

ALL HANDS



Journal of The Warsash Association

Iconic Ships

QUEEN ELIZABETH 2



Queen Elizabeth 2 – Photo courtesy Richard Sisson ([SissonR76](#))

Tonnage: 70,327 GT; Displacement 49,738[2]; Length 963 ft (293.5 m)

Beam 105 ft (32.0 m); Height 171 ft (52.1 m); Draft 32 ft (9.8 m); Decks 10



Photos courtesy Richard Myton ([MytonR63](#))





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

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1 From the Executive Committee

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

Dear Members,

Welcome to the Spring (UK) edition of All Hands and perhaps it is time to sit down, put your feet up and smell the coffee! Enjoy this latest All Hands edition!

It seems a while ago but the Christmas Lunch was well attended and thoroughly enjoyable. The Royal Maritime Hotel & Club looked after us very well in our own private room and we will be repeating the experience I feel sure. It was a great opportunity to present Alan Ewart-James with his Certificate of Life Membership which was so richly deserved and to thank him for his many years of service in various roles, the latest of which, of course, is as Treasurer.

I hope to be meeting with Chris Clarke in the next few weeks to present him with his Certificate of Life Membership. Chris also has given unstinting service to the Association over many years as Webmaster and Editor of All Hands and much besides. This is the least that we could do to recognise his efforts and offer him our sincere thanks as he continues to provide backup whilst handing over to Stan Bowles.

Our contact with the Officer Cadets has improved immeasurably over the last few years with the Cadet Liaison Officer joining the Executive Committee. Captain Mike Smith, one of the new members of the Executive Committee, has taken on the role of Cadet Liaison Coordinator. He now has responsibility for maintaining Association contact with the Officer Cadets and to review how we can assist and engage with them. Captain David Watkins, also a new Executive Committee recruit, has given a presentation on his experiences at sea to the new Phase 1 intake at the Welcome Week. As we all know, it does not take very long after completing time at sea for memories to dim and for new industry procedures and systems to take over. It is fantastic to have Mike and David, both recent practising seafarers, thoroughly engaged with the Officer Cadets.

I would like to take this opportunity of thanking OC Stephen Strowger, the recent Cadet Liaison Officer, for his time and effort in getting the Officer Cadets much more engaged with the Association and highlighting some of the issues confronting OCs today. The one issue of greatest concern remains the same – namely, the difficulty in obtaining the necessary sea time to enable candidates to progress to the oral MCA examinations and their certificates of competency for an OOW role. Stephen has returned to his sponsoring company to complete his sea time and at the last count he was sunning himself in the Caribbean!

You will have seen the circular announcing the arrangements for the next Social Event which will take place 28th/29th September. The event will be based on Chichester but the hotel selected is in Emsworth. A Chichester Canal trip has been organised by Keith Javan, one of the canal boat skippers, but in addition there is much to see and do in and around Chichester. The response from those members who are interested in attending has been very encouraging and a booking form will be sent out in a month or so. I hope that as many of you will be able to attend as possible.

We have been invited by the Old Conways' Association to attend their black tie dinner event in Portsmouth on 14th October. It would be great if we could put together a table to attend – please make contact if you would like to join me.

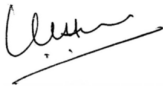
As you may know, the Individual Achievement Award is one of the prizes which is presented at every Graduation Ceremony. The winner is chosen by the Warsash Maritime School and the Sword of Honour is presented to the Officer Cadet who has succeeded with their training in spite of difficulties along the way. It has been suggested



that the Sword of Honour should be renamed the Captain Wakeford Sword of Honour in recognition of our founder and I will be progressing this suggestion.

A note for your diary – traditional pen and paper or otherwise – the AGM will be held on Zoom at 0800 UK on 30th October.

Wherever you may be, I hope you can enjoy the months ahead and I look forward to catching up with you at one of the planned events in the future or at least on line for the AGM.

With best wishes,  Roger Holt, Chairman - HoltR64@warsashassociation.net

1.2 From the Webmaster – Captain Stan Bowles ([BowlesS69](#))

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

WA Membership worldwide currently is 601 (includes 190 Officer Cadets & Officers at sea after a number of fee defaulters were re-classified as Resigned). Of the total number 97% are online.

Please remember to update your own personal details in your website Profile. Even though the website was intentionally designed so members can update their own details, the Membership Secretary and Webmaster often have to do it for others to maintain record accuracy. However, if in difficulty please do not hesitate to notify Martin Greenwood (wamemsec@warsashassociation.net).

Unfortunately, once again we require up-to-date email addresses from the following members:

Gerald Rapp (Canada) - please add wawebmast@warsashassociation.net to your whitelist; Dennis Mason (NZ); Patrick Taylor (1958); Maxilmilano Corti (2018); Connor Colebrooke-Taylor (2018); Izzaf Embron (2018); Dawn Edwards (2018); Jacob McNamee (2022); Sam Farrell (2022); Peter Hull (1960); Matthew Gigg (2018); Charles Schofield (2021); Nigel Combes (1957); Gerard Coleridge (1964); Tom Branley (2014).

If you can help e.g., in contact with any of those members, please kindly inform them we need their new email address.

The handover of Webmaster duties following the 2022 AGM to Captain Stan Bowles will extend long into 2023 whilst Chris Clarke relinquishes the role.

To ensure the website continues to support and help grow the Association, further assistance is needed. It is not a 'techie' role, all the technical work is done by our support company. Anyone who is 'averagely computer literate' would be able to handle at least some of the admin-type duties during an agreed handover phase. Most of the tasks follow links which guide us step by step. These duties can easily be shared between two or three members from any country. Illustrated guidelines are available.

Please give serious consideration about helping our Webmaster. If you decide yes or if the answer is only a tentative 'maybe' please email Stan Bowles at wawebmast@warsashassociation.net.



Geoff Stokoe's day-job?

There is no requirement for anyone supporting the Webmaster to reside in the UK, our technical support company moved to the USA about four years ago and our current support company is also based there.

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

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

This edition has been very pleasurable to put together. It goes without saying that the Iconic Ship for this issue, the QE2, has had a very memorable career that remains ongoing since 1969. I remember running to the 'Bridge' at the SoN to see her departed the Solent on her maiden voyage. There is so much information about her illustrious life that it has been a challenge to select what to include in this edition. I hope you enjoy the selection for this edition and of course there will be snippets in the following editions as is being done with Canberra.

I am thoroughly enjoying putting All Hands together as it has made me realise the importance of the Journal in 'gluing' the Association together. All your submitted articles, apart from their interest, does really challenge me with respect to the limitation of the number of pages for publication. Please continue to fire them at me as my pending file swells! Thank you!



Our next Featured Shipping Company will be Panocean Shipping & Terminals (POST) which morphed into Panocean Anco. Those that sailed in the chemical trade will no doubt wish to provide some interesting anecdotes!

A review is under way to consider any possible changes to the presentation of our journal. Members are invited to send in their ideas for consideration to waahed@warsashassociation.net including size, paper weight (thickness), finish (silk, matt, uncoated) and colour. The current specifications are: size - A4 (standard letter); cover pages – 130 gsm (grams per square metre) in colour; internal pages - 70 gsm all text and images black only; finish of all pages - uncoated).

For members who have opted for the printed version, your thoughts may include simply how it looks, or perhaps for ease of reading and storage. This does not of course apply to the online electronic version when displayed on screen as any changes should automatically be handled by website software. **Stan**

2 WA Notices, News and Events

2.1 2022 Christmas Lunch

A most enjoyable Christmas lunch was held at the Royal Maritime Hotel, Portsmouth on Saturday 10th December. Below are a couple of photos from the luncheon – more can be seen on the website.



(Clockwise from far left) Tony Catesby, Keith Javan, Paul Bowes, Alan Ewart-James, Donald Baldey, Penelope Bowes, Celia Javan, Andrena Catesby (back to camera), Rosemary Ewart-James (back to camera)



(Clockwise from centre) John Clarke (between blue curtains, senior member present 1944), Janet Rix (John's Daughter), Doug MacAllister, Shirley MacAllister, Eileen Goldberg, Peter Goldberg

2.2 New Joiners Since AH2022-3 – (Webmaster)

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

Mr	Sam Samuels	SamuelS22	2024	UK&Ireland	22/12/2022
Captain	John Clandillon-Baker	BakerJ70	1970	UK&Ireland	21/02/2023
Mr	Muhammad Tamimy '21	TamimyM21	2022	UK&Ireland	15/02/2023

*Joined as Officer Cadet.

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

January saw the commencement of collection of our Annual Fees for all members. Most had paid their dues by the end of the month and I am pleased to report that all members are now in good standing.

During 2022 Colin Jones, 1949, “crossed the bar” in February and Thyge Enevoldson 1956 and Michael Payze 1961 resigned.

Whilst the majority of our members would appreciate a “get together” at some time in 2023 we believe that the costs involved in travel within Australia and associated accommodation costs etc. will not be feasible.

We are instead attempting to have State by State gatherings as the majority of our members in each State live close to each Capital City. We continue to encourage meeting with other College Associations who, like the Warsash Association are having great difficulty retaining current membership let alone finding new members.

If any members of the greater Warsash Association are planning a visit “Down Under” please let us know and we would be happy to arrange a gathering in their honour and hopefully be able to renew old friendships.



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

2023 started with some turbulence! Our Prime Minister, Jacinda Adern, rang Finished with Engines, the North Island was hit with two cyclones accompanied by record rainfall and flooding, whilst the South Island suffered from drought conditions.

Normality has now returned and plans are currently in progress for a get together lunch to be held in the first week of April.

The venue will be the previously visited French Rendezvous Restaurant, on Lake Pupuke, Auckland. As well as enjoying a lunch together, discussions regarding this year's AGM will no doubt take place.



North Island Flooding versus South Island Drought

2.5 North America Branch News – Secretary Roger Purdue ([PrudueR60](#))

The Co-Chair Stan advises that Roger Purdue ([PrudueR60](#)) had taken over the Secretary role. A paper AGM was held and it is hoped that there will be a face-to-face get together, possibly in September 2023 (suggestions most welcome).

Roger's inaugural initiative is to have the Branch associated with the British Columbia Maritime Museum which has been in existence in Victoria (the Provincial capital) since 1955. In 2014 the Museum was forced to move from its premises as the building where it was housed was in need of seismic strengthening (Victoria lies on the San Andreas fault). It moved into an unimposing downtown location while looking for something more appropriate to its mission and aspirations.

Recently, gallery space became available in the newly renovated Canadian Pacific Steamship terminal. To strengthen a widely-held view that this space represented a suitable home for the BC Maritime Museum, Stan communicated with the Museum and the Victoria Times Colonist newspaper to convey the support of the WA "for a living history of all those who have lived, worked and died in, on and beside the sea. The community of interests involves not just mariners, of course, but the indigenous peoples of the coastal communities, as well as the millions of people of this province (and others) who have settled in this supernatural, sea-bound environment." Hopefully we will be able to report favourable endeavours as this initiative moves forward.

3 Warsash Maritime School News

3.1 Maritime Simulation & Autonomy – from the WMS Facebook Page - Ed

Warsash Maritime School's Captain Zakirul Bhuiyan, Associate Professor of Maritime Simulation and Autonomy, was recently invited to address the International Maritime Organisation's HTW 9 (Human Element, Training and Watchkeeping) sub-committee session at the organisation's headquarters in London.

Speaking earlier this month, Captain Bhuiyan discussed the latest advancements in navigational training and highlighted the emerging skills gap concerning Maritime Autonomous Surface Ships (MASS). He also outlined key research findings from the IGNITE project, through which Solent University and industry partner, Wärtsilä, are currently developing a scaled demonstration and training facility for remotely operated MASS.

Find out more about the Warsash Maritime Autonomous Surface Ships (MASS) Research Centre, and the IGNITE project at www.solent.ac.uk/wmrc.





4 Graduation Photo – ONC Deck Intake of January 1972 - Martin Wise



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 (SS&A)

Dave Hesketh (Ellerman)

Brian Langford (Fyffes)

Steve Altoft (Fyffes)

John Kelly (P&O)

5 Lighter Moments – Various Contributors (Ed.)



I spotted a Marmite van on the motorway. It was heading yeastward

6 Iconic Ships

6.1 Queen Elizabeth 2 – edited from Wikipedia – Ed.

Queen Elizabeth 2 (QE2) was operated by Cunard as both a transatlantic liner and a cruise ship from 1969 to 2008. She was then laid up until converted and as of 18th April 2018 has been operating as a floating hotel in Dubai.

She was designed for the transatlantic service from her home port of Southampton, UK, to New York, USA and served as the Cunard flagship until succeeded by Queen Mary 2 (QM2) in 2004. QE2 was considered the last of the transatlantic ocean liners until "Project Genesis" was announced by Cunard Line in 1995 after the business purchase of Cunard by Mickey Arison, Chairman of Carnival and Carnival UK. Project Genesis was intended to create new life in the ocean liner saga, and in 1998, Cunard revealed Queen Mary 2 to spearhead the project.

QE2 retired from active Cunard service on 27th November 2008, acquired by the private equity arm of Dubai World, which planned to begin conversion of the vessel to a 500-room floating hotel moored at the Palm Jumeirah, Dubai. The 2008 financial crisis intervened, however, and the ship was laid up at Dubai Drydocks and later Mina Rashid. Subsequent conversion plans were announced in 2012 and then again by the Oceanic Group in 2013, but both plans stalled. In November 2015, Cruise Arabia & Africa quoted DP World Chairman Ahmed Sultan Bin Sulayem as saying that QE2 would not be scrapped and a Dubai-based construction company announced in March 2017 that it had been contracted to refurbish the ship. The restored QE2 opened to visitors on 18th April 2018, with a soft opening.



Development - By 1957, transatlantic travel was becoming dominated by air travel due to its speed and low cost relative to sea routes, with passenger numbers split 50:50 between sea and air transport. The increase in market share by air showed no signs of slowing down, especially once the Boeing 707 and the Douglas DC8 entered service in 1958. Conversely, Queen Mary and Queen Elizabeth were becoming increasingly expensive to operate, and both internally and externally were relics of the pre-war years and needed to be retired by the mid-1960s.



QE2 on the slipway, 1967

Despite falling passenger revenues, Cunard did not want to give up its traditional role as a provider of a North Atlantic passenger service, and so decided to replace the existing ageing Queens (QE and QM) with a new ocean liner designated "Q3", as it would be the third Cunard Queen. The Q3 was projected to measure 75,000 gross register tons, have berths for 2,270 passengers, and cost about £30 million. Work had proceeded as far as the preparation of submissions from six shipyards and applying for government financial assistance with the construction when some executives, directors and shareholders revolted, leading to the benefits of the project being reappraised and ultimately cancelled on 19th October, 1961.

Cunard decided to continue with a replacement "Queen" but with an altered operating regime and more flexible design. Realising the decline of transatlantic trade, it was visualised that she would be a three-class (First, Cabin and Tourist) dual-purpose ship operating for eight months of the year on the transatlantic route, and during the winter months would operate as a cruise ship in warmer climates.

Compared with the older Queens, with two engine rooms/four propellers, the newly designated Q4 would be smaller with one boiler room, one engine room/two propellers, and combining automation would allow a smaller engineering complement. Producing 110,000 shp, the new ship was to have the same service speed of 28.5 knots similar to the previous Queens requiring 160,000 shp. The older Queens had 200,000 shp, whilst the fuel consumption would be halved to 520 tons/24 hrs, with an annual saving of £1M in fuel cost. The Q4 would also be able to transit both Panama & Suez Canals with the shallower draft of 32 feet, seven feet less than her predecessors, and allowing her to enter ports they could not.

Design - QE2's interior and superstructure was designed by James Gardner. It was described by The Council of Industrial Design as that of a "very big yacht" and with a "look that was sleek, modern and purposeful".

Construction - On 30th December 1964, Cunard placed an order for construction of the new ship with John Brown and Company, at their shipyard in Clydebank, Scotland. At £25,427,000, with provision for escalation of labour and materials increases, and an agreed delivery date of May 1968. The British government provided financial assistance to Cunard of a £17.6 million loan at 4.5% interest.

The keel was laid on 5th July 1965 (hull No. 736) on the same slipway where previous Cunard liners such as Lusitania, Aquitania, Queen Mary, and Queen Elizabeth had been constructed.

