

ALL HANDS



The Warsash Association Journal

Iconic Ships



SS Rotterdam

1957 to present day - Photo (unknown origin) courtesy of Reuben Goossens - ssMaritime.com

Tonnage: 38,645 gross tons – Displacement: 31,530 tons – Length: 228.0 m (748 ft)

Beam: 28.71 m (94.1 ft) – Height: 61 m (200.1 ft) – Draft: 9.04 m (29.6 ft)- Decks: 10



1959 – Ready for her maiden voyage

Photos courtesy – ssmaritime.com



On her maiden voyage to New York

All Hands 2023-3 (UK Winter)





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

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

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1. From the Executive Committee

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

Dear Members,



As we move rapidly towards the end of the year, it is time to take stock of what we have been up to in the last 12 months. The Executive Committee has met twice with very full agendas and the AGM was conducted at the end of October. The meetings were all held using Zoom so that we can engage with more members and prevent the extensive travelling which used to be the case. We did have a hiccup with Zoom for the AGM due to the transfer of the WA Zoom licence and I hope that the cancellation of the first attempt did not inconvenience too many members. Please accept my apologies if you were indeed inconvenienced. These meetings are vitally important for the smooth running of the Association and we are constantly looking for better ways of doing things – particularly engaging with the Officer Cadets at the Warsash Maritime School and also with attracting new members.

For many of you, your link to the Association is made through reading All Hands and the website, and where possible attending the various social functions which we organise. But there is much more going on quietly in the background with Association representatives attending various functions and keeping the name of the Warsash Association in focus.

From a UK social point of view, there was a gathering of a number from the '64 graduation cohort at a location in Bedford, the Golf Day at Petersfield G C, the Social Event in and around Chichester and the Christmas Lunch in Portsmouth.

At the Social Event in Chichester, representatives from the Antipodes, David & Diana Montgomery and Adair & Barbara Craigie-Lucas attended. It was a delight to see them and use the NZ Spoon to bring the assembled company to order. The spoon had been 'borrowed' from the SoN refectory!

All events have been well attended and I believe, thoroughly enjoyed – my thanks go out to all the organisers and the Executive Committee for the support given at various stages of the events. It has to be said that we are in desperate need of a member to join the Executive Committee to take on the specific role of Social Events secretary. I am ever hopeful that someone will step forward and take it on.

In addition, a number of members kindly agreed to represent the Association at various functions during the year – the Graduation Ceremony and Passing Out Dinner where the WA Cup and Certificate were presented, the Southampton Shipping Festival, the Merchant Navy Day Commemorative Service and Reunion at Tower Hill with the laying of a wreath, the Remembrance Sunday Service and Parade at St. Mary's Hook with Warsash and the laying of a wreath at the WA plaque in the Church. Just recently, a 'drop in' meeting at a Southampton pub involving a number of Officer Cadets was finally put together and very useful engagement ensued. A quiz is being planned for the New Year.

There are encouraging signs that engagement with the various cohorts of Officer Cadets in Phases 1, 3 & 5 (academic phases) is starting to take hold and it was very encouraging that we were able to promote the Association at the Welcome Week for Phase 1 Officer Cadets. This was a first and much appreciated.

As all seafarers will know, Christmas can be a very difficult time – particularly for those with families. From a personal perspective, I don't think that I ever enjoyed a Christmas at sea very much except



possibly on Oriana which was indeed rather special since we were on the dateline for Christmas Day as we headed across the Pacific between Honolulu and Fiji – we went from Christmas Eve to Boxing Day. In case you are wondering, we did not miss out although Santa was indeed a touch confused!

May I therefore encourage you to think about those seafarers who will be away from home this Christmas and in need of some cheering up. The mental issues which accompany seafaring and cause great distress are starting to get noticed. I would urge you to take a look at the following websites to see what they are doing to assist: <https://www.missiontoseafarers.org/>; www.sailors-society.org; www.stellamaris.org.uk.

Sadly, I have not been able to locate any organisations which are in place to specifically support those seafarers from other religions but there are seafarer refuges around the world to which these seafarers can turn and the seafarer organisations above are always ready to help those in need from whatever religious background.

My thanks to all of you who have played your part in keeping the Warsash Association not only afloat but under way and making way during this year. The world is frankly in a mess and there is little that we can do to right the wrongs that are so obvious for all to see but at least we can make sure that the hinges of friendship do not develop rust and seize up. The Warsash Association can assist in that endeavour.

Best wishes to you all and I hope you have a very Happy Christmas and a Healthy New Year.

The 2023 AGM was held on Monday 30th October 2023. The meeting concluded the year's work of the association with a number of reports suggesting that the Association is pointed and proceeding.

Once the minutes are drawn up by the Secretary, and verified by the Chairman, they will be posted on the Website.

Feedback is always welcome so that Excom can ensure the membership is well informed.



Zooming attendance

With best wishes,

Roger Holt, Chairman - [HoltR64 - wachair@warsashassociation.net](mailto:HoltR64@warsashassociation.net)

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

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

WA Membership worldwide currently is **621 (includes 212 Officer Cadets & Officers at sea)** after a number of fee defaulters were re-classified as Resigned). Of the total number 96% 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).

PLEASE NOTE THE FOLLOWING: Some members fail to notify the Membership Secretary Martin Greenwood (greenwood287@btinternet.com) when they change their email address or other details. When we send a Notice out which is rejected because the address is invalid it takes an inordinate amount of time preparing a list like the one below for All Hands and trying to obtain the member's current address. Members are reminded they can login to update and save their own new personal details at any time. If for any reason that is not possible please let Martin Greenwood know. Thank you for your co-operation.

