time on Halcyon built in 1929 by Vosper Thornycroft. It seems inconceivable that she was involved in a fire that has left her in a seemingly unsalvageable state.



Halcyon in all her glory



The following is from Boat International on 7 September 2022 and written by Katia Damborsky.

Halcyon goes down in flames. 29 metre classic yacht goes up in flames in Corfu. A 29-metre classic yacht named Halcyon caught fire at P pontoon in Gouvia Marina, in Corfu.



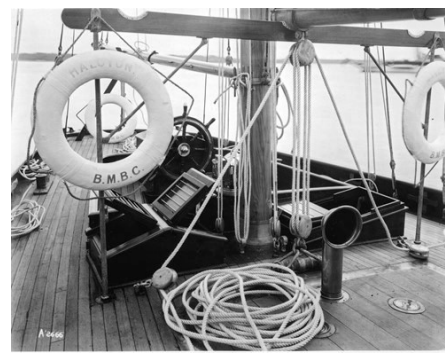
According to local reports, the fire broke out around 4 pm local time on board a 29-metre sailing yacht and then spread to several other yachts in the vicinity. Halcyon was then towed out of the marina but the damage to the hull and weight of the water required to extinguish the flames caused her to sink.

Other yachts involved in the fire included a sailing catamaran and a motor boat. Firefighters worked to extinguish the flames, with five fire engines and boats working to contain the disaster. Authorities are also trying to implement floating protection nets to minimise pollution. No injuries were reported.



No words can express the sadness of this event!

Remembering Halcyon





14 Online Maritime News – AH Ed.

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

Subject Link	Source
The End Of The World Is Just Beginning For Shipping https://gcaptain.com/end-of-the-world-is-just-beginning-book-review/?subscriber=true&goal=0_f50174ef03-94c20490a2-170254293&mc_cid=94c20490a2&mc_eid=2bec9004fe	
Calling Suppliers: Norway Needs Tech for World's First Ship Tunnel https://maritime-executive.com/article/calling-suppliers-norway-needs-tech-for-world-s-first-ship-tunnel	
MarineInsight 9 Free smartphone apps which may be helpful for seafarers and professionals. Download the Marine Insight Mobile App to access thousands of practical-based maritime articles at https://buff.ly/3gnKr5X	
Carnival Celebration Arrives In The Caribbean For The First Time https://cruiseradio.net/carnival-celebration-inaugural-visit-grand-turk/	
A Whitepaper on Lithium batteries – significant given all the issues! https://www.ttclub.com/news-and-resources/publications/lithium-batteries-whitepaper/	
The Role of Methanol in Shipping's Energy Transition Explored at First London Methanol Summit https://gcaptain.com/the-role-of-methanol-in-shippings-energy-transition-explored-at-first-london-methanol-summit/	
Methanol as a Marine Fuel Paper from the Methanol Institute https://www.methanol.org/wp-content/uploads/2020/01/Methanol-as-a-marine-fuel-january-2020.pdf	

15 Obituaries

15.1 Her Majesty HRH Queen Elizabeth 2 - Robin Plumley MBE (PlumleyR72)

As we are all very much aware of HRH Queen Elizabeth's passing, it would be remiss of me not to mention her Majesty. Rather than reiterate much of what has been said around the world about her life and what she meant to all of us, I would like include a memory 'recall' from Robin Plumley in Cachalot about receiving the Polar Medal. ALL Hands Ed.

Robin writes:

In 1993, I received a letter dated 20th July 1993 from the Hydrographer of the Navy, as part of the Queen's birthday Honours List "advising that Her Majesty The Queen has been graciously pleased to award you the Polar Medal in recognition of your outstanding service to, and as a member of, British Antarctic Survey expeditions." The award was gazetted in the Supplement to The London Gazette dated Tuesday 27th July 1993.

I had transferred from BAS in 1992 to the research vessels operated from Barry, but soon to move to the newly built Southampton Oceanography Centre. In command of RRS Charles Darwin I was unable to attend the dates provided for an investiture until the following year. This eventually occurred on Thursday 17th February 1994 at Buckingham Palace, with HM The Queen making the awards. I was able to take two guests and went with my wife Karen and my father. There is a briefing beforehand in how to address The Queen (Ma'm not Maam) or (jam not marmalade), and the arrangements for being brought forward and what to expect with Her Majesty.