The ship was launched and named on 20th September 1967 by Queen Elizabeth II, using the same pair of gold scissors her mother and grandmother used to launch Queen Elizabeth and Queen Mary respectively. After the bottle of champagne was smashed the QE2 stayed put on the slipway for 90 seconds before being let free.

Hull - The hull was of welded construction, which avoided the weight penalty of over ten million rivets and overlapped steel plates compared with the previous Queens. Unlike the two previous ships the QE2 also had a bulbous bow. QE2's long bow was typical of regular service ocean liners, which sailed at high speed to keep a schedule in any weather.



QE2's bow

Superstructure - Like both Normandie and France, QE2 had a flared stem and clean forecastle.

Funnel - Controversial at the time, Cunard decided not to paint the funnel with the line's distinctive colour and pattern, something that had been done on all merchant vessels since the first Cunard ship, RMS Britannia, sailed in 1840. Instead, the funnel was painted white and black, with the Cunard orange-red appearing only on the inside of the wind scoop. This practice ended in 1983 when QE2 returned from service in the Falklands War, and the funnel has been repainted in Cunard traditional colours (orange and black), with black horizontal bands ever since. The original pencil-like funnel was rebuilt in 1986 as an enlarged version using metal from the original, when the ship was converted from steam to diesel power.

Large quantities of aluminium were used in the framing and cladding of QE2's superstructure. This decision was designed to save weight, reducing the draft of the ship and lowering the fuel consumption, but it also posed the



possibility of corrosion problems that can occur with joining the dissimilar metals. A jointing compound was coated between the steel and aluminium surfaces to prevent this occurring. The low melting point of aluminium caused concern when QE2 was serving as a troopship during the Falklands War: some feared that if the ship were struck by a missile her upper decks would collapse quickly due to fire, thereby causing greater casualties.

In 1972, the first penthouse suites were added in an aluminium structure on Signal Deck and Sports Deck (now "Sun Deck"), behind the ship's bridge, and in 1977 this structure was expanded to include more suites with balconies, making QE2 one of the first ships to offer private terraces to passengers since Normandie in the 1930s. Her balcony accommodation was expanded for the final time during QE2's 1986/87 refurbishment in Bremerhaven. During this refit, the ship was given a new wider funnel built using panels from the original. It retained the traditional Cunard colours. The final structural changes included the reworking of the aft decks during the 1994 refit (following the removal of the magrodome), and the addition of an undercover area on Sun Deck during her 2005 refit, creating a space known as Funnel Bar.

Characteristics - At the time of retirement, the ship had a gross tonnage of 70,327 and was 963 ft (294 m) long. QE2 had a top speed of 32.5 knots (60.2 km/h) with her original steam turbines; this was increased to 34 knots (63 km/h) when the vessel was re-engined with a diesel-electric powerplant.

Naming - Authorities disagree over whether the ship's namesake is the monarch Elizabeth II or the liner Queen Elizabeth. Queen Mary, in 1934, and Queen Elizabeth, in 1938, were both named by and for contemporary spouses of reigning monarchs: Mary of Teck and Elizabeth Bowes-Lyon respectively. These two previous Cunarders both had capitalised bow names, as Queen Mary and Queen Elizabeth.

Cunard's practice at the time of naming QE2 was to re-use the existing name of its former ships, for example, launching Mauretania (1938) in 1938 after the previous Mauretania (1906) was scrapped in 1935. The original Queen Elizabeth was still in service with Cunard when QE2 was launched in 1967, although she was retired and sold before QE2 entered revenue service with Cunard in 1969.

The addition of a "2" in this manner was unknown at the time, but it was not unknown for Roman numerals to denote ships in service with the same name. Two non-Cunard ships were named Queen Mary II, a Clyde steamer, and Mauretania II, a Southampton steamer of Red Funnel, since the Cunard ships already had the names without Roman numerals.

Launch – Cunard's practice was to not divulge the name of the liner until the launch. Dignitaries were invited to the "Launch of Cunard Liner No. 736".

The Queen launched the ship announcing, "I name this ship Queen Elizabeth the Second", the normal short form of address of the monarch, Elizabeth II herself. The following day, the New York Times and The Times of London printed the name as Queen Elizabeth II, the short form of written style of the Monarch. However, when the liner left the shipyard in 1968, she bore the name Queen Elizabeth 2 on her bow, and has continued to do so ever since.

The name of the new liner as it appears on the bow and stern is Queen Elizabeth 2, with upper- and lower-case lettering and an Arabic numeral 2 as opposed to the Roman numeral II, distinguishing her from the monarch, Elizabeth II; it is commonly pronounced in speech as Queen Elizabeth Two. Soon after launching, the name was shortened in common use as QE2.



2008 QE2 stern name, October 2008



QE2 bow name, October 2008

In a later account by former QE2 Captain Ronald Warwick, who was the son of William "Bill" Warwick the first Master of QE2, Warwick junior (who later became the first captain of QM2) supports the account that the Queen initiated the surprise move of naming the liner after herself rather than simply Queen Elizabeth as had originally been planned (the name having been made vacant by the retirement of the current liner before the new one was commissioned). The name had been given to the Queen in a sealed envelope which she didn't open. The Cunard



Chairman Sir Basil Smallpeice apparently was delighted with the development, it being in keeping with the previous Queen liners, and the 2 was added by Cunard for differentiation of the ship while still denoting it was named after the Queen.

Delivery - As construction continued, increasing financial difficulties ensued with competition from airlines resulting in the Cunard losing money. With profits from its cargo ships eventually unable to offset the losses, Cunard was forced to sell Mauretania, Sylvania, Carinthia, Caronia, Queen Mary and Queen Elizabeth between 1965 and 1968. The seven-week-long seamen's strike in 1966 also impacted revenues causing the delivery to be delayed by six months, which meant the ship would miss the 1968 peak summer transatlantic season. Following market research, Cunard decided to take advantage of the delay to change the original three-class configuration of the ship to a more flexible two-class arrangement of First and Tourist.

On 20th September 1967 with the launch date approaching, Cunard (having lost £7.5 million the previous year) approached the government with a request for an additional £3 million loan to complete the ship. Eventually the government agreed to increase the original £17.6 million loan up to £24 million.

On 19th November 1968, she left John Brown's fitting-out berth. Several industrial disputes with the Clydebanks workers, with their resultant delays and quality issues, forced Cunard to transfer the ship to Southampton, where Vosper Thornycroft completed the installation and commissioning work prior to the sea trials which began on 26th November 1968 in the Irish Sea, with speed trials off the Isle of Arran.

Initially, Cunard refused to accept the ship, as the sea trials identified a resonant vibration which was traced to a design flaw in the blades of the steam turbines. This delayed her being handed over until 18th April 1969. She then departed on a "shakedown cruise" to Las Palmas on 22nd April 1969.

Interiors - QE2's interior configuration was laid out in a horizontal fashion, similar to the SS France, where the spaces dedicated to the two classes were spread horizontally on specific decks, in contrast to the vertical class divisions of older liners. Where QE2 differed from France was that the first-class deck (Quarter Deck) was below the deck dedicated to tourist class (Upper Deck). Originally there were to be main lounges serving three classes, layered one atop the other, but when Cunard decided to make the ship a two-class vessel, only two main lounges were needed. Instead of completely reconfiguring the Boat Deck, the ship's architects simply opened a well in the deck between what were to have been the second- and third-class lounges, creating a double-height space known as the Double Room (now the Grand Lounge). This too was unconventional in that it designated a grander two-storey space for tourist class passengers, while first-class passengers gathered in the standard height Queen's Room. The configuration for segregated Atlantic crossings gave first-class passengers the theatre balcony on Boat Deck, while tourist class used the orchestra level on Upper Deck. Over the span of her thirty-nine-year seagoing career, QE2 received a number of further interior refits and alterations.

The year she came into service, 1969, was also the year of the Apollo 11 mission, when the Concorde's prototype was unveiled, and the previous year Stanley Kubrick's film 2001: A Space Odyssey premiered. In keeping with those times, originally Cunard broke from the traditional interiors of their previous liners for QE2, especially the Art Deco style of the previous Queens. Instead, modern materials like decorative laminates, aluminium and Perspex were used. The public rooms featured glass, stainless steel, dark carpeting and sea green leather. Furniture was modular and abstract art was used throughout public rooms and cabins. Dennis Lennon was responsible for co-ordinating the interior design, and his team included Jon Bannenberg and Gaby Schreiber, although Lennon's original designs only remained intact for three years.

The Midships Lobby on Two Deck, where first-class passengers boarded for transatlantic journeys and all passengers boarded for cruises, was a circular room with a sunken seating area in the centre with green leather-clad banquettes and surrounded by a chrome railing. As a kingpin to this was a flared, white, trumpet-shaped, up lit column.

Another room, designed by Michael Inchbald, where advanced interior design was demonstrated was the first-class lounge, the Queen's Room on Quarter Deck. This space, in colours of white and tan, featured a lowered ceiling with large indirectly lit slots. Despite reducing the ceiling height, it created an impression of airy openness above to deal with the otherwise oppressive dimensions of the single-storey room. In addition, the structural columns were flared at the top to blend into the ceiling and to lose the visual indication of low ceiling height that straight columns would have given. The Midships Lobby copied these features but without achieving the airiness. Inchbald repeated the flaring of the columns in the bases of his tables and leather shell chairs. The indirect lighting from above could be switched from a cool hue for summer to a warm hue for winter.

The Theatre Bar on Upper Deck featured red chairs, red drapes, a red egg crate fibreglass screen, and even a red baby grand piano. Some more traditional materials like wood veneer were used as highlights throughout the ship, especially in passenger corridors and staterooms. There was also an Observation Bar on Quarter Deck, a successor



to its namesake, located in a similar location, on both previous Queens, which offered views through large windows over the ship's bow. This room was lost in QE2's 1972 refit, becoming galley space with the forward-facing windows plated over.

In the 1994 refit, almost all of the remaining original decor was replaced, with Cunard opting to reverse the original design direction of QE2's designers and use the line's traditional ocean liners as inspiration. The green velvet and leather Midships Bar became the Art Deco inspired Chart Room, receiving an original, custom-designed piano from Queen Mary (QM). The (by now) blue dominated Theatre Bar was transformed into the Golden Lion Pub, which mimics a traditional Edwardian pub.

Artwork and artefacts - The designers included numerous pieces of artwork within the public rooms of the ship, as well as maritime artefacts drawn from Cunard's long history of operating merchant vessels.

Althea Wynne's sculpture of the White Horses of the Atlantic Ocean was installed in the Mauretania Restaurant. Two bronze busts were installed—one of Sir Samuel Cunard outside the Yacht Club, and one of Queen Elizabeth II in the Queen's Room. Four life-size statues of human forms—created by sculptor Janine Janet in marine materials like shell and coral, representing the four elements—were installed in the Princess Grill. A frieze designed by Brody Nevenswander, depicting the words of T. S. Eliot, Sir Francis Drake, and John Masfield, was in the Chart Room. The Midships Lobby housed a solid silver model of QE2 made by Asprey of Bond Street in 1975, which was lost until a photograph found in 1997 led to the discovery of the model itself. It was placed on QE2 in 1999.



QE2 bell displayed on
MS Queen Elizabeth

Three custom-designed tapestries were commissioned from Helena Hernmarck for the ship's launch, depicting the Queen as well as the launch of the ship. Originally hung in the Quarter Deck "D" Stairway, outside the Columbia Restaurant, they were originally made with golden threads but much of this was lost when they were incorrectly cleaned during the 1987 refit. They were subsequently hung in the "E" stairway and later damaged in 2005.

There are numerous photographs, oils, and pastels of members of the Royal Family throughout the vessel. The ship also housed items from previous Cunard ships, including both a brass relief plaque with a fish motif from the first RMS Mauretania (1906) and an Art-Deco bas-relief titled Winged Horse and Clouds by Norman Foster from RMS Queen Elizabeth. There was also a vast array of Cunard postcards, porcelain, flatware, boxes, linen, and Lines Bros Tri-ang Minic model ships. One of the key pieces was a replica of the figurehead from Cunard's first ship RMS Britannia, carved from Quebec yellow pine by Cornish sculptor Charles Moore and presented to the ship by Lloyd's of London.

On the Upper Deck sits the silver Boston Commemorative Cup, presented to Britannia by the City of Boston in 1840. This cup was lost for decades until it was found in a pawn shop in Halifax, Nova Scotia. On "2" Deck was a bronze entitled "Spirit of the Atlantic" that was designed by Barney Seale for the second RMS Mauretania (1938). A large wooden plaque was presented to QE2 by First Sea Lord Sir John Fieldhouse to commemorate the ship's service as a Hired Military Transport (HMT) in the Falklands War. There was also an extensive collection of large-scale models of Cunard ships located throughout QE2.

Over the years the ship's collection was added to, including a set of antique Japanese armour presented to QE2 by the Governor of Kagoshima, Japan, during her 1979 world cruise, as was a Wedgwood vase presented to the ship by Lord Wedgwood. Throughout the public areas were also silver plaques commemorating the visits of every member of the Royal Family, as well as other dignitaries such as South African president Nelson Mandela. Istithmar bought most of these items from Cunard when it purchased QE2.

Crew accommodation - The majority of the crew were accommodated in two- or four-berth cabins, with showers and toilets at the end of each alleyway. These were located forward and aft on decks three to six. When she entered service, the crew areas were a significant improvement over those aboard QM and QE. However, by the end of her career these had not been upgraded. Officers were accommodated in single cabins with private en-suite bathrooms located on Sun Deck.

There were six crew bars, the main four were split into the Senior Ratings Recreation Rooms on Deck 2 and the Junior Ratings on Deck 3, with Deck and Engine Departments on the port side and Hotel Services on the starboard side of the ship. The Female crew recreation room was on Deck 1 next to their dedicated mess room. Over time the Deck & Engine Ratings Room became The Petty Officers Club and then the Fo'c'sle Club when the British Deck and Engine crew were changed to Filipino crew. The Hotel Senior Ratings room became a crew gym. The Junior Ratings Rooms on Deck 3 were the main crew bars and were called The Pig & Whistle. (The "2 Deck Pig"



and “3 Deck Pig”, for short and a tradition aboard Cunard ships) and Castaways on the starboard side. After the expansion of female crew following the conversion to diesel power, the female-only recreation and mess room became a crew library and later the crew services office. The final bar on Deck 6 aft was small and in a former crew launderette so it was called the Dhobi Arms, a hangout for the Liverpool crew but was closed in the late '80s. A bar, dedicated for the Officers, is located at the forward end of Boat Deck. Named The Officers Wardroom, this area enjoyed forward-facing views and was often opened to passengers for cocktail parties hosted by the Senior Officers. The Crew Mess was situated at the forward end of One Deck, adjacent to the Crew Services Office.

Machinery - Originally fitted with a Brown-Pametrada steam turbine propulsion system, utilising three Foster Wheeler E.S.D. II boilers, the turbines were rated with a maximum power output figure of 110,000 shaft horsepower (82,000 kW) (normally operating at 94,000 hp or 70,000 kW) and coupled via double-reduction gearing to two six-bladed fixed-pitch propellers.



QE2's original funnel. Her old fixed-pitch propellers were later recycled to cast QE2's new funnel.



QE2 being re-engined at Bremerhaven, November 1986

The steam turbines were plagued with problems from the time the ship first entered service and, despite being technically advanced and fuel-efficient in 1968, her consumption of 600 tons of fuel oil every twenty-four hours was more than expected for such a ship by the 1980s. After seventeen years of service, and spare part availability issues as a result of outdated boilers and turbine design and the constant use of the machinery, mainly due to the deletion of the originally planned 4th boiler as a cost-saving measure, Cunard decided that the options were to either do nothing for the remainder of the ship's life, re-configure the existing engines, or completely re-engine the vessel with a modern, more efficient and more reliable diesel-electric powerplant. The latter became reality as the savings in fuel costs and maintenance would pay for themselves over four years whilst giving the vessel a minimum of another twenty years of service. The other options would only provide short-term relief. Her steam turbines had taken her to a record-breaking total of 2,622,858 miles in 18 years.