Tom Branley; Gerald Coleridge; Lindsay Clubb; Derek Hills (1952); Kenneth Bretherick; Joseph Jones (OC); L W Hall (1952); Jacob McNamee (OC); Sam Farrell (OC); Izzaf Embron (OC); Connor Colebrooke-Taylor (OC); Dennis Mason (NZ); Christopher Jones (1973); Alan Cooke; (NZ); Phillip Rogers (OC); Gerald Rapp (Canada); Ole Lauritzen (Denmark); Nigel Combes (SA); Matthew Gigg (OC); Matthew Schofield (OC); Nigel Coombes (SA); Stellios Triantafyllakis (Greece).

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 continues and David Fairweather ([FairweatherD69](#)) has offered to stepped forward to assume the role as Deputy Webmaster. Chris Clarke continues in his support role as the duties transition to Stan Bowles as Webmaster.



David



To ensure the website continues to support and help grow the Association, additional assistance is needed. The technical work is done by our support company in the USA. There is no requirement for anyone supporting the Webmaster to reside in the UK.

If you are computer literate and would be able to handle some of the admin-type duties please contact Stan or David. The various duties can easily be shared between two or three members from any country. Illustrated guidelines have been developed to assist.



Santa's Christmas tree farm

Even if it's a tentative 'maybe' please email us at wawebmast@warsashassociation.net.

1.3 From the Editor – Stan Bowles (BowlesS69)

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

The new printers, Simon & George (S&G), produced the last edition of All Hands. Not hearing any negative responses from the membership, it has been received without concern. We are still considering whether or not to move to a full colour presentation but of course this has to be tempered with respect to costs. Printing in colour does enhance the presentation and, if there can be a compromise regarding the number of pages to offset the additional costs, this will be considered.

You will notice in this edition I have changed the font. This has been trialled due to some member's feedback. I am hoping the new font will be acceptable so please keep the feedback coming then I know the objectives are being met. It is your journal and as indicated before, the face of the Association. The colour concerns do not apply to the online electronic version. When displayed and as the electronic version in pdf format, the on-screen display should be universal and automatically be handled by website software.

Until the next issue of AH I hope everyone has a wonderful Christmas & Happy New Year! - Stan



2. WA Notices, News and Events

2.1 2023 Social Event – Chichester by Roger Holt (HoltR64) - Chairman

At the beginning of the year and after much deliberation and a review of the available options, the Executive Committee decided to focus on Chichester as the venue for the Social Event in 2023. Knowing that we had members who lived in and around Chichester who could assist and that the Chichester Canal could possibly be used as a very interesting excursion, it was decided that we should take the idea forward. An organising team was put together comprising David Dearsley, Keith Javan plus wife Celia and myself, with Alan Ewart-James controlling the receipt and payment of money.

Selecting a reasonably priced hotel in Chichester in late September proved to be challenging due to a number of competing sporting activities in the area. An hotel in Emsworth was selected for review and the team met with the event manager to discuss what we required. We were impressed with the guest rooms, dining room, food menu and price and so a deposit was duly paid to secure the booking for 28th and 29th September.

Sadly, these plans were overturned by news that the chosen hotel had been sold and that completion date for the sale was 17th September.

With assistance from the event manager, we were introduced to the Newtown House Hotel on Hayling Island. Once again, a visit was made to check the layout of the hotel, check the available rooms and discuss the dinner menu and price. In the event, the manager agreed to match the previous price arrangements and the dining room was secured for dinner on 28th September for between 40-45 members and their guests with accommodation where requested. A memorabilia table was set up for review during the evening and the Warsash Association banner was displayed.



The hotel gardens by Roger Squirrel (SquirrelR64)

Since the Newtown House Hotel, Hayling Island was located further from Chichester than the hotel in Emsworth, it was decided that the timing of the planned canal trip for 29th September should be pushed back by half an hour and that a fish & chip lunch plus drinks should be served when under way.



Members and their guests arrived at the hotel during the afternoon of 28th September and were checked in and, where possible, given the room type of their choice. In addition, a Welcome Pack containing pamphlets prepared for them by Keith and Celia was waiting for them in their rooms. We all met up for drinks at the bar at 1900 hrs. Name tags were distributed so that we could identify each other and at 1930 hrs moved into the dining room where a table plan for five tables had been set up and 44 of us sat down for an excellent dinner. Roger Squirrell delivered Grace and a three-course meal was served. The choice of food for each person had been pre-selected and all courses were of excellent quality and were thoroughly enjoyed. After the dessert had been cleared away and coffee was served, a short interval took place.

After the interval, the Chairman proposed the Loyal Toast and welcomed everyone to the Social Event. In particular, he mentioned Capt Chris Phelan, a past Director of the School of Maritime Studies and his wife Peggy, David Montgomery, Branch Secretary, and his wife Diana from Australia and Adair Craigie-Lucas, Branch Chairman, and his wife Barbara from New Zealand. He outlined the various events during the year and thanked his team for the assistance given in preparing for this Social Event over many months and gave further details for the Chichester Canal trip the following day.

The evening was concluded with Toasts to the Ladies and the Warsash Association. From the volume of conversation in the dining room, it was clear that everyone had had a good evening and that there was still much to talk about at the bar.

The following day dawned fine and warm and after a leisurely breakfast we made our way to the designated car park in Chichester for check-in at the Canal Booking Office at Noon. Canal boat

Richmond had been hired for the trip on the Chichester Canal and was skippered most professionally by Keith Javan with John Clandillon-Baker assisting as mate. Celia Javan plus another crew member served the fish & chip lunch and drinks very quietly and efficiently.



Canal Boat Richmond
By Roger Squirrell ([SquirrellR64](#))

The trip was fascinating and recalled the days when the movement of heavy goods could only be carried by canal (opened in 1822) to and from Chichester and Chichester Harbour.

At a turning point at the end of the outward passage Richmond was turned around and shortly afterwards was moored alongside a jetty for us to disembark and view where J M W Turner had painted his well-known picture, Chichester Canal, albeit that he had introduced some artistic licence into the subject.