The Polar Medal is the last of the Honours and with my surname at P, I was the last recipient to be brought before The Queen, with one of my former colleagues in BAS ahead of me. There are plenty of hands available to ensure you make the right move at the right time.



Well briefed, I made my subdued entry with relatives and guests seated to the right in the magnificent Ballroom, a military band playing quietly in the background. On reaching the correct position, turn and a slight bow to The Queen then two paces forward. As she hangs the medal to the temporary loop on my jacket, she asks how the RRS James Clark Ross is getting on in the Antarctic. She launched the vessel in 1991 at the shipyard of Swan Hunter on the River Tyne. With a suitable and short reply she smiles, shakes my hand and with a deft push from her, I



take two steps back, make a slight bow, turn and walk to the exiting side of the Ballroom. My medal is taken off immediately and the loop removed as they place the medal in its box. At this point the band strikes up with a fanfare and the National Anthem followed by Benjamin Britten's Young Person's Guide to the Orchestra. Very stirring. As I was last, and not yet out of the Ballroom, Her Majesty is already making her departure from the stage and I am reminded to stand still facing forward and make a slight nod of the head as she walks past.



The Polar Medal was instituted in 1857 to reward early explorers attempting to discover a shorter

route north of Canada for ships bringing spices from the Far East. The first awards were made to thirteen men engaged in a search expedition to discover the fate of Sir John Franklin and his crew who were lost in 1847 while looking for the North West Passage.



15.2 Master of the Merchant Navy and Fishing Fleets, a short remembrance ceremony

In recognition of the dedication and commitment that Her Majesty Queen Elizabeth II gave to our maritime nation as Master of the Merchant Navy and Fishing Fleets, a short remembrance ceremony was held at Solent this week.

At the start of the welcome session for Warsash Maritime School's newest recruits, held in the University's Palmerston lecture theatre, Warsash Cadet Liaison Officer Stephen Strowger moved and inspired 150 cadets with the following words:



"To be inspirational you don't have to save lives or win medals. I often draw strength from meeting ordinary people doing extraordinary things: volunteers, carers, community organisers and good neighbours; unsung heroes whose quiet dedication makes them special. They are an inspiration to those who know them."

Queen Elizabeth II - Rio 2016 said "The sea is our constant. For those who sail upon her, the people who work with her, the families that depend on her and for the dedication of those who serve her, The Merchant Navy has many unsung heroes".



Stephen continued – “No doubt, the Queen was addressing many of us with those words. Not all of us will be heroic, in the common sense. Your daily activities, your labours and work to even gain your Certificate of Competency will seem, in themselves at times, heroic, even at a personal level. Remember, you are never alone”.

15.3 Lieutenant Commander Frank Nowosielski - The Daily Telegraph, October 2022 Trafalgar Day

One of Lieutenant Commander Frank Nowosielski commanding officer of HMS Victory at Portsmouth his most notable achievements was overseeing the restoration of Victory's foretopsail from the Battle of Trafalgar.

Lieutenant Commander Frank Nowosielski, who has died suddenly aged 69, was the longest-serving commanding officer of HMS Victory, Nelson's flagship at the 1805 Battle of Trafalgar, and one of the most enthusiastic and well-informed of Victory's modern-day captains.

Nowosielski's time as First Lieutenant of Victory from 1989 to 1992 inspired an ambition to become her commanding officer, an appointment which he secured in 1998. He hosted many official functions and met many VIPs, including Russell Crowe, when he was researching his role in the film Master and Commander: The Far Side of the World.



Russell Crowe in Master and Commander
The Far Side of the World



Frank Nowosielski with Lady Thatcher
on board HMS Victory

He also developed local links presenting leadership prizes to the Admiral Lord Nelson school in Portsmouth, and supporting the Victory Centre at the City of Portsmouth Boys' School which provides support for those with special needs and learning difficulties.

For seven years, Trafalgar Day started early for Nowosielski with radio broadcasts, a service of remembrance on board, and the laying of a wreath at the spot where Nelson died. The bicentenary of the Battle of Trafalgar in 2005 was particularly busy: he signed first-day covers and certificates of authenticity for items made from Victory's oak, and the actual day finished with a grand dinner in Nelson's cabin, and on the following Sunday a service at St Paul's.