During the ship's 1986 to 1987 refit, the steam turbines were removed and replaced with nine German MAN 9L58/64 nine-cylinder, medium-speed diesel engines. The diesel-electric configuration, of each engine driving a generator developing 10.5 MW of electrical power at 10,000 volts, producing at total of 44MW, driving two main propulsion motors, one on each nine metres in diameter propellers. The original fixed-pitch propellers were replaced with variable-pitch propellers. Power was also provided to auxiliary and hotel services through transformers,

The ship's service speed of 28.5 knots (52.8 km/h) was now maintained using only seven of the diesel-electric sets. The maximum power output with the new engine configuration running increased to 130,000 hp, which was greater than the previous system's 110,000 hp. Using the same IBF-380 (Bunker C) fuel, the new configuration yielded a 35% fuel saving over the previous system. During the re-engineing process, her funnel was replaced by a wider one to accommodate the exhaust pipes for the nine MAN diesel engines.

Auxiliary machinery includes nine heat recovery boilers, coupled with two oil-fired boilers to produce steam for heating fuel, domestic water, swimming pools, laundry equipment, and galleys. Four flash evaporators and a reverse-osmosis unit desalinate seawater to produce 1,000 tons of freshwater daily. There is also a sanitation system and sewage disposal plant, air conditioning plant, and an electro-hydraulic steering system.

Service

Early career - In 1971, she participated in the rescue of some 500 passengers from the burning French Line ship Antilles. Later that year on 5th March QE2 was disabled for four hours when jellyfish were sucked into and blocked her seawater intakes.



The following year QE2 undertook two chartered cruises through the Mediterranean to Israel in commemoration of the 25th anniversary of the state's founding. The ship's Columbia Restaurant was koshered for Passover, and Jewish passengers were able to celebrate Passover on the ship. According to the book "The Angel" by Uri Bar-Joseph, Muammar Gaddafi ordered a submarine to torpedo her during one of the chartered cruises in retaliation for Israel's downing of Libyan Flight 114, but Anwar Sadat intervened secretly to foil the attack.

She continued the tradition of regular scheduled transatlantic crossings every year of her service life, crossing on an opposite and symbiotic summer schedule with the CGT's famous SS France (1960) between 1961 and 1974. Upon the withdrawal of competing SS France from service in 1974, QE2 became the largest operational passenger ship in the world for a few years, until the France was returned to service as SS Norway in 1980.

On 23rd July 1976 while the ship was 80 miles off the Scilly Isles on a transatlantic voyage, a flexible coupling drive connecting the starboard main engine high-pressure rotor and the reduction gearbox ruptured. This allowed lubricating oil under pressure to enter into the main engine room where it ignited, creating a severe fire. It took 20 minutes to bring the fire under control. Reduced to two boilers, QE2 limped back to Southampton. Damage from the fire resulted in a replacement boiler having to be fitted by dry-docking the ship and cutting an access hole in her side.

By 1978 she was breaking even with an occupancy of 65%, generating revenues of greater than £30 million per year against which had to be deducted an annual fuel cost of £5 million and a monthly crew cost of £225,000. With it costing £80,000 a day for her to sit idle in port, her owners made every attempt to keep her at sea and full of passengers. As a result, as much maintenance as possible was undertaken while at sea. However, she needed all three of her boilers to be in service if she was to maintain her transatlantic schedule. With limited ability to maintain her boilers, reliability was becoming a serious issue.

Between the late 1970s and early 1980s, the ship was testing a new ablative anti-fouling type paint for the Admiralty which was only available in blue. When they finally made the paint available in different colours, they returned QE2 anti-fouling paint to the traditional red colour.

Falklands War - On 3rd May 1982, she was requisitioned by the British government for service as a troop carrier in the Falklands War. In preparation for war service, on 5th May 1982 Vosper Thornycroft Southampton commenced the installation of two helicopter pads, the transformation of public lounges into dormitories, the installation of fuel pipes that ran through the ship down to the engine room to allow for refuelling at sea, and the covering of carpets with 2,000 sheets of hardboard. A quarter of the ship's length was reinforced with steel plating, and an anti-magnetic coil was fitted to combat naval mines. Over 650 Crew members volunteered for the voyage, to look after the 3,000 members of the Fifth Infantry Brigade, which the ship transported to South Georgia.

On 12th May 1982, with only one of her three boilers in operation, the ship departed Southampton for the South Atlantic, carrying 3,000 troops and 650 volunteer crew. The remaining boilers were brought back into service as she steamed south. During the voyage, the ship was blacked out and the radar switched off to avoid detection, steaming on without modern aids.

Returning to Southampton on 11th June 1982, she was greeted by The Queen Mother on board HMY Britannia. Peter Jackson, the Captain, responded to the Queen Mother's welcome: "Please convey to Her Majesty Queen Elizabeth our thanks for her kind message. Cunard's QE2 is proud to have been of service to Her Majesty's Forces."

The ship underwent conversion back to passenger service, with her funnel being painted in the traditional Cunard orange with black stripes, which are known as "hands". For the first time, during the refit the hull's exterior was repainted an unconventional light pebble grey. She returned to service on 7 August 1982.

The new colour scheme proved unpopular with passengers, as well as difficult to maintain, and so the hull reverted to traditional colours in 1983. Later that year, she was fitted with a magrodome over her quarter-deck pool.

Between 27th October 1986 and 25th April 1987, QE2 underwent one of her most significant refurbishments when she was converted by Lloyd Werft at their shipyard in Bremerhaven, Germany at a cost of over £100 million.

On 7th August 1992, the underside of the hull was extensively damaged when she ran aground south of Cuttyhunk Island near Martha's Vineyard, while returning from a five-day cruise to Halifax, Nova Scotia along the east coast of the United States and Canada. A combination of her speed, an uncharted shoal and underestimating the increase in the ship's draft due to the effect of squat led to the ship's hull making contact with





the ocean floor. The accident resulted in the passengers disembarking earlier than scheduled at nearby Newport, Rhode Island and the ship being taken out of service while temporary repairs were made in drydock at Boston. Several days later, divers found the red paint from the keel on previously uncharted rocks where the ship struck the bottom.

By the mid-1990s, it was decided that QE2 was due for a new look and in 1994 the ship was given a multi-million-pound refurbishment in Hamburg code-named Project Lifestyle.

On 11th September 1995, QE2 encountered a rogue wave, estimated at 90 ft (27 m), caused by Hurricane Luis in the North Atlantic Ocean about 200 miles (320 km) south of eastern Newfoundland. One year later, during her twentieth world cruise, she completed her four millionth mile. The ship had sailed the equivalent of 185 times around the planet.

QE2 celebrated the 30th anniversary of her maiden voyage in Southampton in 1999. In three decades, she had 1,159 voyages, sailed 4,648,050 nautical miles (5,348,880 mi; 8,608,190 km) and carried over two million passengers.

Later years - Following the 1998 acquisition of Cunard Carnival Corporation, she was given a US\$30 million refurbishment in 1999 which included refreshing various public rooms, and a new colour palette in the passenger cabins. The Royal Promenade, which formerly housed upscale shops such as Burberry, H. Stern and Aquascutum, was replaced by boutiques typical of cruise ships, selling perfumes, watches and logo items. During this refit, the hull was stripped to bare metal, and the ship repainted in the traditional Cunard colours of matte black (Federal Grey) with a white superstructure.

On 29th August 2002, Queen Elizabeth 2 became the first merchant ship to sail more than 5 million nautical miles at sea.

In 2004, the vessel stopped plying the traditional transatlantic route and began full-time cruising, the transatlantic route having been assigned to Cunard's new flagship, Queen Mary 2. QE2 still undertook an annual world cruise and regular trips around the Mediterranean. By this time, she lacked the amenities to rival newer, larger cruise ships, but she still had unique features such as her ballrooms, hospital, and 6,000-book library. QE2 remained the fastest cruise ship afloat (28.5 knots), with fuel economy at this speed at 49.5 ft to the gallon (4 m/L). While cruising at slower speeds efficiency was improved to 125 ft per gallon (10 m/L).

At the end of her 2005 world cruise, some pieces of her artwork were damaged when some crew members who had become inebriated at an on-board crew party, went on a vandalism rampage through the public areas of the ship. A unique tapestry of the ship, commissioned for the launch of the ship, was thrown overboard by a drunken crewman. An oil painting of Queen Elizabeth II and two other tapestries were also damaged, along with a part of the entertainment area and a lifeboat. The crew members involved were dismissed from service.

On 5th November 2004, QE2 became Cunard's longest serving express liner, surpassing RMS Aquitania's 35 years, while on 4th September 2005, during a call to the port of Sydney, Nova Scotia, QE2 became the longest serving Cunarder, surpassing RMS Scythia's record. On 20th February 2007, while on her annual world cruise, she met her running mate and successor flagship QM2 (herself on her maiden world cruise) in Sydney Harbour, Australia. This was the first time two Cunard Queens had been together in Sydney since the original Queen Mary and Queen Elizabeth served as troop ships in 1941.



Leaving Sydney 18 February 2004

Retirement Announcement - On 18th June 2007, it was announced by Cunard that QE2 had been purchased by the Dubai investment company Istithmar for \$100 million.

Her retirement, in part, was forced by the oncoming June 2010 implementation of the International Convention for the Safety of Life at Sea (SOLAS) regulations, which would have forced large and expensive structural changes to the ship.

QM2 (left) next to QE2 (right) with QV in the foreground.





Retirement and final Cunard voyage - In a ceremonial display before her retirement, Queen Elizabeth 2 met Queen Victoria and Queen Mary 2 near the Statue of Liberty in New York Harbour on 13th January 2008, with celebratory fireworks display; Queen Elizabeth 2 and Queen Victoria had made a tandem crossing of the Atlantic for the meet. This marked the first time three Cunard Queens had been present in the same location. (Cunard stated this would be the last time these three particular ships would meet, due to the impending retirement of Queen Elizabeth 2. However, due to a change in QE2's schedule, the three ships met again in Southampton on 22nd April 2008.)

QE2 Osaka 19th March 2008

On 3rd October 2008 QE2 set off from Cork for Douglas Bay on her farewell tour of Ireland and Britain, before heading for Liverpool. She left Liverpool and arrived in Belfast on 4th October 2008, before moving to Greenock the next day (the ship's height with funnel makes it impossible to pass under the Erskine Bridge so Clydebank is not reachable). There she was escorted by Royal Navy destroyer HMS Manchester and visited by MV Balmoral. The farewell was viewed by large crowds and concluded with a firework display. QE2 then sailed around Scotland to the Firth of Forth on 7th October 2008 where she anchored in the shadow of the Forth Bridge. The next day, following an RAF flypast, she left amidst a flotilla of small craft to head to Newcastle upon Tyne, before returning to Southampton.

Final Westbound & Eastbound Transatlantic Crossings

QE2 completed her final Atlantic crossings in tandem with her successor, QM2. The ships departed for the final westbound crossing from Southampton on 10th October, sailing tandem and arriving in New York City one final time on 16th October. The Queen Mary 2 docked at the Brooklyn cruise terminal, while the QE2 docked in Manhattan. The two liners departed New York on 16th October for the final eastbound crossing, arriving in Southampton on 22nd October. This marked the end of QE2's transatlantic voyages.



Farewell to the Clyde

Final Voyage - On her final arrival into Southampton, QE2 (on 11th November 2008 with 1,700 passengers and 1,000 crew on board) ran aground in the Solent near the Southampton Water entrance at 5.26 am, on a triangular sandbank roughly equidistant between the mouth of Southampton Water and East Cowes named Bramble Bank. The BBC reported "Cunard has confirmed it touched the bottom at the Brambles Turn sandbank near Calshot, Southampton Water, with three tugs attached to her stern (0530 GMT). A fourth tug secured a line to the ship's bow." Solent Coastguard stated: "Five tugs were sent out to assist her getting off the sandbank, and she was pulled off just before 6.10 am. She had been refloated and was under way under her own power and heading back to her berth in Southampton. She had only partially gone aground, and the tugs pulled her off."

Once safely back at her berth, preparations continued for her farewell celebrations. These were led by Prince Philip, Duke of Edinburgh who toured the ship at great length. He visited areas of interest including the Engine Control Room. He also met with current and former crew members. During this time, divers were sent down to inspect the hull for any possible damage caused by the vessel's earlier mishap – none was found.

QE2 left Southampton Docks for the final time at 1915 GMT on 11th November 2008, to begin her farewell voyage by the name of "QE2's Final Voyage". After purchasing her for US\$100 million, her ownership passed to Nakheel Properties, a company of Dubai World, on 26th November. The decommissioning of the ship was particularly poignant for QE2's only permanent resident, Beatrice Muller, aged 89, who lived on board in retirement for fourteen years, at a cost of some £3,500 (~€4,300, ~\$5,400) per month. At the time of her retirement, QE2 had sailed 5.6 million miles, carried 2.5 million passengers and completed 806 transatlantic crossings.



Layup - Istithmar, Nakheel, QE2 in Dubai and Cape Town hotel proposal.

Her final voyage from Southampton to Dubai under the command of Captain Ian McNaught began on 11 November 2008, arriving on 26th November in a flotilla of 60 smaller vessels, led by MY Dubai, the personal yacht of Sheikh Mohammed, ruler of Dubai, in time for her official handover the following day.



She was greeted with a fly-past from an Emirates Airbus A380 jet and huge fireworks display, while thousands of people gathered at the Mina Rashid, waving the flags of the United Kingdom and the United Arab Emirates. Since her arrival in Dubai, QE2 remained moored at Mina Rashid. Shortly after her final passengers were disembarked, she was moved forward to the cargo area of the port, to free up the passenger terminal for other cruise vessels.

She was expected to be refurbished and berthed permanently at Nakheel's Palm Jumeirah as "a luxury floating hotel, retail, museum and entertainment destination". The refurbishment planned to see her transformed into a tourist destination in Dubai. However, due to the Global Economic Crisis, she remained moored at Mina Rashid awaiting a decision about her future.



QE2 with her paying-off pennant flying

QE2 remained an oceangoing vessel at this time, and as such, former Captain Ronald Warwick of QE2 and Queen Mary 2 (QM2) and retired commodore of the Cunard Line was initially employed by V-Ships, who managed QE2 post the Cunard hand-over as the vessel's legal master, but was replaced by other V-Ships captains over time as the ship remained idle. It was anticipated that QE2 would be moved to the Dubai Drydocks sometime in 2009 to begin a series of far-reaching refurbishments which would result in a conversion into a floating hotel.

Due to the 2008 global recession, it was rumoured that her refurbishment and hotel conversion would not take place and that the ship would be resold. These rumours resulted in the owners, Istithmar, issuing a series of press releases stating that plans for any conversion were ongoing, with no intention to sell. However, since arriving in Dubai the only visible exterior change was the painting out of the Cunard titles from the ship's superstructure.

QE2 was joined in Mina Rashid by QM2 on 21st March 2009 while QM2 visited Dubai as part of her 2009 World Cruise. She was joined once again by Queen Victoria (QV) on 29th March 2009 as a part of her 2009 World Cruise. QM2 and QV again visited QE2 in 2010 and on 31st March 2011 the new Queen Elizabeth (QE) called at Dubai during her maiden world cruise.

In April 2009, an alleged concept model of the post refurbished Hotel QE2 was shown for sale on an online auction website. The model depicts a much altered QE2.

In June 2009, it was reported that QE2 would return to the UK as an operating cruise ship. However, on 20th July 2009 the owners Nakheel confirmed rumours that QE2 would re position to Cape Town for use as a floating hotel.

On 24th June 2009, she made her first journey after nearly eight months of inactivity since the liner arrived in Dubai. She manoeuvred under her own power into the Dubai Drydocks for inspection and hull repainting and on the 10th July 2009, it was revealed that QE2 might sail to Cape Town, South Africa, to become a floating hotel for use primarily during the 2010 FIFA World Cup, in a Dubai World sponsored venture at the V&A Waterfront. Shortly after the refit, QE2 was registered under the flag of Vanuatu, and Port Vila was painted on her stern, replacing Southampton.

QE2 returned to Mina Rashid, and in anticipation of the voyage to Cape Town, it was expected she would create many local jobs including hotel staff, restaurant staff, chefs, cleaners and shop attendants, all being sourced from the local workforce. But, in January 2010, it was confirmed that QE2 would not be moved to Cape Town.

2010 sale and relocation speculation - In early 2010, due to the continued poor financial performance of Dubai World, there was much media speculation that QE2, along with other assets owned by Istithmar, Dubai World's private-equity arm, would be sold to raise capital. Despite this sale speculation, a number of alternative locations for QE2 have been cited including London, Singapore, Clydebank, Japan and Fremantle, the latter showing interest in using QE2 as a hotel for the ISAF Sailing World Championships to be held in December 2011. However, as at June 2010, Nakheel's official statement regarding QE2 was that "a number of options being considered for QE2".