The trip was over all too quickly and Richmond was soon back in the canal basin and alongside. However, before disembarking the Chairman once again thanked his team for their considerable efforts in putting the Social Event together but in particular, he thanked Keith and Celia Javan – without their help in so many ways, the Event could not have happened.

This was a most enjoyable Social Event and was very much a team effort with fantastic membership support. It must be said that we were very lucky to have had ideal weather conditions to explore the various attractions in the area and Chichester proved to be an excellent choice of venue offering plenty of variety of interest.



Pre-Dinner Drinks L to R - David Wyatt, David Montgomery, Phoebe Haffenden, Roger Holt, Geoff Haffenden, Diana Montgomery, Alison Holt, Don Ramsey, Jean Ramsey, Andrena Catesby, Penelope Bowes



Memorabilia Stand L to R - Keith Javan, Barbara Craigie-Lucas, Adair Craigie-Lucas, Michael Fraser



Table 1 R to L - Phoebe Haffenden, Geoff Haffenden, Diana Montgomery, David Montgomery, Roger Holt, Alison Holt, Chris Phelan, Peggy Phelan,



Table 2 R to L - Olive Vale, David Patterson, Frances Patterson, Martin Greenwood, Sandra Wyatt, David Wyatt, Barbara Craigie-Lucas, Adair Craigie-Lucas, David Dearsley, (Roger Squirrell taking photo!)



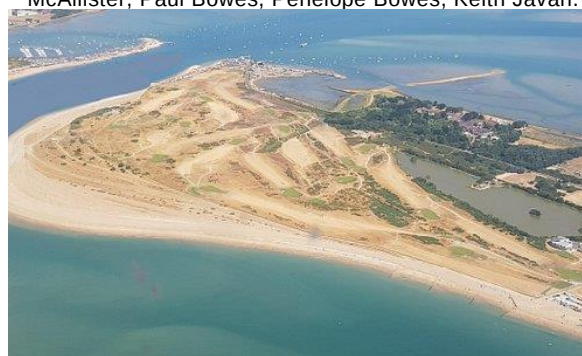
Table 3 R to L - Rosemary Ewart-James, John Reeves, Lynne Reeves, Robert Page, Mike Smith, Annie Smith, Richard Leedham, Jane Leedham, Alan Ewart-James



Table 4 R to L - Celia Javan, Tony Catesby, Andrena Catesby, John Clandillon-Baker, Doug McAllister, Shirley McAllister, Paul Bowes, Penelope Bowes, Keith Javan.



Table 5 R to L - Eileen Goldberg, Peter Goldberg, Don Ramsey, Jean Ramsey, Michael Fraser, Ann Fraser



Hayling Island, Hampshire



Chichester Canal Cruise 2023 Warsash Social Guests



2.2 Merchant Navy Day by Brian Hoare ([HoareB62](#))

Commemorative Service and Reunion 2023 at The Merchant Navy Memorial, Trinity Square Gardens, London Sunday 3rd September 2023.

It was a privilege to represent the Warsash Association at this event and lay a wreath on our behalf to remember the 13 School of Navigation Warsash Cadets who were lost at sea during WW2 and all departed seafarers. This years' service was especially poignant as it marks the 80th anniversary of the Battle of The Atlantic and the contribution made towards that endeavour by the men, and women of the Merchant Service and Fishing Fleets. May 1943 is recognised as a milestone in that battle, for the first time more U-Boats were sunk than Allied merchant vessels.

The Lead Organiser and main sponsor of the Commemorative Service was the Merchant Navy Association (MNA), its smooth operation was a tribute to their long-term planning and immaculate execution on the day. It was no mean feat to bring so many different elements together:



Captain Brian Hoare

- Guest of Honour and VIP Guests
- Wreath layers for many maritime organisations and charities
- The clergy
- The Massed Band comprised of members from seven different RN establishments
- Standard Bearers
- The Guard of Honour and Parade Marshals provided HMS President, the London RNR Division.
- Police
- Participating members of the MNA
- Scouts
- Volunteer Stewards

Prior to the commencement of the parade there was a short reception at the Trinity House Building from which our wreaths were collected, guests were then escorted to the saluting area for the parade. The National Patron of the MNA, the Right Honourable Baron West of Spithead GCB DSC PC, inspected the Guard of Honour before the march past, despite temperatures in excess of 30C, and being in his full Admirals Dress Uniform, he took the time to speak with every member of the Guard.

The Guard and the Band then led the parade with the salute being taken by Admiral Lord West and the Guest of Honour Captain Ian McNaught CVO MNM of Trinity House. If memory serves me correctly, he was the last Captain of the QE2 on her final departure from Southampton in 2008 and passage to Dubai to become a static hotel ship.

The service opened with a welcome address by the Parade President, Commodore David Eagles - RFA. He highlighted the sacrifice made by seafarers in WW2, noting the fact that more than 36,000 from the UK, and what are now known as the Commonwealth of Nations, are commemorated at the memorial and that even now more names are being added as relatives come forward, in fact six added the week before this service, he also noted that over 18,000 U-Boat Crew lost their lives. He emphasised the importance of seagoing trade today and that the RFA was the largest UK employer of British seafarers.

The service commenced and followed the traditional format of hymns and readings culminating in the Homage:

***They shall grow not old as that are left grow old.
Age shall not weary them, nor the years condemn
At the going down of the sun and in the morning.
We will remember them.***

The Bugler sounded the Last Post, a two-minute silence was observed. Reveille was sounded and the Vice Chairman of the MNA, Captain Charles Woodford (Woodford 1980) recited the Kohima Epitaph:

***When you go home, tell them of us and say,
For your tomorrow we gave our today.***



Wreaths were then laid at the Great War Memorial, the Second World War Memorial and the Merchant Navy Falklands Memorial, the service ended with the National Anthem and the Blessing.

After two hours in the extreme heat Admiral Lord West was still on duty carrying out an inspection of the Standard Bearers, there must have been at least 15 of them, and yes, he took the time to talk to each of them, I admire his sense of duty and stamina. I have since been informed by Charles Woodford that in addition to myself there were representatives from The Worcester, Conway and Pangbourne Associations, a full house as he described it and no more than the occasion demanded.