However, one of his greater achievements concerned Victory's foretopsail of 1805, which had lain for many years beneath mats in a Portsmouth gymnasium when it was rediscovered, in a sorry state, in the 1960s. After a brief period of conservation, the sail, spanning the equivalent of two tennis courts, was temporarily hung in Number 4 Boathouse, Portsmouth, during the Festival of the Sea in 1998.



Trafalgar Day in Victory: Nowosielski is directly opposite the Vicar.

Showing shot and bullet holes from the Battle of Trafalgar, but missing pieces which had been taken by souvenirs during its long life, the sail had an extraordinary public reception, with families staring at it in silence as if it was lying in state.

Nowosielski was determined that the sail should be permanently on show and, with the late Rear-Admiral Richard Hill of the Society for Nautical Research, he raised a six-figure sum mostly from the Cristina Foundation via the Argent Funds group. He oversaw the sail's conservation and conceived a scheme to exhibit it. Opened by the Duke of Edinburgh, the



display included an audio and lighting presentation using clips from Crowe's film and setting the mood for visitors to imagine the famous battle.



Nowosielski with the Duke of Edinburgh as he opens the exhibition showcasing the Victory's foretopsail from 1805.

Frank Nowosielski was born on October 5 1952 in Yorkshire, where his Polish father, Franciszek, who had seen his parents shot by the Russians and had fought for the Allies during the Second World War, met his mother, Diana. Young Frank went to primary school in the West Riding and gained his A-levels at Normanton Grammar School.

He failed the Admiralty Interview Board (AIB) in 1970 but decided to join the Navy as a rating, a process which took six months to obtain the necessary security clearance. He trained at HMS Raleigh in Torpoint, Cornwall, where he came top of his course, winning the bosun's call in June 1972, and became a radar operator. His first ship was the frigate Grenville, where he slept in a hammock and recalled trying to overcome seasickness.

Ten years later, as a leading seaman, he again attempted the AIB, and this time passed. He served briefly in the carrier Hermes as a petty officer before joining Britannia Royal Naval College, Dartmouth, where he passed out top of his class.

Of his long rise from the lower deck to the quarterdeck, Nowosielski said: "There has always been the opportunity in the Navy for people from the lower deck to [become officers] but it's not easy ... [and] you have to have a lot of commitment as well. It has taken me longer to reach this position [command of Victory] than it would have had I entered as a junior officer, but it has given me a great deal of experience of life on the lower deck which hopefully I can use."

Nowosielski was always fair, open, decent and transparent in his dealings. Tall and broad-shouldered, he was a fast rugby winger, but his name was too difficult to shout, so when his side had the ball, the cry would go up "Give it to Nijinsky!" As a teenager Nowosielski earned pocket money as a caddy on Pontefract golf course; in retirement he joined Wickham Park golf club, playing off a low handicap, and he died suddenly at the 17th hole.

Frank Nowosielski, who was appointed MBE, married Paula Vesey in 1974: she survives him with their two daughters. Lt Cdr Frank Nowosielski, born October 5 1952, died July 30 2022.

15.4 John Cranswick ([CranswickJ59](#)) reported by John Marshall ([MarshallJ59](#))

It was reported by Marc Cranswick, John's son, that his father had passed away recently (24/08/2022). Apparently, John was in hospital in Perth, Western Australia awaiting a heart bypass operation when he suddenly and unexpectedly died.

John Marshall (Aus) and Chris Clarke both remember him when at SoN in 1959 - John was SCC Stb'd Watch (P&O). John sailed with J D Cranswick when they were cadets together with P & O.



Happy Holidays Everyone!

And here's to a bright 2023!



Furness Bermuda Line



Ocean Monarch - 1950 sold 1966 Sunshine postcard



Ocean Monarch alongside Hamilton, Bermuda



Ocean Monarch shinney telegraphs well done QMs!



Ocean Monarch Bridge



QOB Starboard Bridge wing looking aft



Period Poster for the Furness Bermuda Line



Postage Stamp for the Furness Bermuda Line



The Ocean Monarch Model from our late WANA Secretary Jimmy Mac ([MacIntyreJ59](#)) provided by his sister Christine

All above photos - Martin Greenwood ([GreenwoodM64](#)) Membership Secretary and former Ocean Monarch Officer

All Hands 2022-3 (UK Autumn)