At Drydock World Dubai in 2012

On 28th January 2011, during a heavy dust storm, QE2 broke loose from her moorings and drifted out into the channel at Mina Rashid. She was attended by pilots and tugs and safely returned to berth at Port Rashid. Images of QE2's unexpected movements appeared online after being taken by an observer on the ship in front of QE2.

Throughout 2011 and 2012, QE2 remained berthed at Mina Rashid in Dubai. She was maintained in a seaworthy condition and generated her own power. Each of her nine diesel generators were turned over and used to power



the ship. A live-in crew of approximately 50 people maintained QE2 to a high standard. Activities include painting, maintenance, cabin checks, and overhauls of machinery. Istithmar were considering plans for QE2 which could have involved the ship sailing to an alternative location under her own power.

On 21st March 2011, QM2 called in at Dubai and docked close to QE2. During the departure, the two ships sounded their horns.

On 28th September 2011 news circulated that a plan was being formulated to return QE2 to the United Kingdom and berthing her in Liverpool.

Liverpool has a historic connection with Cunard Line, being the first British home for the line as well as housing the iconic Cunard Building.



QE2 Liverpool 2004

It was revealed that Liverpool Vision, the economic development company responsible for Liverpool's regeneration, had been involved in confidential discussions with Out of Time Concepts, a company headed by a former Chief Engineer on the ship, who had recently advised its current owners on plans to turn it into a luxury hotel in Dubai.

In a letter from Out of Time Concepts to Liverpool Vision, it was explained that "The free global media attention derived from bringing home Queen Elizabeth 2 will without question promote Liverpool's new waterfront developments, its amazing architecture, its maritime and world heritage sites, its museums, its culture and its history".

During the same week that the Liverpool Vision plans were revealed, Nakheel stated that plans for QE2 to be berthed at The Palm had been dropped because they now planned to build 102 houses on the site which was once intended to be named the QE2 Precinct. Nakheel suggested that QE2, under the ownership of Istithmar, would remain at Mina Rashid to become an integral part of the growing cruise terminal. "The QE2 would be placed in a much better location", Ali Rashid Lootah, the Chairman of Nakheel, told Dubai's The National newspaper. "The Government of Dubai is developing an up-to-date modern cruise terminal which will mean a better environment", confirming the ship would remain in Dubai for the foreseeable future.

On 31st December 2011, Queen Elizabeth 2 was the location of a lavish New Year's Eve party in Dubai. The black tie event was run by Global Event Management and included over 1,000 guests. In early 2011 Global Event Management were offering events aboard QE2 in Dubai for 2012 and 2013.

On 2nd July 2012 in a coordinated press release, the ship's owner, operator and Mina Rashid operator, DP Ports, jointly announced QE2 would re-open as a 300-bed hotel after an 18-month refit. The release claimed the ship was to be refitted to restore original features, including her 1994–2008 'Heritage Trail' of classic Cunard artefacts. The ship was to be berthed alongside a redeveloped Mina Rashid cruise terminal which would double as a maritime museum.

On 23rd December 2012, it was reported that QE2 had been sold for scrapping in China for £20 million, after a bid to return her to the UK was rejected. With monthly berthing and maintenance charges of £650,000, it was reported that a Chinese salvage crew arrived at the vessel on 21st December, to replace a crew of 40 which had been maintaining the vessel since it arrived at Mina Rashid. However, Cunard dismissed the reports as "pure speculation". When the ship was sold in 2007, a clause in the contract which started from her retirement in 2009 stipulated a ten-year "no onward sale" clause, without payment of a full purchase price default penalty.

The "QE2 London" Plan had included a £20 million bid for QE2 and a further £40 million refurbishment that was supposed to create more than 2,000 jobs in London, with Queen Elizabeth 2 docked near the O2 Arena. It had reportedly obtained the support of the then London Mayor Boris Johnson.

On 17th January 2013, the Dubai Drydocks World announced that QE2 would be sent to an unknown location in Asia to serve as a floating luxury hotel, shopping mall, and museum. Despite this move, the QE2 London team stated on the same day that "We believe our investors can show Dubai that QE2 London is still the best proposal".



QE2 Dubai with 'Cunard' logos removed from her superstructure

"Bring QE2 Home" proposals - Cunard's 175th anniversary celebrations on 25th May 2015 led to renewed interest in Queen Elizabeth 2. John Chillingworth secured the backing of London mayor Boris Johnson for a plan



to anchor the ship opposite The O2 Arena at Greenwich. A move to London however would require the ship to pass through the Thames Barrier. In late 2015 there was disagreement between ship preservation advocates and harbour authorities on whether a dead ship of her size could safely manoeuvre through the barrier. John Houston suggested returning the ship to Greenock as a maritime attraction, hotel and events space.

Inverclyde Council leader Stephen McCabe had called on the UK and Scottish governments to campaign to buy the ship, saying that "Bringing the QE2 home is a Herculean task, one that requires national support in Scotland and perhaps across the UK, if it has any chance of happening." In January 2016 Aubrey Fawcett, the chair of the working group to regenerate the Clyde, admitted defeat in this effort as QE2's owners refused to respond to any requests regarding her condition or sale. "Consequently, we must conclude that it is highly unlikely that Scotland features in the future plans for the vessel."

On 12th August 2015, the QE2 was observed to have been moved from her berth within Dubai Dry Docks, where she had been since January 2013, to a more open location within Mina Rashid. On 17th November 2015, QE2 was again moved within Mina Rashid, to the former cruise terminal. It was not known whether these recent moves were connected with any of the publicly known plans regarding the ship's fate.

Between May and August 2016, observers noted that the ship's lifeboats were lowered and stored on a nearby car park. Following this, the lifeboat davits were removed in September, giving the ship an altered profile on her boat deck. Subsequently, the wooden decking was removed from the deck and replaced by synthetic block flooring.



QE2 moored at Mina Rashid, Dubai, in late October 2015

September 2017 marked the 50th anniversary of QE2's launch. To mark the occasion, Cunard Line, the ship's former owners, arranged a commemorative voyage aboard MS Queen Elizabeth – a 17-night cruise, with special activities and theme days. Meanwhile, in Glasgow, the QE2 Story Forum hosted a 50th anniversary conference with Captain Nick Bates as a speaker. Several books were released for the anniversary, including her building by Cunard historian Michael Gallagher, and QE2: A 50th Anniversary Celebration by Chris Frame and Rachelle Cross.

QE2 reopened as a floating hotel on 18th April 2018, following an extensive refurbishment. Over 2.7 million man-hours were committed to the work to upgrade and rebuild the ship to meet hotel standards. This included a full hull repaint and the replacing of Port Vila registry with Dubai on her stern. It was a 'soft opening', while remaining work continued.

On board was a new QE2 Heritage Exhibition, adjacent to the lobby, detailing the vessel's history. The ship was operated by PCFC Hotels, a division of the Ports, Customs and Free Zone Corporation, which is owned by the Dubai government. The ship was sold in May 2022 to Accor, a French hospitality group. Accor has announced plans to further renovate the vessel; following completion there will be 447 hotel rooms for public booking. The theatre on board the QE2 has been branded "Theatre by QE2" and regularly had shows including comedians like Jack Whitehall, tribute acts and family shows. Details of upcoming shows can be found at the Theatre website.

6.2 My Time On Board Cunard's Queen Elizabeth 2 by Malcolm Scanlan ([ScanlanM62](#))

I gained my passenger ship experience in Shaw Savill on the Northern Star and Ocean Monarch. When those ships were withdrawn from service it was clear that life would never be quite the same and the company's days were probably numbered. I had been sent papers to join the Cairnrover but while having dinner with an ex-SS&A colleague, Pat Chandler, he informed me he had just joined Cunard and had put my name forward as a possible employee. After a short contract on the Cairnrover, I presented myself at the office of the Cunard Fleet Personnel Manager. I joined the QE2, 8th July 1976 as junior 2nd Officer.

These were the days when tradition still was very prominent and certain rules were followed.



Every Deck Officer had a Masters licence, officers had to be clean shaven or with a full beard. I had, and still have, a moustache. I shaved it off prior to boarding but after seeing a Cadet with a moustache I requested permission to re-grow mine. No officers were allowed tattoos that were visible when wearing a uniform. I was ok with that!

The bridge structure was Captain, Staff Captain, Chief Officer, three 1st Officers and three 2nd Officers. Cadets were carried at times. The Bridge was manned on the traditional watch system 1/O – Ship safety and anti-collision duties, 2/O navigation and general other watch support duties, a QM and deck hand AB/QM.



Malcolm sporting said moustache

My first Captain was Mortimer Hehir. He would arrive on the bridge every morning wearing a bath robe or raincoat, wearing his cap (when he appeared we very quickly also donned our caps) and he carried leather gloves - I never saw him wearing them mainly because they were still sewn together at the cuff.

On principle he never addressed the junior OOW, although after I fixed his cigarette lighter, he did thank me. We were addressed by a throat clearing cough and Mr. never our first names.

The Bridge layout was typical of the age but we did have one extra piece of equipment, the first satellite navigation equipment ever fitted to any merchant vessel. It really was a neat piece of kit! The size of a large wardrobe, paper tape punched with a series of holes which programmed the main unit. It had a set of earphones so we could listen to the signal as well as watch the array of flashing lights, which after a while picked up a recognisable sequence meaning one of the five satellites was coming into range.

After five or ten minutes the printer would spring into life and with luck would give us our Latitude and Longitude. If not, we could look at the data, tell it to re-calculate by eliminating a series of numbers which in our opinion did not look correct and that usually worked. We would, on an average, get 5 or 6 reliable positions per day. In the North Atlantic, in thick fog this really was a bonus!

Communications from our offices in Southampton or New York usually came by telex. Once received in the Radio Room they were sent directly to the Bridge, three copies. Part of the OOW's duty was to read them, and one copy stayed on the Bridge, one copy went directly to the Captain, the other was bagged and sent to the Controls Office. This office was the financial centre of the ship and manned by Hotel Officers; from here the messages were sent off to the relevant person as necessary. One telex received, the day before our arrival in Southampton, comes to mind. The entire content was about saving money, including travel claims as well as cost control of ordering stores. We laid it out on the deck, it was 22 feet long. I wonder how much money would have been saved if it had been delivered by hand the next morning in port.

Probably the nicest thing about the bridge was the silence, no throbbing diesels underfoot, no vibration, just the sound of the wind at 28 or 29 knots; steam turbines did have an advantage!

The bridge was about 90 feet above the waterline but we often got wet during a North Atlantic storm. One morning, in such a storm, arriving on watch at 0400 the outgoing OOW informed us they had noticed some sparks on the foredeck but was unable to see the cause and it was all quiet now. When dawn broke our lookout said "Didn't we have an anchor there last night?" Sure enough, the spare anchor, lashed into position between the two main anchors, in its own hawse pipe, by a short length of chain and a lot of wire, was gone. Morning soundings showed the fore peak tank was full, it should have been empty. We diverted to Boston where, after a great deal of shuffling contents of tanks, the bulbous bow was lifted above the waterline and a patch was welded over the now visible hole.

We had two sets of stabilizers but seldom used both at the same time - with two sets in operation we could lose as much as a quarter of a knot in speed. On a full transatlantic crossing that could be critical.

The Deck Officer's accommodations were, at the time, the best I had ever had at sea. The cabins were a decent size, double bed and ensuite shower and toilet. We were on the starboard side of the boat deck, two decks down from the Bridge. The Officers' Ward Room was one of the best rooms on the ship, overlooking the bow and also on Boat Deck. The Mess area was on the port side while the bar and lounge were centre and starboard.

As I mentioned earlier, I joined on the 8th July, the ship was in Southampton, and in those days was in overnight. A 2/O was elected to stay in the Deck Office overnight; the office rather than the bridge was because a direct land line telephone connected during our stay. The ship's Damage Control Room, manned by Engine Room Petty Officers, monitored all the fire alarms etc. Being the "new boy" and with previous passenger ship experience, I was elected and left in charge. I busied myself reading a few old memos and such trying to stay awake. The night duty Hotel Officer came by and introduced himself (we have remained friends ever since). At 0200 I was startled when the outside line rang, it was the dock police, "We have just received an anonymous call saying you have a



bomb on board!" After a bit more information I said "Right, leave it with me", not really knowing where to start. I called the 'on call' 1/O and explained the predicament. The QE2 Chief Security Officer was also a bomb disposal expert, but he was home for the night somewhere near Basingstoke, a few hours' drive away. The final consensus, after discussion with the Captain and Dock Police and a quick search, was that the call was a hoax.

After Captain Hehir retired, he was replaced by Captain 'Bob' Arnott. The atmosphere on board changed. Captain Arnott was, to say the least, a large man. He treated everybody the same, a gentle giant, and used first names for all the officers. The only time I ever saw him nervous was while anchored off St Lucia, the wind had picked up and despite having both bow and stern anchors out the ship was dragging towards the beach. The bow anchor was heaving in with no problem but the winch for the stern anchor was underpowered and struggling. The beach was closing quickly, I had my head in the radar calling distances, I looked up briefly and noticed the Captain slowly drumming his fingers on the wing dodger rail. We did get clear but it was close.

Being Cunard of course there was a strict dress code, dress for dinner, mess kit every night and in the tropics No. 10s or mess kit, absolutely no shorts! Long white trousers only. Wives, when travelling shared the Officers cabins and dined in the Officers' Mess. If children accompanied any Officer and wife, a passenger cabin was allocated and a table in the 1st class (Columbia) dining room. Very nice!

The passenger food and service were, of course, of a very high standard. Prior to being loaded, the Head Chef and his team were on the dock checking everything was in order. Fruit had to be the same size, so no favouritism could be accused by a passenger having a bigger (for example) avocado than another. For the top range of cabins there were two grill rooms, Queens Grill and Princess Grill. Next in class was the Columbia Restaurant, one sitting so guests could come and go as they pleased. The remaining passengers dined in the Britannia, later became Tables of the World, Restaurant. As a guide, if the menu in the Grill rooms had twenty options, the Columbia had the same menu but with say 15 options, the Britannia would have 10 and the Officers Wardroom 3 or 4 options. All were silver platter service. An advantage of first class dining was you were shown the dinner menu during lunch. If you saw nothing you fancied you could, at no extra charge, ask for a dish of your choice, invariably never a problem. The Barclays Bank staff, considered 1st Class, would often opt for baked beans on toast!

To be honest, as good as the food was, the two best and freshest meals of the day were the children's tea served at 1700 hrs, and the night workers' breakfast served at 0400 hrs, often juicy steaks or a Beef Wellington.

We also had a full kosher kitchen and a small synagogue as many of our passengers were of the Jewish faith.

North Atlantic was basically a two-class service. The ship was cleverly designed that no barriers were used to separate them. A first class passenger had the run of the ship while the others were asked to remain in their own lounges. From what I saw it worked well. When cruising we were considered a one-class ship.

The officers and crew had, in my opinion, an unfair nick-name for the ship – "The Black Pig", despite public opinion I should point out she was not black. The hull colour was, according to the International Paints brand colour chart, 'Federal Gray'.

While sailing as the Senior 2nd Officer, my duties involved checking the vehicle stowage in holds 4 and 5. Transatlantic passengers were allowed to ship their cars while they were on board. The cars were driven on board through shipside doors onto an elevator which took them down into the hold, rotated and pointed the vehicle into its parking space.

Another duty I had was the Captain's 'Public Relations Officer'. I reported to the Captain at the start of each crossing and we went through the VIP list. He would highlight a few and it was then my job to see they were comfortable and maybe give them coffee in the Wardroom. However, when I reported to Captain Portet, he thought it would be a good idea to buy them a drink at one of the bars. I asked which account to charge this and he was surprised I did not have one. The very next day I had an account and became the most popular officer on the ship!

Another 'perk' the passengers had were the kennels, located next to the funnel. We carried two kennel maids who looked after the wide variety of 'pets' carried. One morning we had a phone call from the kennels, the snake was missing! It was found when a crewmember, who apparently kept snakes as pets at home, had realised the kennel area was too cold for reptiles and had taken it to his cabin and kept it warm in his bunk overnight.