The following photos were taken outside the Trinity House Building located adjacent to the memorial. There was a short reception for invited guests prior to the march past.

All photos provided by Brian Hoare ([HoareB62](#))



The service in progress



The Association's Wreath



A Sea of Wreaths



Collective Band from the various attendee groups



Admiral Lord West and others at inspection of the Standard Bearers.





2.3 Remembrance Day 2023 by Mike Smith ([SmithA81](#)) *WE WILL REMEMBER THEM.*

The Warsash Remembrance Service was held on Sunday 12th November 2023. A small Service plus laying of wreaths was held in the village by the War Memorial outside Victory Hall which was followed by a long Parade March to St. Mary's Church for the main Remembrance Service.

The Parade was headed by a superb Scots Pipe Band who were followed by local Veterans from the Armed Forces and a Standard Bearer of the British Legion. An acknowledged of how the Warsash Maritime School is much revered by the local British Legion and the population was also announced.

A large contingent of Officer Cadets from the Warsash Maritime School in Southampton, of which two (OCs Liz Hammond and Aidan Kirby to the right) were Standard Bearers of the Red Ensign and the Colours of the Warsash Association. Squads from the Sea Cadets and Army Cadets followed with various members of the local Scouts and other local groups.



*In ocean wastes no poppies blow,
No crosses stand in ordered row,
There young hearts sleep... beneath the wave..
The spirited, the good, the brave,
But stars a constant vigil keep,
For them who lie beneath the deep.
'Tis true you cannot kneel in prayer
On certain spot and think. "He's there."
But you can to the ocean go...
See whitecaps marching row on row;
Know one for him will always ride...
In and out... with every tide.
And when your span of life is passed,
He'll meet you at the "Captain's Mast."
And they who mourn on distant shore
For sailors who'll come home no more,
Can dry their tears and pray for these
Who rest beneath the heaving seas...
For stars that shine and winds that blow
And whitecaps marching row on row.
And they can never lonely be
For when they lived... they chose the sea.*

by Eileen Mahoney

The Officer Cadets certainly excelled themselves at the Memorial during the Service and in the Parade to and from the Church. 3000 ships and fishing vessels were sunk during the 1st and 2nd World Wars with the loss of 24000 seafarers lives, many of which have no known grave. It is therefore with great pride to witness the Officer Cadets being so prominent, ensuring that the Merchant Navy should be remembered as the Service of great sacrifice guaranteeing the Allies were victorious in those tragic times.



Flag Bearers and OCs with the squads of Sea Cadets



OCs with Suzanne Galloway & Captain Mike Smith right

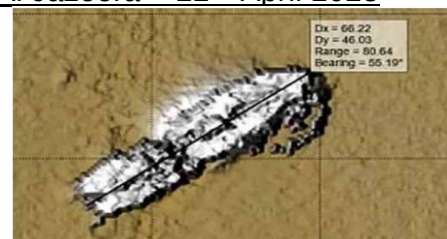
George Angus, an ex-Director of the Warsash Maritime School when based in Warsash, laid a wreath at the Church. Captain Mike Smith, an Alumni of the School and also The Warsash Association Officer Cadet Liaison and Mrs. Suzanne Galloway, the Warsash Maritime School Liaison Officer were also in attendance.

St. Mary's Church was full for the Remembrance Service with an overwhelming attendance of parade marchers, locals and others wishing to remember those who lost their lives in those distant conflicts and in more recent times.

2.4 Montevideo Maru - Japanese Prisoner of War Ship – Al Jazeera – 22nd April 2023



1941 Photo of the Montevideo Maru - Australian War Memorial



The wreck of the Montevideo Maru



Deep-sea Explorers find WW2 wreck on which nearly 1,000 Australians died. The Japanese transport ship, the Montevideo Maru, was torpedoed off the Philippines in 1942 killing nearly 1,000 Australian prisoners of war.

The ship was sunk on July 1, 1942, by a United States submarine, the USS Sturgeon, whose crew did not realise the ship carried prisoners of war. She was enroute from what is now Papua New Guinea to China's Hainan. The location of the wreck had remained a mystery for more than 80 years. The vessel was found at a depth of more than 4 km (2.5 miles) by the maritime archaeology group Silentworld Foundation. The sinking of the Montevideo Maru was Australia's worst maritime disaster, killing an estimated 979 Australian citizens including at least 850 soldiers.

Civilians from 13 other countries were also on board bringing the total number of prisoners killed to about 1,060. "At long last, the resting place of the lost souls of the Montevideo Maru has been found," Australia's Prime Minister Anthony Albanese said in a tweet. He went on to say "Among the 1,060 prisoners on board were 850 Australian service members – their lives cut short. The extraordinary effort behind this discovery speaks for the enduring truth of Australia's solemn national promise to always remember and honour those who served our country. We hope today's news brings a measure of comfort to loved ones who have kept a long vigil". The long-awaited find comes ahead of April 25 commemorations for Anzac Day, a major day of remembrance in Australia and New Zealand for their troops killed in all military conflicts. This brings to an end one of the most tragic chapters in Australia's maritime history.

Australia's Defence Minister Richard Marles said in a video message. "The absence of a location of the Montevideo Maru has represented unfinished business for the families of those who lost their lives until now".

Explorers began searching for the wreck on April 6 in the South China Sea northwest of the Philippines's main island of Luzon and made a positive sighting just 12 days later, using high-tech equipment including an autonomous underwater vehicle with sonar. "The discovery of the Montevideo Maru closes a terrible chapter in Australian military and maritime history," said John Mullen, director of the Silentworld Foundation, which conducted the hunt with Dutch deep sea survey firm Fugro along with help from the Australian military. "We're looking at the gravesite of over 1,000 people," he told Australia's ABC News Breakfast. "We lost nearly twice as many [Australians] as in the whole of the Vietnam War, so it's extraordinarily significant for families and descendants".