One day in October 1977, while on watch, there was a loud boom and the whole ship shook from the shock wave. A quick check of the shaft rev counters showed all was well below. The phone rang and the Captain asked if all was well. Luckily, I had heard that noise before and informed him I thought it was a sonic boom and Concorde had just overtaken us on her maiden passenger flight to New York. This became a regular occurrence, if Concorde was on track directly overhead, we got a double boom, off track we had a single boom. We, of course, were never off track. It was some time later, with the co-operation of British Airways, Cunard and the BBC we were given the ability for a one-time telephone link between Concorde and the ship. We heard the call come through and the



Captain of the Concorde greeted our Captain, at the time it was Captain Portet. The Concorde then proceeded to inform us of their altitude and speed and what was on their lunch menu. Captain Portet answered "If I told you what was on our lunch menu by the time I have finished you would have landed in New York and be on your way home again!" That was the extent of the conversation as by then Concorde was out of range.

Another incident I recall is the time I was talking to passengers outside the Quarter Deck library and the PA system chimed, "Good afternoon, Ladies and Gentlemen, this is the Officer of the Watch on the Bridge, on our starboard side is the Royal Yacht Britannia and a naval escort". The passenger next to me said "That's odd, I saw her in Portsmouth Harbour two days ago." It turned out my colleague had called the Captain (Captain Arnott), and got him out of his afternoon bath for what turned out to be a Russian "trawler" being towed by a Russian warship.

I was on board for the ship's maiden call to Australia and New Zealand. I was on the 4-8 watch in the morning as we approached Sydney, slightly ahead of our schedule we had slowed right down. On the bridge we had a small radio which was tuned into a local radio station. The commentator explained that he was with crowds of people on the heads waiting for the first sighting of us as we came into port. We were there but seemingly they could not see us. We decide to announce our arrival by switching on all the outside floodlights.

Suddenly the radio burst with the news "She's here, she's here, the Queeneee tooo is here!". Sydney traffic came to a standstill as we entered the harbour soon afterwards in daylight. We drew crowds everywhere we went. Germany and Japan also gave us welcomes to remember. An estimated quarter million people filed past the vessel while overnight in Yokohama.

One time, arriving in Yokohama with Captain Portet in command, he was asked to take part in a TV commercial for Typhoo tea. While he was drinking the tea from his bone-china cup, he was filmed looking at a chart which I was holding and supposedly pointing out a safe route through the islands. I am not sure what he got paid but I was given a pocket calculator, which never worked, and a Japanese calendar soon to be out of date!

I was on board with my family when the announcement was made saying we had been requisitioned by the British Government to serve during the Falkland Crisis in 1982. Those memories and experiences can be told at another time, but I was proud to serve on board during this time.

In my opinion the QE2 was, on the whole, a well-designed ship; there were a few oddities in her construction but they did not detract from her long elegant lines. One of the less attractive (in the eyes of a seafarer) was the use of plastic or a derivative of it both inside and out. The outside deck handrails for example, originally a black moulded covering. All the inside stairways, all nicely coloured for easy identification but had a 'plastic' look about them. I understand though it would have upset the USCG and the DoT if any elegant wood carved stairway existed.

The interior art work was not what I would hang in my living room despite their value and modernistic appearance. The artwork on 'D' stairway was a good example. In the Theatre Bar was a painting which for years everyone thought was a notice board. One particular Chief Engineer had an ingenious way of using one picture located in the first class Midship Bar on Quarterdeck. The picture in question had a couple of steel strips running horizontally part way across it. The C/Eng would entertain his guests in the bar and positioned himself so he faced the picture. He explained that the steel lines were linked to the Turbine Control Room so if the conversation ever got too boring, he could exclaim the lines had moved and he had to leave to find out what the problem was.

6.3 More Cunard Memories - Adrian (Pat) Chandler ([ChandlerP63](#)) – non-member

Captain Mortimer Hehir was definitely "old school". On my first voyage on the ship, which was, if I remember correctly, the Cradle of Civilization Cruise through the Mediterranean (apparently, later, we learnt we had been shadowed by a submarine ordered to torpedo us by Col Gadhafi, but countermanded by Sadat in Egypt). That would have been a rude welcome to life on the QE2! Thankfully we were all unaware of it till many years later.

We had a touch of fog as we approached Gibraltar on our way into the Med (my first night on watch on the ship) and we had to call Captain Mortimer at 0300 hrs and he arrived fully dressed, clean shirt and tie, cap on and gloves in hand. I was astonished after the less formal attire of the Shaw Savill & Albion (SS&A) Masters.

Later I was sent out to La Spezia to stand by the fitting out of the Cunard Princess, which was quite an interesting experience. But come November, I asked if I could return to QE2 as there was very little to do apart from test the deck machinery at weekly intervals and keep the shipyard workers out of the wheelhouse!

The incident of the loss of the bow anchor I remember well, as I think it was my first voyage in charge of a watch, I was due to be relieved in New York and when we flew home the pilot came on the intercom and said "we are just over the place you lost your anchor" and there was a roar of laughter from all the crew members travelling on the plane.



I also had to act as PR Officer for Captain Arnott, during a World Cruise, when we called for the first time in Yokohama. Just after we berthed, I was told that there was to be a News Conference in the Queens Room and I would have to introduce the Captain to the Newspaper correspondents. I remember desperately trying to find someone in the Purser's Office who could give me the correct Japanese sentence, sadly no-one could, so I had to do it "cold" in English. What no one had told me was that state television was also there and the room was a madhouse. How I got through that I still don't know, to this day. But you will remember Captain Arnott, a nicer guy to work for would be hard to find.

The other memory I have on the QE2 was berthing in New York during a tug strike, in the middle of winter. It was -17°F outside and as we carefully manoeuvred into the berth, I watched Captain Portet, sitting in the Bridge chair, casually smoke a whole cigarette in one complete draw. Very cool, calm and collected, but under the surface he was as nervous as any of us.

I left QE2 in 1981 when we moved out to New Zealand, but I still look back on my time on the ship with a lot of nostalgia, but after 5 continuous years I was ready for a change and was very happy to go to the Cunard Princess in the Caribbean. Happy days?

Apart from cruising and the World Cruises my chief memory of that ship was just how "Godawful" the weather was westbound across the North Atlantic in winter. I remember one trip that took us 9 days and the wind records in the logbook never dropped below Force 10 until we were 12 hours from Ambrose Light, That was the voyage when the German container ship the München disappeared with all hands and we spent 12 hours searching for any sign of her and all we found were a few floating containers. It showed just how savage that ocean could be.

6.4 Scribblings From Bill Miller – non-member, May 2022

Sun 1st May at Home in Secaucus: One Queen to another! Our good friend Anthony Davis (formerly of London but now Hollywood) has taken us down memory lane, in particular Cunard memory lane, with several photos from the dual crossing of the then brand-new Queen Victoria & the legendary QE2 back in January 2008.

The two liners crossed together, going westbound from Southampton to New York. Anthony was aboard the Queen Victoria.



Photos courtesy of Bill Miller

6.5 Memories of QE2 arrival Southampton in 2008 as seen by Richard Sisson (SissonR76)

I remember the QE2's last arrival into Southampton on a cold but clear morning on 11th November 2008. I was on board the Steamship Shieldhall, on which I volunteered as deckhand for a couple of years. I helped with chipping and painting her hull but on sailing days also was on stations (usually aft) or occasionally relieving on the wheel.

The bonus was to sail quietly (nothing like steam power for gliding through the water!) on a ship down Southampton Water and the Solent on excursions. These could be special private charters or ticketed trips. On this particular morning, it was a very early start. The foredeck and accommodation decks were busy with people wanting to be there on the QE2's last arrival into the port. Cameras, telescopic lenses and mobiles were at the ready.

The Shieldhall steamed slowly down Southampton water and loitered close to Netley as dawn broke. We soon saw the QE2's shape against the darker background of the Isle of Wight as she sailed out of view to make the sharp turn opposite Stanswood Bay around the Bramble Bank.



But, she didn't reappear as we expected! We then heard the news from the Shieldhall's wheelhouse and confirmation from our passengers listening to the live broadcast on local radio. She had run aground! To say that caused a stir was an understatement.

Fortunately her demise was short lived, no serious damage and she was on her way up river. Tugs were in attendance of course, and we were given a tremendous view of her as we accompanied her as far as Dock Head. By that time thousands of photographs had been taken and those of us on deck were frozen to the core and in need of a good strong hot cuppa!

The Shieldhall, at the time was in serious financial trouble, with risk of losing its licence.

Vast sums were required to keep her going, but with hard work by an army of volunteers, financial sponsorship and backing, and with the help too of the National Lottery, she is now a regular sight on the sea. The Shieldhall passing QM2.



QE2 Under tow after the grounding



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

Tuesday, 10th February: Bound Honolulu for Suva – Another fine sunrise! I was on deck by 0700 hrs to be greeted by a glorious, warm dawn. I took a dip in the pool, then a walk around the Games Deck, looking astern at the ship's wake cutting its path across the deep blue Pacific Ocean. Gina then turned up at the pool so I went in again and we had a race!

It was a quiet morning on the Bridge, many sun sights, my feet hardly touched the deck; tried for Venus but failed! By 1200 hrs it was very hot indeed, and a steamy 87°F with high humidity! A real scorcher, even the passengers had wisely cleared the decks. There were a few porpoises around the ship. The sun was still not quite overhead, so if the prevailing following winds continue, tomorrow will be equally as hot and still.

I had a Boat Class assembly at 1430 hrs and took names and had a brief chat with the class members, then attended Pegler's talk on trains in the Cinema. We watched some film of his amazing Flying Scotsman. Also watched Frank's illustrated talk on Bangkok which was very encouraging.

Before dinner, I had beer in wardroom with Neale and following the meal attended a super party in the Crystal Room hosted by Olive and Evelyn. The Prince-Smiths were there and Mrs. Watts and several other wonderful people I knew well by sight but not by name. Mrs. Watts wants me to come and stay, near Reigate, and to meet Joanna! She is a lovely woman, a lonely widow and not at all old, a handsome woman in fact. I couldn't stay long as the whistle was about to blast for 2000 and watch. I had a quiet, warm watch, during which Browne and I decided how the Company should be run. We planned the future, and our futures in particular! Midnight came very quickly!

Wednesday, 11th February: Bound Honolulu to Suva. I was up and on deck even earlier today and in the pool by 0650 hrs. The dawn was superb with the sun well into the sky as I strolled around the Games deck again. It is a good time to be alive to see the Khalasis doing the cleaning and breathe the fresh, early air off the ocean. Gina was not around this morning. The sunshine didn't last long; it became an overcast day with lots of light rain.

We passed Ile Uvea at 0900 hrs. and I gave a long spiel over the PA system on it from the Pilot Book.

It is Colin's birthday today and he poured-out at lunch which I briefly attended before going down to Caroline & Bill's for pre-lunch Champagne! It was just Neale and ourselves - it was a very nice party. We downed two bottles of Moet and then in the afternoon I listened to the Pitcairn Film which was excellent and so interesting; such a unique outpost!

Alan Pegler tells me Sagafjord is going there this year. At 1830 hrs. it was dancing time in Bonito and Syd & Edna did their best with us for half an hour. Mostly Samba! A fairly quiet watch followed and we altered course to starboard at Welangalala Island. It was heavily overcast so we could only dimly see the mountain ranges as we drew nearer.





Friday, 13th February: Suva, Fiji – The sort of day that makes life so great!
I was up at 0600 hrs and out on deck. Pilot embarked at 0632 hrs.

Sagafjord

It was a grey morning and we feared another rainy day, which fortunately was not to be! Fritz was the pilot inwards and we had a smooth arrival with the usual wonderful welcome by the band – Royal Fijian Police Band I believe, and in brilliant sunshine by the time we approached the quay.



Kungsholm – 1970 - Wiki

When I first came on deck, I had spotted the unmistakably beautiful lines of Kungsholm astern of us approaching the entrance channel. She had now followed us to berth directly ahead of Canberra mid-morning, I took Boat No. 7 for a spin across the harbour to a delightful bay and circumnavigated a little island.

After lunch I took the afternoon sky tour around the island which afforded fabulous views of Suva and the surrounding bays and coves. Beautiful! Some wonderful aerial views of the two beautiful ships alongside too. On returning to the ship, I went onboard Kungsholm to have a look around and see how she is being maintained under new ownership. This is the first World Voyage under Flagship Cruises, since Swedish America Line ceased trading last year, a great tragedy!

We departed at 1800 hrs. with great nostalgia and never to be forgotten! Fiji always gives P&O ships a wonderful send-off and today was no exception! The Police Band in full regalia including their famous skirts gave us a rousing and emotional rendition of traditional military medleys combined with Polynesian and Māori pieces. The “Māori Farewell” is an absolute tear jerker, better known as “*Now is the Hour when we must say Farewell*” and this was their finale, accompanied by rousing applause from every passenger lining the decks of both Canberra and Kungsholm, which let go her lines immediately after us, and followed us out to sea. It must be said that many of our crew were also on deck to witness the departure and to wave farewell to the lovely Fijians who turned out to bid us farewell.

Ian & Anne McLeod were down to see us and seem to have settled happily in Fiji.

Honolulu to Suva - 2,276 nautical miles at average speed 21.81 knots.

Saturday, 14th February: Fiji bound for Auckland - After such a wonderful day yesterday, today was not very successful all round. We spent the entire morning searching for a patch of ocean that was clear of rain! Then I had incorrect time for Meridian Altitude! The six Jories family members came to the Bridge for a few minutes. Kungsholm was to port all day. At lunchtime Bob invited the Jories and I met Billy Reid from Grand Cayman. We discussed life in the Cayman Islands. Pity I’ve only met them now as they leave us at Auckland.

A strong wind Force 6 was from the south, ahead of us all day, but not slowing us down. Fine and sunny afternoon, magnificent clear night with Full Moon again! Temperature was down a bit and rather cold outside in shirt sleeves. Before dinner, I had a drink and chat with Hugh, Pam and Jamie, it was very enjoyable. After dinner Hugh and I went to Peter & Gina’s small party for some passengers, which was fun. We went dancing in the Disco with Annette and Rosita after watch and also saw Gina & Peter dancing beautifully together.

Sunday, 15th February: Suva bound for Auckland – the day started with an overcast morning becoming sunny and clear by noon. The seas was deep blue with pale blue sky and brilliant white horses. A really lovely day as the wind was from south right ahead at Force 5. Combined with our speed, this produced a full gale of wind across the decks.

Bill & Caroline came around for a drink at lunch, they are such pleasant people and offered a most genuine invitation to visit them in Vancouver at some point. I attended Pegler’s show by Tom Christian of Pitcairn, which I found fascinating. The slides and presentation by the Pitcairn Islander were excellent! Following the show I dined with Martin, Jamie and John Andrew. The latter had us in stitches about the customers they face each day.

Browne and I shot stars at 2030 and did a good job of it! I’m getting in training for the 4-8 watch! A good watch, fantastic evening. The Log of the Cruise reads, a crisp with bright moonlight and picked up the light at Cape Brett at about 2330 hrs. and a good fix at 44 miles at midnight!

Monday, 16th February: Auckland – The omens were good and we had a perfect day! I was called at 0550 and the first light of dawn was streaking the Eastern horizon in golds and yellows, later to become a lovely pink reflection on the low hanging clouds. It was a calm, tranquil morning, as the lights of the harbour twinkled and the large silver orb of the setting Full Moon lay a track for us as we steamed westward into the Auckland harbour towards Princes Wharf. A fabulous dawn! Kungsholm berthed immediately ahead of us, on the other side of the dock, and as a further bonus the elegant lines of Sagafjord lay at the other side of the pier on which we berthed. A day to remember for Aucklanders to have three such beautiful ships alongside on the same day! We had a



smooth arrival followed by a hectic commencement of the day's work. All storing points and two loading transporters were employed for this port. There were likely a number of cars to be discharged for landing passengers, and many passengers disembarking. Canberra was a hard-working machine today!

At 1215 it was time for shore and I met Pat, Mr Johnson and Winston at the Dock Gate, all old friends from Barbados. It was really great to see them again. We drove first to the seniors' new home, modern and compact, ideal for their purposes and they are very proud of it. Chatted at length here before going on to Winston's place a few miles away.

The scenery of Auckland is so interesting wherever we journeyed. We then went to Marion Adam's place which is large and grand, again modern, and overlooking one of the many inlets. The tide was out, and there were cattle farms along the inlet with wide pastures, and the cattle were in! It was good seeing her again after 12 years, (she must have left Barbados in 1964) and I even recognized her! They seem to be doing well. Everyone was remarking on the lovely weather.

Finally, over to Pat's place, by which time we're all hungry; we had a light lunch with some of the tastiest wholewheat bread, possibly Swiss. Spent a relaxing afternoon doing homely things and feeling very much at home. Marshall came home and we talked a lot, looked around the house, which is very large and tastefully appointed. After a steak dinner we forced ourselves to return to the ship, and a busy evening followed onboard. Bedlam reigned on the ship. It was open to friends and relatives visiting, embarkees arriving, storing still in progress, a local talent show, and finally a military band on the quay for the departure. I managed to snatch a few periods in and out of the cabin throughout the evening with Marsh and Pat. They enjoyed drinking Rum and my Barbados music coupled with the atmosphere about the ship. Shortly before sailing, I reluctantly escorted them to the Gangway and bade them a fond farewell.

Sir Dennis, Lady Blundell and Sally were onboard for dinner with the Gluksteins, and there was some unnecessary fuss surrounding them. They had travelled out on Canberra a few years previously, when Sir Dennis was coming out to take up the appointment as Governor General. I had got to know them a little, and Lady B recognised me instantly on the Gangway when they were going ashore. They all shook hands vigorously and introduced me to Sally's new husband. They said they'd love to have been sailing with us again, and we exchanged memories of the mechanical failure we had experienced on their outward voyage, when we arrived late in Auckland and his swearing in ceremony as GG had to be postponed!

We had a rather dramatic departure. The pilot caused the ship to shoot astern out of the dock at great speed; he even asked for Full astern, which fortunately was refused! Nonetheless, we slipped rapidly downstream with the strong ebb and came close to colliding with a ship at anchor! There were then frantic engine movements and manoeuvres as we managed to swing clear of the other ship, albeit only 1.5 cables off the shore on the far side of the dock. The Commodore made a point of telling the pilot on boarding, that because Canberra has Turbo Electric propulsion "*She can go astern as fast as she can go ahead, so use stern propulsion with caution.*" Alas, not all the Masters advised the pilots similarly. This may also have accounted for the difficulty manoeuvring in Honolulu.

Suva to Auckland 1,132 nautical miles at average speed 19.62 knots

Tuesday, 17th February: Auckland bound for Sydney – At 0700 hrs., looking out of the windows in my cabin, we were rounding North Cape on the port side, the northern extremity of North Island, New Zealand. It was a clear blue morning and the sea calm. The cliffs rise steeply on the Cape, sheer from the water, as inhospitable terrain as I have ever seen. I wonder what Cook and Tasman thought of these barren rock faces when they were first sighted from their ships? We passed Cape Reigna at 0830 hrs. and Three Kings were abeam at 0900 hrs.

All day we had some magnificent albatross following in our wake. They may have joined us as we passed the wildlife sanctuary. Their wingspan was easily six feet! We were given a good push all along the coast and also set considerably south.

I played tennis with Colin (A.P.), the sun was warm although in a cool wind. We played two sets, one later with Murray. Then sat with Tim chatting about life in general. This is a difficult stage of the voyage for many of us as we have been out for several weeks and routines are starting to become monotonous and feeling restless at times, and irritable on the bridge.

Later I enjoyed a drink with the Neills in A49, and met a chap, Bob, and the Osbornes, all from Vancouver. Our passengers are such an eclectic mix! It was really enjoyable, the Osbornes are very likeable and it was good to talk with the Neills; they had friends on both the ships in Auckland yesterday, so there must have been great reunions and much ship news to exchange. They visited the Sagafjord which is different, it was good to be with lovely Canadians.



Wednesday, 18th February: Auckland bound for Sydney – Westward bound across the Tasman, and one of the finest days imaginable! Excellent conditions for the Tasman, as it can be unfavourable. A slight following wind and sea all day until nightfall when the wind backed and increased. Negligible swell. Clear skies, perfect horizon, 74°F. Good sunbathing weather and we've been in blues since arrival at Auckland.

A hectic, terrible morning on watch with GES and medical inspection together, in addition to sun sights. The Senior watchkeeper was in one of his worst states; heavily hung over! This course of 272°T has us all completely baffled with departures and mean latitudes and secants!

At lunch time I had a terrific little party for seven passengers and three ship's company. They were all immensely appreciative and didn't want to drink, just chat and look at my quarters and cassettes. They thought my home was lovely, as do I! It is a lovely place to live. It made me feel good to know that they enjoyed being here so much, I must have more little get togethers. Jean and John stayed consuming my gin until after 3, when Jean finally left. She is an absolutely super, interesting person. Has lived in UK for 4 years and now returning to her parents in Sydney. Played some exciting sets of tennis with Neal, and won (2-1) which pleased me! Saw Neills out on deck, brown as berries. I sorted out the watch list for changeover on Sunday in Sydney, and discussed it with Colin. After which, I dined with Martin and John (A.P.) who seems exasperated with his customers today. A magnificent sunset followed by lovely bright moonlit evening.

Thursday, 19th February: Sydney – Half Way Around the World

We passed between the Heads and entered Port Jackson at 0830 hrs. on a fine, gloriously sunny morning. All the ferries were busy plying their business with the commuting traffic, bustling around Canberra as she nosed her way towards Circular Quay.

The Officials boarded us in Western Channel, and confusion reigned on the Bridge. They boarded via the aft port shell door. It was otherwise an uneventful harbour transit, and we swung into Sydney Cove at 0900 hrs, all secured fore and aft at 0930 hours.



Canberra at Circular Quay

Angela came on board for a chat and a drink at lunch time. They then met me later at 1920 hrs. when I was free to go ashore. We drove to their delightful and impressive cottage in Lindfield. It is a period design with dark beams and woodwork, and a lovely fire place. Deep white woolly carpets and arm chairs into which one sinks! We drove into Pymble and there we spent an excellent evening with the family, listened to lots of records and jumped up quite a bit, in true Trinidad style, so much so that my back ached the next day! They all looked really good. I'm sure Uncle Sam and Auntie Sheila look younger every time I visit! I eventually returned to the ship about 0030 hrs.

Friday 20th February: Sydney Cove – I was up early in the morning for cargo and storing, it was a miserable wet day. This weather with frequent and intermittent heavy showers was to remain with us for the entire port call. The new Third Officer Richard B-H arrived and I spent much of the day showing him around, which I enjoyed. I wonder what were his first impressions of our great ship? We discharged cars, mail and baggage from all hatches, while simultaneously undertaking a big storing programme.

Overall this was a very disappointing visit for our passengers, regarding the weather. It rained for about 49 of the 52 hours! I took a taxi to Chris after work on Friday, and we then drove to Pymble, where I enjoyed talking with Uncle Sam and Auntie Sheila again. Chris & I then went to Dimitri's in Gordon for dinner, where we had an excellent meal, good service and paid an exorbitant price! Then we joined Angie & Helmut for an after-dinner chat. They were entertaining to dine with and the eight of us lounged in sublime relaxation for an hour or so before we went back to Pymble to sleep.

Saturday, 21st February: I thoroughly enjoyed sleeping in a proper bed for the night and waking to different surroundings. I was woken by the screeching of cockatoos making a rasping, alarming cry at dawn! Quite beautiful creatures making an ugly sound!

Chatted and lazed about all morning while the rain fell continuously. Uncle Sam pottered about the pool, cleaning leaves off the surface and generally preening it. I confess to arranging a perfect stay during this Sydney call! The rest and break from shipboard routine has been great. Angie & Helmut came over at about 1130 hrs. and we had sandwiches and coffee in the kitchen overlooking that marvellous pool and rock garden. It was soon all over and time to return to the ship at about 1240 hrs just as chaos was really getting a grip on the ship. The decks were wet and crowded and the foyers jammed with people. I showed the Samuels quickly around the Public Rooms and into C44 at the kind invitation of the Matthews. Marilyn had been on the quay as we arrived, vivacious and cheerily



waving at her parents, who were on the bridge. I think her appearance on the dock came as a pleasant surprise. She will be with us for the voyage home now to Southampton.

I escorted the Samuels to the gangway at about 1345 hrs. - it was sad to see them depart. I watched them in a group as we edged slowly astern away from the terminal.

Departure from Sydney is easily the most moving and emotional send off the ships receive anywhere in the world. Huge numbers of Sydneysiders turn out to witness the spectacle, and without doubt I'd say Canberra gets the greatest and most rousing departure because of her links with Australia.

We departed from Circular Quay at 1405 hrs. When we had swung to port, below the bridge, and her head was pointing down harbour, the Commodore (who had taken over command here in Sydney) gave a succession of long blasts on the siren, as the ship's own farewell to the throngs lining the harbour.



The Circular Quay send-off

We were on our way home!

Part four in the next edition!

7 The WA Wardroom – Notices of Good Reads, Art and Volunteer Work – Ed.

7.1 Volunteer Work - Gordon Steptoe ([SteptoeG54](#))

I became involved in local charity some years ago at the East Anglian Children's Hospice (EACH). Although patient prognosis is almost nil, funds raised provide best appropriate onsite facilities and to give respite parent care. Although not on the 'technical' side, the organisation does professional fund raising with charity shops plus myriad of other schemes.

I have for some time, covid permitting, given illustrated talks to local groups e.g., Rotary Clubs and to history/industrial interest groups, etc., mainly on nautical subjects and done several on the Port of Felixstowe - history, development and current operations and the Life of Nelson. All donations go to EACH.

7.2 Volunteer Work - David Blencowe ([BlencoweD64](#))

Apart from village roles (church treasurer for example) I am a volunteer driver for CATS (Coastal Accessible Transport) <https://www.cats-paws.co.uk/> taking anyone with needs to hospital, dentist, surgeries and even dancing!, using my own car and charging a modest amount to cover fuel.

7.3 Volunteer Work – Essex Waterways, David Fairweather ([FairweatherD69](#))

There's only so much golf, kayaking, cycling and museum exploring that you can do on retirement, so in November last year I attended a 'get to know us' day with Essex Waterways (EW) at their HQ at Paper Mill Lock, Little Baddow, Essex

EW operate and maintain the river and many locks from Maldon to Chelmsford, and as they only have a limited range of funding, rely heavily on volunteers to support the work of leisure.

Crewing the two passenger boats was of a particular interest to me but as they were 'beached' for the winter, we were asked to support the small team of Lengthsmen (who are the staff responsible for the locks and river banks) in initially changing the 50 year old lock gates at Little Baddow Lock. This involved putting in dams at either end of the locks, draining the lock basin, and then replacing the old lock gates, activities and ongoing maintenance of the river frontage.





After this we repaired river banks with mini breakwaters and wire nets of stones, and up until last week planted over 600 new willow trees that in 20 years' time will be cut down and shipped to India where they will be made into cricket bats. I can honestly say that my time with EW has been a joy and my fellow volunteers are a great bunch.

It is often hard work but the Lengthsmen make us all feel very valued and we always get a thank you for our efforts (which over the winter have been in rain and snow).

A Lengthsman was traditionally responsible for a length of the navigation (this is the mile stretch between locks). EW currently have 4 full time Lengthsmen and Michael the Head Lengthsman who maintain the 14 mile stretch of navigation from Springfield Basin to Heybridge Basin.

The Lengthsmen maintain, operate and repair the navigation. This includes both the land (towpaths) and water. Some of the things they do include weed removal, towpath and bank regeneration, dredging and lock maintenance. Not all volunteering gives a positive experience but I would recommend it as it can be a way of both sharing your skills as well as learning new ones.



7.4 Volunteer Work – Geoff Haffenden ([HaffendenG66](#))

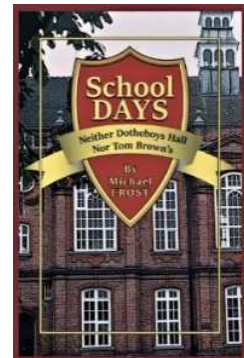
I am an active member of our local Rotary Club and we are regularly involved in a number of charitable and voluntary works in the community.

7.5 Good Reads – “School Days Neither Dotheboys nor Tom Brown's” by Michael Frost ([FrostM61](#))

“School Days Neither Dotheboys nor Tom Brown's” follows Michael's journey through the British educational system in the 1960's, from elementary schools to appointments on worldwide cargo ships with P&O.

The book is the preamble to Frost's previous work “Voyages to Maturity, Seven Years before the Mast with P&O”, published in 2019.

This story describes the world of British boarding schools, nautical training (SoN Warsash, Chapter 8), and the 'toughening' role that these institutions saw as their strength. Frost hopes to portray the message that schoolboys not only survive, but flourish after an almost uniquely British path towards education.



7.6 Artists Amongst Us! - Member André Dubois ([DeboisA62](#)) Bluenose II

Nova Scotia's Sailing Ambassador (The Bluenose Crew Association) Landmark & Historical Place - 121 Bluenose Drive, Lunenburg, NS, Canada, Nova Scotia.

Today is our first #MasterpieceMonday, where we will showcase Bluenose and maritime-related works of art.

Artist André Dubois recently sent us this stunning painting of the famous schooner, inspired by his visit to Nova Scotia in 2017 which included a cruise on Bluenose II.

Swiss born André Dubois graduated from the Warsash School of Navigation in 1962. His studies at the maritime school were the start of a brief sea going career in the Swiss merchant navy. Although Switzerland has no seafaring traditions, his boyhood dream was to become a sea captain. Regretfully, he did not achieve that dream but remained close to the marine sector all his life. He emigrated to Canada while working for Decca Radar of London, UK. For many years ashore, he found pleasure in lecturing to recreational boaters on safe navigation as a member and Director of the Canadian Power and Sail Squadrons (over 20,000 leisure boaters are members in Canada).



After earning a degree in economics, André was for 28 years a public servant with the federal Department of Industry in Ottawa, and served in a variety of senior management positions. He worked as an economist in policy and program administration for the development of the digital economy.



His painting experience is largely self-taught. Most of his works are inspired by the Canadian wildlife. For many years, he was a member of the Rideau Lakes Artists Association. In recent years, he was experimenting with trompe-l'oeil techniques which enabled him to use recognizable imagery in an unusual perspective. He also enjoyed adding whimsy to his paintings as his personal way of offering new twists on traditional art.

He is now retired and lives in Kingston, Ontario. Previously, he and his wife lived on the shores of the Rideau Canal, the oldest slack water canal in North America, and a UNESCO World Heritage site. André is fluent in French and English and speaks some German.

Contact André: redwood@rbsinternet.com



André

8 The Big Blue – Richard Sisson ([SissonR76](#))

I'm sitting on a "Dreamliner" overnight flight from Vancouver to London via Calgary and it seems that all around me people are trying desperately to sleep, huddled in their thin blankets in contortions they wouldn't normally attempt. I've given up on playing meaningless games and struggling to hear dialogue on movies too. (As an aside, the cabin crew insist we are "guests" on the flight and not passengers!) I keep replaying in my mind the wonderful adventure, or perhaps the word is, experience, we've had, travelling east to west across Canada; the places, the people, the history and the natural world we've encountered. I realise that I haven't, until this holiday, been on the Pacific before. Seen but never floated on!

So, I'm sure I have all the names of the places we stayed, and the routes we've taken over the five weeks. I don't mean this to be a travelogue but having started, I'd better finish.

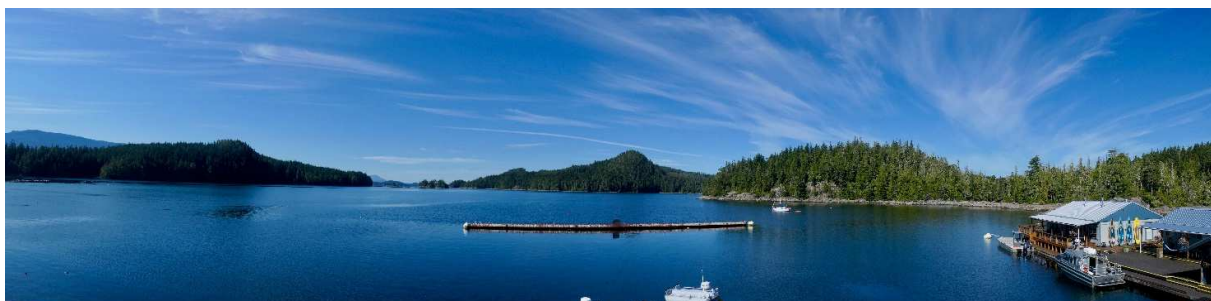


I love these chairs and their positioning found in many idyllic spots. This is Annapolis Royal



P.E.I. Atlantic Rollers on a calm day

From Halifax we toured Nova Scotia by car anticlockwise along the coast, cutting through to Digby and Annapolis Royal and crossing, by ferry, the Bay of Fundy into New Brunswick. Continuing around eastward, we crossed via the Confederation Bridge to Prince Edward Island (P.E.I.). Then we came back to Nova Scotia via ferry to Pictou. We continued up onto Cape Breton Island, driving the Cabot Trail and back to Halifax to explore further. A change of mode of transport saw us onto the overnight Ocean Train to Quebec. Several days later we were flying on to Calgary, to pick up the Rocky Mountaineer in Banff to Vancouver via Kamloops. Another rental car and we crossed to Vancouver Island, heading north eventually to Port McNeil and Alder Bay. Collected by boat, we crossed the Inner Passage to Berry Island with trips by water around islands and treks into the Great Bear Forest. (More whales and of course bear!)