2.5 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.

Thirty-one (31) new joiners since AH2023-2.

Name	Website Username	WA Year	Country	Joined
Jim Henderson	HendersonJ61	1961	UK&Ireland	02 December 2023
Richard Precious	PreciousR72	1972	UK&Ireland	08 August 2023
Patrick Ross	RossP10	2010	UK&Ireland	20 August 2023
John Tait	TaitJ55	1955	UK&Ireland	14 October 2023
Tom Ingram	IngramT27	2027	UK&Ireland	14 October 2023
Mohammed Abdullah	AbdullahM25	2025	UK&Ireland	09 November 2023
Nasser Al-Awadhi	Al-AwadhiN25	2025	UK&Ireland	09 November 2023
Nicholas Ashley	AshleyN25	2025	UK&Ireland	09 November 2023
Senol Baesler	BaeslerS25	2025	UK&Ireland	09 November 2023
Ethan Brown	BrownE25	2025	UK&Ireland	09 November 2023
Daniel Bullar	BullarD25	2025	UK&Ireland	09 November 2023
Christophe Cronje	CronjeC25	2025	UK&Ireland	09 November 2023
George Crook	CrookG25	2025	UK&Ireland	09 November 2023
Wilfred Duree	DureeW25	2025	UK&Ireland	09 November 2023
Merry Fotso	FotsoM25	2025	UK&Ireland	09 November 2023
Thomas Godwin	GodwinT25	2025	UK&Ireland	09 November 2023
Elizabeth Hammond	HammondE25	2025	UK&Ireland	09 November 2023
Lucas Hanman	HanmanL25	2025	UK&Ireland	09 November 2023
Lewis Harris	HarrisL25	2025	UK&Ireland	09 November 2023



Thomas Jackson	JacksonT25	2025	UK&Ireland	09 November 2023
Dafydd Jones-Evans	Jones-EvansD25	2025	UK&Ireland	09 November 2023
Aidan Kirby	KirbyA25	2025	UK&Ireland	09 November 2023
Daniel Modinos-Howard	Modinos-HowardD25	2025	UK&Ireland	09 November 2023
Ben Piner	PinerB25	2025	UK&Ireland	09 November 2023
Casper Richardson	RichardsonC25	2025	UK&Ireland	09 November 2023
Oscar Skidmore	SkidmoreO25	2025	UK&Ireland	09 November 2023
Eric Soares	SoaresE25	2025	UK&Ireland	09 November 2023
Timothy Varney	VarneyT25	2025	UK&Ireland	09 November 2023
Scott Wood	WoodS25	2025	UK&Ireland	09 November 2023
Jane Kempton	KemptonJ23	2023	UK&Ireland	17 November 2023
Janet Rix	RixJ23	2023	UK&Ireland	18 November 2023
Katy O'Brien	OBrienK25	2025	UK&Ireland	23 November 2023

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

Planning a “get together” for 2023 has been abandoned as little enthusiasm was shown for any gathering. The Executive decided that the Annual General Meeting would take the form of a “Paper Meeting” with relevant reports and recommendations being circulated to all Members for their consideration and approval by a defined date. Any received comments would be considered by the Executive and appropriate Minutes would be drawn up for approval before the end of the year.

Gatherings on a State by State basis are now often combined with other College Groups, who like the Warsash Association are having great difficulty retaining current membership let alone finding new members.

Some 90% of our members look forward to their printed copy of “All Hands”. The journal is printed locally in full colour and is regularly subject to appreciative comments. However with increased printing and postage costs we will have to increase our Annual Membership Fee in 2024 to ensure we remain financially viable.

Again 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.

2.7 New Zealand Branch News – November 2023 - Tony Peacock ([PeacockA60](#))

Since the last edition of All Hands, there have been two significant events that members have attended.

On a wintery day in July 19th members and partners enjoyed a lunch at the family owned Soljans Estate Winery and Bistro, at the gateway to Kumeu Wine Country, West Auckland.



In November, 18 members and partners enjoyed a three day visit to the Winterless North of New Zealand.





Day one was spent in Whangarei with lunch at a café at the Town Basin, a visit to Hundervasser Art Centre, and dinner at a Thai restaurant.

The morning of Day two included a visit and lunch at the picturesque Whangarei Quarry Gardens, a subtropical oasis created by volunteers in the remnants of a former quarry.

Following lunch, members drove to the coastal settlement/marina at Tutukaka where the AGM was held.

During the evening, The Warsash Association New Zealand Branch held its 14th Annual General Meeting at the Oceans Hotel. Of particular interest, members voted to offer Associate Membership to member's partners/spouses and widows.



Quarry Gardens at Whangarei

Later, Chairman Adair Craigie-Lucas related his experiences in command of an oil rig support vessel fighting a major rig fire.



Day 3 commenced with a most interesting visit to the Kelp Laboratory – a community based marine laboratory/educational facility for the propagation of the kelp seedlings and other marine-focused regenerative activities.



Lunch followed at the Schnapper Rock Bar and Restaurant, before members and partners departed for home after a delightful break.

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

Well, since last reporting at the AGM, the Branch has been considering a Christmas Luncheon either on Vancouver Island or close to the ferry terminal at Tsawwassen with ease of access to a restaurant. There are a few members living on the island so us mainlanders may venture across to the Island. Must remember to take the passport!

The AGM in Victoria is still on the table but not until the Spring so as to offer better weather and therefore more to see and do.

Our Secretary, Roger Purdue has the following: - the AGM could be a Zoom affair (in the interests of convenience and to increase attendance), leaving the in-person meeting as a social affair (when confirmation of the Zoom AGM (if required) could take place). As a social event, activities could include a bus tour to Butchart Gardens, 3-hour whale-watching trip, ride up the Malahat Pass - there's a look-out tower at the top called the Skywalk which offers the ultimate Island experience where one can enjoy breathtaking views and adventure, high among the trees and surrounded by the sea. There is also a tour



of Parliament Buildings and/or not-so-impressive Maritime Museum and/or naval dockyard/Point Hope Shipyard, harbour tour (on pocket harbour ferries), etc.