Berry Island and the Inside Passage, B.C.

The island's west coast to Tofino and Ucluelet explored next and then float plane back to Vancouver to recuperate before steeling ourselves for the flight back to London. Phew!



Ucluelet sea mist, foam and roll logs!



Where the roll logs originated!



Or perhaps this way!



Vancouver Container Terminal & railhead.

I think of the times we were on the water, rivers, coves and inlets, oceans and seas, and the many occasions we just sat and watched or just contemplated the scene in front of us across the deep blue. I then realize that I'm asking myself questions that I'm not sure I know the answers to. Or have I just forgotten them?

Here are the questions I asked myself, and the answers I have researched as best I can since our return, so please feel free to disagree, as I'm sure many answers are very much up for debate, or maybe I'm just very wrong too! Do feel free to correct anything I have wrong, or not completely correct!

1. How many oceans are there?

I thought this was an easy question! 71% of the Earth's surface is saltwater ocean. Ok, we have the Atlantic, Pacific, Indian, and I had the Arctic as well. So far so good! Are the 'Biggies' (Atlantic/Pacific) split north and south and counted? What about way down at the southern end? I wasn't that sure. The North/ South Atlantic and Pacific *ARE* just named areas of the same oceans apparently.

As usual, politics and governments muddy the waters. International organisations and agreements seem divided, but the general consensus suggests there are five oceans. The four I have plus the Southern (or Antarctic Ocean).



The boundary of the Southern Ocean is often disputed when it comes to international legislation and control. It seems that most agree that the boundary is in the area of the Antarctic Circumpolar Current (ACC). This flows west to east round more or less at latitude 60° south. Those that have sailed in these latitudes will know and have experienced these climes, but I read that the ACC moves more water than any other ocean current, and pulls and moves waters across the joining big three (Atlantic, Pacific and Indian). It churns the waters, colder water sinking (giving important carbon storage) and the warmer waters rising to enhance the world's heating systems.

But here is an alternative answer to the five. There is only one ocean, and all are connected and reliant on one another. All the oceans are mixed by something called the Thermohaline circulation, which is what the Southern Ocean does for us all.

Ice forms, but with no salt, so the surrounding seas get denser and this water sinks. Then warmer water is pulled in to replace the cold, however this new water in turn becomes cold and sinks too. This process initiates very deep ocean currents. Surface winds drive currents, but only to 100m or so down. The Arctic Ocean does the same thing



and both together drive the Conveyor Belt! This is a system that moves deep water around all the oceans of the world.

One impressive statistic I found is that it is estimated that one cubic metre of deep water in the Southern Ocean would take one thousand years to travel every ocean in the world!

Only one ocean? And I thought this was a simple question earlier?



The Global Conveyor Belt

2. What is a sea then?

We can, each of us, produce a list of seas, starting with the Mediterranean, which is easy because it does not have sea in its name! And we can probably carry on for several more. Why is the Med a sea and not an ocean and what about those seas that are totally land locked such as the Dead Sea, Aral Sea and the Caspian Sea? Many websites state that a sea is a smaller body of water to an ocean, usually where land and ocean meet, and partially bordered by land. Apparently, there are about 50 but I haven't got that many yet on my list. This, in theory, also includes areas such as Gulf of Mexico, Hudson Bay, and Caribbean. The totally landlocked seas are theoretically actually lakes, even though they can be of significant size and some, salty! Some are very warm and very salty, and others cold and less salty.

One fact I found for you: the Baltic is the youngest sea, formed by glacial erosion, and also the largest brackish area of water on the planet.

3. Ok! So, what are the Seven Seas?

This question is very much up for debate depending on your starting point. "Sailing the Seven Seas" is documented way back in the distant past, perhaps even in mythology when ancient mariners worked their way round the Mediterranean and the coasts of the Middle East. It would seem that the trade route in question could dictate the listing of these seven seas. The homeport, country or culture of the vessel and crew would determine the seven. To complicate it more, seven may not have been meant as a definitive number, more as an indication of many. Seven, the number, was significant as good or lucky and could imply good luck (or bad!). In the centuries of long-distance exploration, the phrase could encapsulate coastlines, seas and stretches of ocean, even rivers, both familiar and unfamiliar.

On many trade routes around the world, the term is identifiable in one form or another. In the 19th Century some geographers list only the big oceans, and split the north and south Atlantic and Pacific and added the Mediterranean. But, it's not that simple, is it?

4. What is seawater composed of?

We understand today that the sea's marine ecosystems are dependent on their size, temperature and location along with a huge list of other factors thrown in.

On average seawater is 96.5% water, 2.5% salts, the remaining 1% of organic and inorganic particles and gases. Many of us will remember going ashore to read the ship's draft before sailing, and taking a bucket with us to haul up some water and use a brass hydrometer to measure the density. (I seem to remember some of these things being quite dented and knocked about too!)

On my first home leave, I had an in-depth discussion with my dad about hydrometers, much to his surprise! He used one for his homebrew wine and beer to assess the sugar conversion and hence the alcohol increases! We did lots of tasting on home leave to confirm what he had documented earlier on each batch which bubbled all over the house!

Average seawater has a density of 1.025 g/ml. and fresh water 1.000 g/ml. The most common salt ions are chloride, sodium, sulphate, magnesium, calcium and potassium and they make up 99% of the total salts.



Inorganic constituents include, carbon, boron, strontium and fluoride. Inorganic chemicals of inorganic phosphorus and nitrogen are both very important for organism growth. The gases include, of course, oxygen, carbon dioxide and some argon.

Organic rich materials and particles are found at the upper levels of seawater with carbohydrates and amino acids where photosynthesis occurs. I am not a chemist but I am very much aware, as I think we all are, how important all these items are to the ecosystems of the whole planet.

The currents, tides and winds mix these constituents spreading them across, down deep and up to the surface again of the oceans. The content of the oceans is a huge and complex science and also one that has commercial importance too. Chemical extraction is an industry and not just for table salt: magnesium and bromine are used in chemical processing for example, as well as many others.

5. Does Sea Water Smell?

Pure salt in water does not smell. If salt is added to boiling water, say, for cooking, you will not smell it. However, if the salt is not pure, for example sea salt or salt that has added constituents, it is these you may smell.

This question is of interest to me because we had a few hours in a kayak from Berry Island (just a short distance from the Inside Passage between Vancouver Island and the Canadian mainland). It was shortly after sunrise. The sea was flat, the sky blue and there was a slight sea mist softening the far coastline on the other side of the channel. After we had both managed to squeeze ourselves into the two-person kayak, we both remarked "The sea smells wonderful here.... different"!

Our young guide said something along the lines of, "you get used to it, it's clean"!

I had to learn more.

The smell we most often notice is from dimethyl sulphide. I didn't know what that is! It's a salty sulphur smell. Dimethyl sulphide, or DMS, is the classic sulphur smell of the sea, and is produced by *the* bacteria that eat phytoplankton. These tiny organisms are plants that use photosynthesis to draw energy from the sun: the sea borne version of land plants. The DMS comes from the plankton's self-generating sunscreen, which, upon their death, is converted into DMS gasses by the bacteria that eat them. We smell that, so it's natural. The smell can be found when sniffing cheese or truffles. It seems that seabirds have a nose for it too! Where this is, so is a food source, the fish eating the plankton!

We may also detect a strong clean and fruity smell on occasions. This is all about sex! The substance giving the smell is Dictyopterene. Female algae produce this as an attraction for the male, a pheromone. This is what we encountered over the kelp beds along the Vancouver Island Inner Passage coastline. It fitted the context and enhanced that paddle making us feel alive! When we braved the cold water a few times for a very quick swim, we could taste this too. Clean, sharp, maybe a bit like celery with a touch of spice.

The strong Iodine smell is Bromophenol. Crustaceans and molluscs produce this as they feed on algae and other organisms on the sea floor. Seashores awash with shells would be a prime location for this perhaps.

In places, Vancouver Island's west coast has dangerously sharp black rock formations that reach out into the sea. The Pacific swell crashes onto them, even on a relatively calm day. The tidal pools and beaches were covered with foam brought in by the waves and wind. This sea foam or spume can be found on many shores around the world. I assumed it was just something that the sea 'made' when being churned violently? I'm right, but it's a little more than that. When algae dissolve breaking down into their component organic particles and are churned in coastal waters, they become a surfactant, affecting the surface tension of the water - in this case encouraging air to strap and form bubbles. Just like soap. Of course, our own human activity and pollution can also produce surfactants, but that certainly wasn't the blanket of foam we experienced.

6. Colour of the Sea?

I thought that the sky's colour influences the colours of the sea. But I have read too that water absorbs light in the red spectrum but not that in the blue. If the sky is darker, or overcast, there is less light too so that will influence the colour. The content of the water, including ice (which absorbs even more red spectrum light and less blue) and glacial water (which contains sediment or sand from erosion) has an impact. Rivers, coastal currents and waves increase the particles in the water and hence the colour we see.

I have enjoyed doing a little research to satisfy my own curiosity on the deep blue oceans. In conclusion, I would suggest there is a good case for every sea to be identified differently by each of us as we encounter it, to be in awe of what it offers and provides for the planet, as well as for us, mere humans.



9 Farewell Bermuda - Queen of Bermuda - Martin Greenwood ([GreenwoodM64](#))

As a continuation of the previous edition (2022-3) of All Hands, Martin has provided the following which has been edited from his Cadet Journal, Ed.

As usual on a Monday morning in 1966 the Queen of Bermuda berthed at Shed No. 1 Hamilton, but this was to be the last time, as after 33 years' service the Queen was going to be withdrawn from service and broken up on her return to the United Kingdom. The first time she called into Bermuda was in 1933, a somewhat different looking ship, as then she had three funnels and a shorter bow.

Then the war came in 1939 and she was requisitioned by the Royal Navy and converted to an armed cruiser. She had a fine war record and was involved in many campaigns. When the Navy took her over, she had her three funnels changed to two and her masts cut down. Later she was converted to a troop ship. It was not until a few years after the war that the Queen returned to Bermuda, again with three funnels but never really the same again inside, as at that time it was too costly to restore her with her original fittings.

Again in 1961 she left Bermuda for a major refit in Belfast. Here she was fitted with a new and longer bow, the three funnels replaced by one, masts reduced in height so as to be in proportion with her new funnel. Air-conditioning was fitted throughout.

When she returned to Bermuda it was said that more people turned out to welcome her back than they had when Queen Elizabeth II visited the Colony in 1953. So, on Monday the 21st of November 1966, everyone saw the Queen of Bermuda come in for the last time, never again to hear her powerful Typhon whistles as she came through Two Rock Passage, past Pitts Bay and into Hamilton Harbour.

For the next two days the Bermuda papers were full of pictures of the Queen of Bermuda with long articles about her. The local radio station was interviewing various members of the crew and parties were being given each night in honour of this fine ship. At last Wednesday came. I don't think anyone onboard will ever forget the send-off we were given. Most of the shops in Hamilton closed at noon and indeed at that time, people started to group on Albouy's Point and along Front Steet so they could get the best vantage points. By about 1430 hrs there was an estimated crowd of around three thousand people around the dock even though it was raining, perhaps it was best for our last trip.

The harbour was full of craft, from yachts to small dinghies, all flying flags. The two tugs, 'Powerful' and 'Justice' were also dressed overall. At 1455 hrs the Royal Bermuda Regiment's band marched down Front Street and paraded on Albouy's Point in front of the Queen and there was yet another band playing on a ferry that was laying off.

At 1500 hrs the ship's whistles were blown and we commenced to let go and heave on the cable. By 1515 hrs we were underway, the people on the dock all silent. As we passed Albouy's Point a cannon was sounded and the band played 'Anchors Aweigh', it was touching for those ashore and onboard. Two helicopters from the Royal Navy and United States Navy circled the ship. All the way to the Two Rock Passage flags were dipped and people waved from vantage points to the Queen of Bermuda escorted by the tugs and small craft. As we drew out into the Great Sound, HMS Malabar, the Royal Naval base called us up and gave us a last farewell message. We dipped to them for the last time and then rounded Spanish Point and along the North Shore, still with many flags saluting the ship.

At 1630 hrs Queen of Bermuda rounded Fort St Catherine Point where again cannons saluted us and then entered the Narrows Channel. Here the pilot was disembarked and, to Bermuda, the Queen of Bermuda was history.

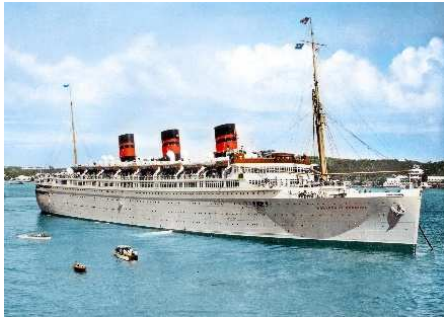
We reached New York on November 25th and left again on the 26th. This time few people saw the ship sail away. We arrived at Faslane in Scotland on 6th December. Here the 'Queen of Bermuda' will be broken up, the work expected to take fourteen months. It is a shame to see such a fine ship broken up.

Footnote.

The Queen of Bermuda's sister, Monarch of Bermuda, was also built in Newcastle by Vickers-Armstrong in 1932, a year before her sister. The two ships in tandem served Bermuda until 1939 when the Monarch of Bermuda too was requisitioned by the Royal Navy. After the war whilst undergoing refit, she was destroyed by fire. As the cost of repair was too much Furness Withy sold her for scrap. She was later reappraised by the Ministry of Transport who decided she could be saved and was rebuilt as an emigrant ship and returned to service as New Australia. In 1958 she was sold to a Greek shipping company and converted to a cruise liner named Arkadia. She remained in



service until November 1966 and was then sold to a shipbreaker in Valencia Spain arriving there, 18th December 1966. Thus, two famous ships built for the Furness Bermuda Line ended their illustrious careers within days of each other.



Monarch of Bermuda
Photo Allan Davidson ex Conway 53/55



Queen of Bermuda
sailing from Bermuda for the last time 23.11.66

10 Maritime Industry Focus

10.1 New \$2M Maritime Simulator Installed At Fremantle TAFE by A. Williams Daily Cargo News



A maritime simulator suite has been installed at the South Metropolitan TAFE Campus in Fremantle.

Kongsberg Digital was awarded a contract for the bridge, engine, electronic chart display and ship stability simulators of the new simulators at the Fremantle TAFE campus. Image: Kongsberg Digital The \$2-million simulator technology intends to help future shipmasters, Deck and Engineer Officers prepare for maritime careers. The Western Australian (WA) government is funding the project.

The simulators are designed to enable training for operations such as navigation, ship handling and manoeuvring, bridge watch-keeping and ship interaction. They will also enable training for varying environmental conditions, communication and Global Maritime Distress and Safety System (GMDSS), tugging and tow Master/Pilot training and responses in emergencies.

The government said the simulators will be developed to meet the regulatory requirements of the Australian Maritime Safety Authority and international maritime safety standards. Kongsberg Digital in Norway was awarded the contract for bridge, engine, electronic chart display and ship stability simulators; and Wartsila Voyage Limited in Finland received the contract for the GMDSS. WA training minister Simone McGurk said the suite of maritime simulators would be a “huge boost” to the maritime students at South Metropolitan TAFE. “By training with cutting edge technology and real-time simulation, it will go a long way to ensuring students are job ready for this exciting industry. This investment for specialised maritime qualifications will further enhance South Metropolitan TAFE’s reputation as one of the largest and most influential maritime training institutes in Australia”. The Western Australian government is funding the simulators under its \$215.8 million investment across the state’s five TAFE colleges. The maritime hardware and software will be ready for students to use from the first semester of this year.