Other than that! – All is quiet on the western front! - Stan Branch Co-Chair. Happy Holidays to all!

3. Warsash Maritime School News

Keep up-to-date through the Maritime School Facebook pages!

Warsash Maritime School @ <https://www.facebook.com/search/top?q=warsash%20maritime%20school>

Warsash Maritime School Alumni @ <https://www.facebook.com/groups/ALUMNIWMS>

Warsash Maritime Academy Cadets @ <https://www.facebook.com/groups/1037566496275915>

The Warsash Association's FB Group @ <https://www.facebook.com/groups/warsashassociation>

3.1 The International Shipping Week 2023 (LISW23) – from the WMS Facebook Page - Ed

The Nautical Institute, Trinity House and the Merchant Navy Training Board (MNTB) hosted a special Maritime Careers and Opportunities conference on 13th September 2023 on board THV Galatea as part of the London International Shipping Week 2023 (LISW23) in London. Global maritime leaders from more than 70 countries were represented by the 30,000-plus delegates, while a large number of overseas trade delegations met with UK Government officials as London and the UK underlined their importance in the global maritime and trade supply chain.

At the start of LISW23, on Monday 11th September, the Government outlined how coastal communities across the country are set to benefit from over £80 million of funding, also announcing the winners of the Zero Emission Vessel and Infrastructure fund (ZEVI). On Thursday the UK Transport Secretary unveiled a new package of clean maritime measures which aim to tackle greenhouse gas emissions in the UK's transport sector, while boosting economic growth. Maritime UK utilised LISW23 to publish the second Annual Report into its Government-backed 'Regional Cluster Development Programme' at the Global Maritime Hub, while, speaking at the LISW23 Regional Showcase event, Maritime Minister Baroness Vere announced a £1 million fund to support the work of dynamic and focused regional cluster organisations charged with the delivery of Maritime 2050 in their localities.

The Warsash Maritime School Officer Cadets Scarlett Barnett-Smith, Philip Wyatt and Shaneese Brady were panellists in the Early Careers session, discussing application processes, career aspirations and the experience of studying at a maritime college and serving on board vessels. They'll be joined by newly qualified 3rd Officer Jack Brundell, Carnival UK (P&O Cruises & Cunard). The Warsash Maritime School Director, Lars Lippuner addressed a session exploring how mariners can enhance their career prospects through Continuing Professional Development (CPD), and discussed the importance of growth and differentiation.



THV Galatea

3.2 Merchant Navy Medal for Meritorious Service Award Ceremony WMS FB Page

On Tuesday 21st November 2023 it was a great honour and a grand occasion to be invited to attend the Merchant Navy Medal for Meritorious Service Award Ceremony at Trinity House, Tower Hill. This year the 11 recipients of the Merchant Navy Medal were presented by Her Royal Highness The Princess Royal and Master of The Corporation of Trinity House. <http://www.merchantnavymedal.org/2023-recipients>



Merchant Navy Medals



Katy Burton



HRH Princess Royal & Rt. Hon. Mark Harper MP/Secretary of State for Transport.



At the invitation of the Department of Transport, seven Warsash Officer Cadets proudly led the procession and entry of the Red Ensign to the ceremony. They are pictured on the steps at Trinity House with HRH Princess Royal and Rt Hon Mark Harper MP and Secretary of State for Transport, who kindly took time to talk to the cadets.

From the top;

- Deck Cadet Scarlett Barnet-Smith and flag bearer (Trinity House),
- Deck Cadet Leanna Phillips (Marella),
- Deck Cadet Luca Garaty (North Star Shipping),
- Engineer Cadet Callum Millar (Maersk Supply Services),
- Deck Cadet Luca Frigulti (Norbulk Seastar Shipping),
- Engineer Cadet Amelia Busby (Cosco Maritime UK Ltd) and
- Deck Cadet Katy Burton (V Ships).



In addition, Deck Cadet Katy Burton read an extract on the history of the Merchant Navy at the Ceremony, reminding us how important our Merchant Navy has been in the past but also a reminder of the need to recognise the vital role it continues to play. Eligibility for the Medal is limited to those who have served or are serving in the Merchant Navy or Fishing Fleets of the United Kingdom, Isle of Man, Channel Islands and the British overseas territories who have shown devotion to duty and exemplary service which has gone above and beyond.

Congratulations to all of the 2023 recipients listed below;

- Allan Dickson for services to Merchant Navy careers;
- Captain Ewan Rattray for services to the safety of marine pilots;
- Captain Charles Woodward for promoting the Merchant Navy and commemorating the sacrifice of seafarers;
- Katy Womersley for contributions to seafarers training and sector diversity;
- Dr. Alan Stephen Bury for services to maritime education;
- Captain Philip Mark Peter Cave for services to seafarer welfare;
- Captain John Lloyd for services to maritime education;
- Chief Petty Officer (CPO) Martin Etwell for services to the Royal Fleet Auxiliary (RFA);
- Donnacha O'Driscoll for services to seafarer welfare and cruise sector pandemic recovery;
- Captain William John Pearn for services to Marine Pilotage and Safety; and,
- Raymond Strachan for services to life saving actions.

A special mention for Captain John Lloyd (awarded for service to maritime education) after coming ashore, John worked for 10 years at Warsash, then known as The Warsash Maritime Centre as senior and principal lecturer in simulation and operations. Captain Lloyd educated hundreds of serving merchant navy officers and is a mental health champion.