10.2 Online Maritime News – Ed.

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

Subject link	Source
Sailors Society Cadet Report 22 https://sailors-society.org/cadetreport22	
Toroidal propellers: A noise-killing game changer in air and water https://newatlas.com/aircraft/toroidal-quiet-propellers/?utm_source=New+Atlas+Subscribers&utm_campaign=d5854b416c-	
12 Famous Myths About Merchant Navy People https://www.marineinsight.com/life-at-sea/12-famous-myths-about-merchant-navy-people-have/	



The RRS Sir David Attenborough begins its polar science trials in Antarctica https://www.bas.ac.uk/polar-operations/sites-and-facilities/ship/sda-science-trials/	 British Antarctic Survey NATURAL ENVIRONMENT RESEARCH COUNCIL
New meaning to the big bang theory - the Suiso Frontier https://www.marinelink.com/news/safety-improved-worlds-first-liquid-502682	 MARINE LINK
HAM Radio Team Reaches World's Most Remote Island https://gcaptain.com/ham-radio-team-reaches-worlds-most-remote-island/?subscriber=true&goal=0_f50174ef03-9d82d591d7-170254293&mc_cid=9d82d591d7&mc_eid=2bec9004fe	 qCaptain
Check out the various new Items from Hellenic Shipping News https://www.hellenicshippingnews.com/category/shipping-news/international-shipping-news/	 HELLENIC SHIPPING NEWS Online Daily Newspaper on Hellenic and International Shipping Leaders in global shipping news for over 10 years

11 Obituaries

11.1 Captain David Perkins ([PerkinsD73](#)) went aloft 14.01.21- by Captain Richard Myton ([MytonR63](#))

Terry Waite, assistant to the Archbishop of Canterbury and held hostage for four years in Lebanon, offered tributes paid to the final QE2 Captain who was 'loved by all, 20th January 2021 and buried at St. Edmunds. Captain David Perkins was the last Master of the QE2 (Image: Supplied by family).

To be taught how to play backgammon by Omar Sharif, and to host and meet with such prominent individuals as HRH Queen Elizabeth II, Prince Phillip, Nelson Mandela and Princess Diana does not normally fall to many of us. Yet such events formed a part of the career of David Perkins from Bury St. Edmunds, who rose from deck officer cadet at the age of 18, to be appointed as the last in-service Master of the world's most famous passenger cruise liner, the QE2.



Captain David Perkins

In that role not only did he ensure that his passengers had an enjoyable and safe experience aboard but he was always attentive to the best welfare of his crew.

He was renowned for his genuine care and empathy, his warm sense of humour, his ability to light up any room with his presence and for always finding time for his family and friends, his passengers and crew.

He was known for always having his crew's best interests at heart and for working to get them home to family in times of need. His lifelong friendships spanned all walks of life, and he was known as genuine, funny, caring, modest, and loyal.

David William Perkins, the third of four children, was born in Kingston, Jamaica on the 26th April 1956. His father had sailed out from the UK to take up the position of director of public works and the first five years of David's life were spent on the island; the family returning to the UK to live in Grantham, Lincolnshire and later, Woodbridge.

With a life spent at sea, he joined Cunard as a deck officer cadet when he was 18 and took his first command as captain of Cunard's Caronia in 200, serving within the Cunard, P&O and Princess Cruises fleets, the Royal Viking Sun, the Queen Mary 2 and as the last appointed captain of the QE2.

Having been trained at the Warsash Maritime Academy at a time when it was vital to navigate a ship by mariner's compass, he was well prepared to navigate the challenging Trans-Atlantic runs from Southampton to New York and the long World Cruises.

He was renowned for his knowledge of South American ports, taking ships along the Amazon and Orinoco rivers in addition to the Arctic Circle where he was honoured by membership of the Scott Polar Institute and received a further award following his service during the first Gulf War on board the Cunard Princess.

When he sailed the QE2 on her final world cruise in 2008 into Sydney harbour, alongside the Queen Mary 2, the ships brought the city to a standstill in admiration.

David was a keen fisherman, and was known to join the crew as they fished from the mooring decks while in port. When possible, he would arrange fishing trips for crewmembers and himself around the world including Norway, Panama, the Seychelles, and the Caribbean; bringing the catch back to be cooked on-board by the chefs.

Knowing how important it was for the crew and passengers to see the football World Cup Final while docked in Algeria in 2004, Captain Perkins walked to the nearest restaurant and asked if they could use the TV for the



afternoon, he and another officer having to climb up and adjust the aerial. David led a procession of over 80 crew and passengers to sit down and enjoy the match.

Although David spent much time away from his home, he was a devoted family man having met Louise (Lucy), an occupational therapist, through Melton Young Farmers.

In 1992 their son Lawrence was born; David was justly proud of him and his achievements. The family sailed together frequently and enjoyed their time together; the splendid ships, the company of their many friends among the crew and passengers, and the wonderful sights as they travelled around the world. Captain Perkins was well loved by both passengers and crew and retired to his lovely home in Bury St. Edmunds in 2012 after 39 years of safe and commanding navigation, having brought his ship, crew and passengers home safely through all weathers and situations.

In retirement David was able to spend time indulging in his favourite sport of fly-fishing on the Tweed, the Spey and the Miramichi River in Canada, alongside being an active member of the St. Edmundsbury Bowls Club and sailing his 1m Model Sailing Yachts competitively around the UK.



Captain David Perkins in retirement

In May 2019 David and Lucy celebrated their 40th Wedding Anniversary on a warm sunny day in their garden, surrounded by family and friends.

Captain David Perkins passed away on the 14th January 2021, having lived a wonderfully full and happy life and his untimely death, whilst leaving his family and friends deeply saddened, also leaves truly happy memories of a man who achieved greatness and who was loved and respected by all. Lucy Perkins said: "David was a devoted family man, we married in 1979 and our son, Lawrence, was born in 1992. We celebrated our 40th wedding anniversary on a warm, sunny day in May 2019 surrounded by family and friends. David took great care, love and joy in his family, enjoying holidays and family time together. His time with friends, family and colleagues and his hobbies of fly-fishing, walking Ash his dog, green bowling and model yacht sailing gave him great pleasure and contentment. A man with many friends and family; he was loved by all and we are honoured to have shared his life".

Captain Perkins' son Lawrence said: "I don't think I'll ever be able to express how grateful I am for my father, for how accepting, loving, kind, caring and funny he was. My aim has always been to make him proud, as without him I wouldn't be the person I am today."

Captain Perkins' friend Terry Waite said: "The unexpected loss of a good friend is hard to bear. I first met David when he was in command of the QE2 and I was lecturing on board. We sailed together many times and he was always unfailingly helpful to both passengers and staff. His knowledge of the oceans of the world was unrivalled. In retirement he played an active part in his local community and will be sadly missed by many not least by myself."

11.2 David Charles Barnett 1932-2021 ([BarnettD49](#)) went aloft 21.11.21 by wife Joan & Clive (Son)

David joined the P&O company having left Warsash and served on cargo and the Great White Passenger liners, sailing mainly to Australia and the Far East. He married in 1956 and later left the merchant navy having served for six years. After this he and his wife Joan emigrated to Canada where they lived for two years during which David worked in an architect's office, then deciding to train as an architect.

Upon learning that Canadian qualifications were not then accepted between differing provinces, he decided to return to the UK where he began a seven-year evening course at the London Polytechnic whilst still working full time at an architect's offices in London. During this time he could only return home to Henley-on-Thames between 10 and 11 pm most evenings and studied every weekend towards his examinations.



He qualified and added membership of the RIBA to his many achievements. After working for a number of leading architectural practices and following a spell in the Local Authority in Oxford, he set up in private practice. The practice moved to Woodstock in Oxfordshire where he built his own premises and developed the practice until retiring. He was married for 65 years and has a son, born in Canada, and daughter born in the UK.



11.3 Dr. Jerry Baker ([BakerJ69](#)) went aloft on 09.12.22 by Jerry's wife Liz.

Jerry was a complex man with simple needs. He was a product of his school days, learning from a very young age to rely only on himself and making it difficult for him to show his feelings.

His escape came first from music, then he found his true self in the Merchant Navy; making good friends - some here today.

We met in February 1975 at a party in South Shields and got engaged less than eight weeks later. It never occurred to me to wonder what my family in a Yorkshire mining village would make of this "posh boy" from public school. They loved him and he them, especially my parents. We married the following January.

So began Jerry's academic achievements - BSc, MSc and finally PhD. Taking us from Jarrow to Glasgow via Washington with two small kids in tow. During the "studying years" we had daughter Alexandra and soon after, son Adam.

With PhD under his belt we moved to Aberdeen. Jerry was his happiest in Scotland, enjoying his music, playing in a ceilidh band then a rock band. Also hill-walking, professional societies, reading and of course his work. Together we had a great social life at parties and the "Wine Club".

He coached Adam's boys' rugby team - The Aberdeen Wanderers - even though he was not sporty or liked playing rugby, but he knew the rules well.

With Alex he enjoyed their shared interest of history and politics.

We left Aberdeen to move back to the North East when the kids had grown up, enjoying time with grandchildren and wider family. Jerry's love of his work continued, also his passion for music, joining bands in the Newcastle area. But by now he had another passion: motor biking. He learned to ride in his fifties, as a form of commute to begin with, becoming a much loved past time. He took his advanced test too, to be safer but also because he never did anything by half-measures.

He gave 100% to all he did, in his methodical, engineer's way, usually with spreadsheets and graphs. He even approached his illness in the same way and never attended the many appointments without his increasingly bulging file and always had lots of questions and even his own theories. Most of the doctors welcomed his positivity.

By now, with Alex well settled with husband and baby so now spending time in the Bonnyrigg area, we decided it was the place for us. Covid hijacked that plan for a while so this year, with a new house and new baby, we thought our life was sorted for a while.

His knowledge was vast (but not of popular culture) and his memory great, but could never understand how during lockdown I almost always beat him at scrabble.

He could fix almost anything, sometimes spending hours working out how to. He loved malt whisky and a good red. He was strong, brave and resilient. He was modest, gentle and reliable. He was inventive, building amongst many things a cage to cover the bird feeder so only the small birds could get in and the big birds would "hoover up". So successful he also built my friend Paula one. He was a creature of habit, amusing his grandchildren no end by always having Brie and oatcakes for lunch. He loved talking to his grandchildren about his travels and his school days and building castles, ships and dinosaurs in Lego. He was very proud of his children and grandchildren's achievements and always willing to help them on their way. He cared deeply about social injustice and deprivation in all its forms and man's assault on the planet. But he wasn't perfect, he could be grumpy and dug his heels in over things he really wanted; like millennium NYE when much to my annoyance he played in his ceilidh band instead of coming to a party with me! Joining me at 3 a.m. - sober!

This is the man I loved. My sweetheart, my mentor, my P.A., my anchor in a storm.



Jerry at MCR SoN



Jerry with his family



11.4 Iain Peter Jay ([JayI53](#)) went aloft on 05.01.23 reported by his wife Wendy

My husband Iain Peter Jay died on 5th January 2023. He was very nearly 87 years old, and in that long and full life he did many things. He had been a banker and an antiques dealer, a husband and a father. But amongst the most significant periods in his life – and this without a doubt – was the time he spent at sea.

He was born on 21st January 1936 and went to Warsash School of Navigation in 1953. From the first moment, he loved it. Over the years he told many stories about it, recalling cold showers, early morning runs and ‘drapes’ with a smile, but remembering the people there with deep affection.

He was indentured to the Prince Line on 11th January 1954. His Apprentices Journal carefully records each vessel on which he sailed, its dimensions and details down to winches and davits; each port to which he went, from Aberdeen to Zonguldak. There are entries of daily events, essays and sketches of stowage and currents and hand-drawn maps of places. Clearly life was an adventure – and if his stories were anything to go by, remained one.



Although he left the sea before he was 30 it always exerted a magic for him. Even towards the very end of his life, if he went anywhere where there were sailors, he gravitated towards them as by magnetism, and, in later years, each edition of All Hands was greeted with a grin, then the sight of the top of his head as he dived into it.

In his effects I have found a treasure of memories including photographs from early trips and the remnants of a Prince Line pennant. In our hall is a clock from one of his ships – still proudly keeping time, though he no longer is. At his funeral his nephew read Tennyson's Crossing The Bar. It's how we like to think of him – setting sail again, on to another adventure.

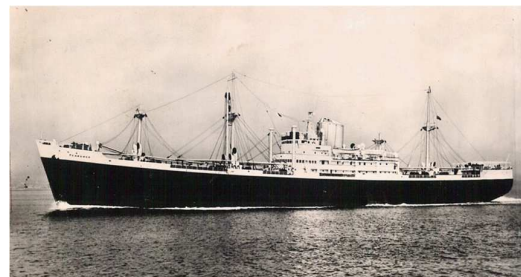
11.5 John Edward Bond ([BondJ53](#)) went aloft 06.02.22 - by his daughter Julie Wrightson

Julie writes: Thank you for your kind words and please keep his subscription as my Mum would definitely want that. My Dad was very proud of his time in the Merchant Navy and often looked back fondly on it. Apologies for the late notification, it is one of those things that slipped under the radar!

J. E. Bond served in Pacific Steam Navigation Co. (PSNC) & London & Overseas Freighters (LOF).

PSNC 1953 -- 1956 Cadet, his ships were Flamenco, Salamanca, Sarmiento, Reina del Pacifico and Albermarle.

LOF 1956 - 1960 3rd Mate, London Loyalty, London Prestige and London Tradition.



Flamenco



11.6 Captain Robert (Robbie) Robertson (RobertsonR51) from grand daughter Rachel Morfett

It is with great sadness that I inform readers of the passing of Robert Alexander Robertson, who died on 14th February 2023. He was known by some colleagues as 'Robbie'. He started his career in his mid-teens and worked his way through the ranks of Clan Line shipping. His highest rank achieved was Captain. His final position was in the hydrographic department at the Port of London. His funeral is to be held on 7th March 2023.



11.7 Stephen Frank Stallwood - SON Staff went aloft on 07.05.19

I just recently found out that Steve Stallwood – former instructor at the SoN (WMA) passed away on 7th May 2019. He was deeply involved in simulators and if my memory serves me, I was C/O on a Panocean Anco ship when he was onboard doing research for the tanker simulator at the Warsash. I visited him a number of times – he lived in Brook Lane and also went to the Simulator which was below the block across from the School back then. We talked extensively on the efficiency and effectiveness of simulators involving the myriad and complexity of chemical tanker operations.

I found this on the internet which I believe Mike Barnett headed up: - Ed.

The Effectiveness and Practical Application Of Simulators as Tools For Training And Examining Seafarers

The objectives of this research project, which was undertaken on behalf of the Department of Transport, were to assess the effectiveness of simulators as a training tool having regard to the quality of replication they provide; to recommend the extent to which such training could substitute for experience gathering at the work-place; and to make observations as to the extent to which such apparatus could be used to assess competence for qualification purposes, as a substitute for the workplace. The project team gathered information from literature reviews, seminars, and interviews involving maritime training establishments and other industries who use simulators.



Steve in the SoN Simulator

After analysis, the conclusions from the project were presented in a report to the Department in November 1993. Members of the group - Dr Mike Barnett, Capt George Angas, Peter Barber, Thelma Poole, Rob Sawers, Steve Stallwood. The following was taken from.

The Daily Echo. Published on 11th June 2019: Stallwood, Stephen Frank late of Warsash Maritime Academy and Solent University Passed away 7th May 2019, aged 76 years. Stephen will be sadly missed by all of his family. Funeral service was held on Thursday 20th June at 1.45 p.m. at the Portchester Crematorium, South Chapel.

11.8 Joe Pinto – WMA Staff 1955 – 2023

Friends and colleagues at Warsash Maritime School are saddened to hear of the loss of our ex-colleague, Joe Pinto.

Joe worked as the gym manager at our Warsash campus when the School was known as Warsash Maritime Academy and, through his work, touched the hearts of many students, cadets and staff. His smile, endless enthusiasm and smart dressing were very much part of the Warsash experience.



A celebration of his life for Joe took place on Monday, 6th February 2023, in Southampton.



Queen Elizabeth 2



At Launch Hull No. 736



In White Livery



From the Luis Miguel Correia - Historian



Funnel removed during the re-engining in 1984



Reborn in the Fjords



A few of many publications about her career



The fly over of an Airbus A380 arrival Dubai



Present day Dubai

		All Hands 2023-1 (UK Spring)	
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