4. Graduation Photo – 1973 Spring Term Cadets



Front row second left - Mervyn Wilde

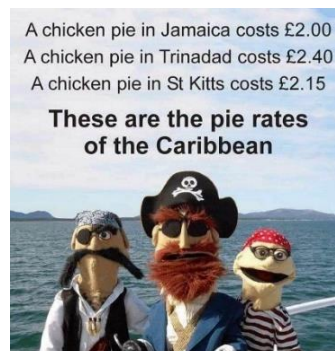
If anyone can fill in the names for each row, please let me know. Stan Ed.

**Full cadet intake:**

- **Blue Star (Australia):** Stanton J.M.
- **Bowring Steamships:** Smith S.A.
- **B.P. (Yemen):** Saeed M.M.
- **British and Commonwealth:** Hooper P.J., Light M., Thomson D.C., Thorburn J.
- **Ellerman Lines:** Griffith E. J., Hewitt C.T.H., Wilde M.A. (front row 2nd left).
- **Fyffes:** Coysh M.C., Smith D.G.
- **Iranian Oil Services:** Alinaghypour B., Alinaghizadeh J., Janaslani V., Karimi J., Shomail A.A.
- **Nigerline:** Arogbonlo A., Ihenacho E., Imonikhe C., Offia S.C., Okereafor A.O., Olatinwo A.O., Oni O.A., Oyewo F.
- **Nigerian Ports Authority:** Ekundayo C.O., Ifon E.G., Mohammed A., Moore L.V., Okeke O.E.
- **Texaco:** Chadd P.A.

5. Lighter Moments – Various Contributors (Ed.)

In the spirit of Halloween just passed.....
Went for a ride last night but had engine trouble!



Support bacteria. They're the only culture some people have.

6. Iconic Ships6.1 Rotterdam – edited from SSMaritime.com – Ed.

The Rotterdam thankfully remains with us today. She was the very last great Dutch “Ship of State”. Many designers, workers and artists from throughout the Netherlands worked on this great ship, both during her construction, fitting out. She had a long and a successful career with Holland America Line (HAL) from 1959 to 2000, but sadly as Carnival had obtained HAL in 1989, she remained in service for a number of years until 1995 Carnival advised they had plans to rid themselves of “that Old ship” and having made a flimsy excuse that it was too expensive to upgrade her to the required SOLAS requirements. She was sold to Premier Cruises who upgraded her for much less than Carnival had claimed and operated her as the renamed Rembrandt from 1997 to 2000. Sadly, Premier went into Bankruptcy in September 2000!

The Rotterdam/Rembrandt voyages spanned a wondrous 41 years sailing oceans of the world.

Today the Rotterdam is without a doubt the finest fully restored of the Classic Liners that remain today, for apart from her accommodations that required modifications, the rest of her has been restored to her original 1959 condition and to perfection! Therefore I am delighted to have been a part of saving this great Liner and Cruise Ship!

Holland America Line (HAL) was well aware that they required a running mate for their popular liner, Nieuw Amsterdam. As economic conditions had become favourable a new ship, the smaller 24,294 GRT Statendam was built and completed in 1957. This ship was remarkable in that the idea of a “horizontally divided ship” for her 1st Class passengers was located on the Boat Deck, whilst Tourist occupied all of Promenade Deck, thereby giving both classes, the “Run of the ship”.



SS Rotterdam seen at her current permanent berth owned by the “WestCord” Hotel Chain.

The Reuben Goossens photo collection



Rotterdam would be the 5th ship to carry the name. Today there is new cruise ship, a motor ship, the Rotterdam (VI).



Pinnacle Class MS Rotterdam 2021 – Wiki photo



The Statendam

On October 27, 1955 Holland America Line (HAL) officially placed their order for their new ship to be built by the Rotterdamsche Droogdok Maatschappij NV (Rotterdam Dry Dock Company) in Rotterdam the Netherlands. Building commenced on December 14th, 1956 her keel was laid with the Hull number 300. Two years later on December 14th, 1958 she was officially named and launched with the usual great fanfare by Her Majesty Queen Juliana with tens of thousands of people located on both sides of the river, witnessing the great event! After entering the river she was taken to her fit-out berth and less than a year later she was completed! She became known in the Netherlands as “The Ship of Tomorrow, Today a Reality”.

Rotterdam at the time was considered to be controversial due to the lack of having a traditional funnel. She was given two side by side tall slender uptakes (flues) located aft of the ship, her machinery was located aft. The first passenger liner to have her engines fitted aft was the Shaw Savill liner Southern Cross. Reportedly, the world's first 100% passenger liner as she did not carry cargo, except for baggage!

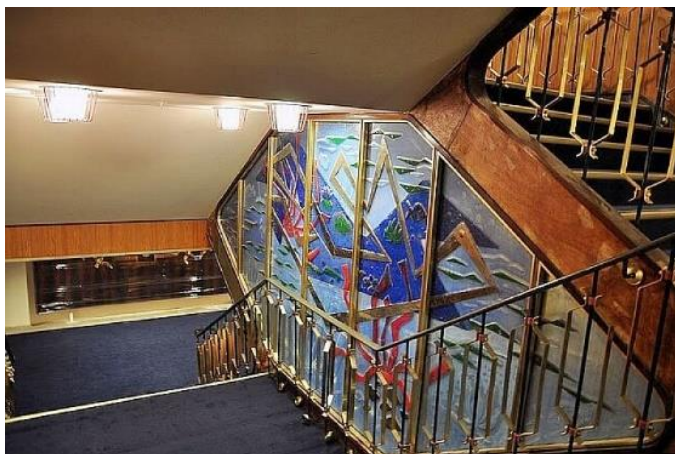
Her long slender graceful hull lines was perfectly balanced by the sharply raked bow that gently flowed through to just below her forward superstructure. The funnels blended with the forward mast giving the ship a ‘fast’ look.

She was painted in the new Holland America Lines livery with grey hull with the traditional gold ribbon two decks down, on the hull with an all-white superstructure and as well as her Radar Mast. The twin tall funnels aft were painted in a pale silvery grey colour as was the crossbar between them close to the top. The two exhaust outlets and the single mast with the navigation light, atop between the funnels were black. The two King Posts forward and aft were also in this grey colour.

She had two whistles, one was located on the first Crowsnest level of the white Radar Mast, whilst the second one was located two thirds of the way up the portside forward Kingpost! The whistle could reportedly be heard for a good 9 miles or 14.5 kilometres.

Built at a cost of US\$30M in 1959 (compared to the MS Rotterdam in 2021 which was US\$520M), she was without a doubt a beautiful ship externally, and a piece of art internally! She was also air-conditioned throughout including the crew's quarters.

In addition, she was the only ship in the world at that time to have two complete decks of 100% of public rooms, which were located on the Upper Promenade Deck and the Promenade Deck. To move between these decks a special central, the “Secret Central Stairwell” was needed. The unique idea of the stairway being a two-way system was from Mr. Willem H. de Monchy, the joint President and Director of the Holland America Line several years earlier after visiting the Chateau de Chambord in the Loire Valley, France. The renaissance Chateau had a central stairway that has two separate overlapping spirals and it was designed in order that a person going up the stairway would not meet anyone descending it.



“Secret Central Stairwell with sliding panels”

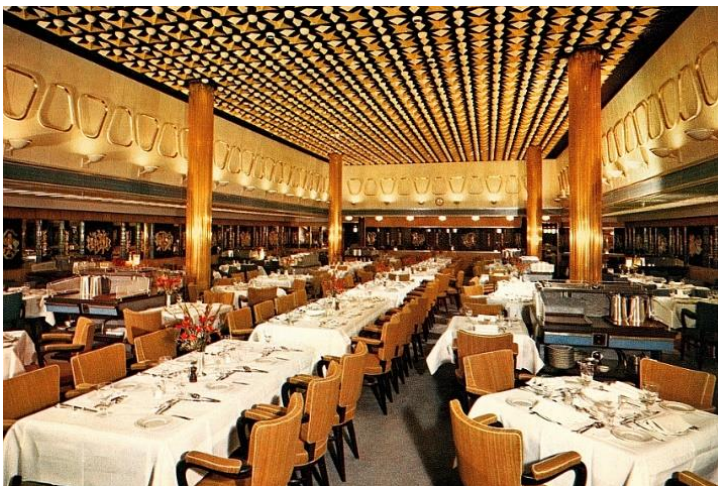
The Rotterdam having been completed a year after her naming and launching, departed the RDM berth for her first sea trials on July 11th, 1959. Her next voyage was to the North Sea for her technical trials



from August 1st to the 6th, after which she returned to the RDM berth once again. She was fully manned and stocked for the next special event, heading out to sea once again for an overnight “Test Voyage” with over 800 VIP Guests including HRH Queen Juliana of the Netherlands and her husband, HH Prince Bernhard.

Having been delivered and all official duties completed just a little under a month later on Thursday September 3rd, 1959 Rotterdam was ready for her maiden voyage to New York, via Le Havre and Southampton! She arrived in New York on September 11th with a grandiose welcome with a large number of tugs.

Her arrival coincided with New York State’s celebration of the 350th anniversary of the arrival of the Dutch sailing vessel owned by the Dutch East India Company, the Halve Maen (Half Moon) under the command of Henry Hudson naming the Hudson River after himself and the place that became known as Nieuw Amsterdam.



Rotterdam's magnificent Dining Room

The Halve Maen anchored close by Staten Island, which is not far from Bedloe’s Island on September 11th, 1609 where the Statue of Liberty now proudly stands.

She had an illustrious career with HAL but like all great ship her time was up and she was laid up in Freeport

Rotterdam Saved from Doom:

Then in May 2003, the Rembrandt was purchased by the “Rotterdam Dry Dock Company” (RDDC), the very company that built her! She had been saved from the breakers! It was also obvious that she required relocating and needed a great deal of work.

A year later that the Rembrandt departed Freeport on June 15th, 2004 undertow by the Nassau-registered Polish tug The Englishman and arrived at the Camell-Laird Ship Yard in Gibraltar on July 12th, 2004. In Gibraltar she was to have her asbestos cleaned-up but remained in a lay-up condition.



Rembrandt, ex-Rotterdam seen in Freeport, with The Big Red Boat II, ex-Eugenio C

Rotterdam Dry Dock Company Troubles:

Sadly the ship’s owner, RDDC headed into financial doom and the Rotterdam became the property of the City of Rotterdam by default. A buyer was sought in the hope of retaining the ship in the City. A new Owner, “Hotel Cruiseship Operations 2” (HCO2), negotiated with the City of Rotterdam. The ship’s asbestos removal killed the negotiations on cost. Nevertheless, a new housing company, “Woonbron BV” and an informal investor “Eurobalance” were successfully contracted with the establishment of “De Rotterdam BV” to undertake the work.

On June 30, 2005 it was made public that this company would undertake an ‘asbestos-safe’ situation during the next dry-docking. Sealed in asbestos as undertaken in hotels is deemed completely safe. Nevertheless, the majority of asbestos was removed whilst she was in Germany.

With no work being conducted in Gibraltar she was moved to Cadiz arriving on November 25th, 2005 and entered dry-dock on December 18th. Her hull and superstructure were completely repainted in her original 1959 livery and she was renamed the Rotterdam with a registry in Rotterdam as originally registered.

She left dry-dock on January 31st, 2006 looking supreme and departed Cadiz on February 10th, undertow once again by the Spanish tug VB Artico heading for the troubled port of Gdansk in Poland, where she arrived on February 27th, 2006. In Gdansk there were a number of ongoing problems including a general strike by workers and with the removal of the asbestos. It became necessary for the ship leave Gdansk, and did so on August 27th, 2006 after ongoing delays.



She headed for Wilhelmshaven in Germany where she docked early in the morning of Saturday September 2nd, 2006 where her massive restoration work would be ongoing until completion. She was returned to the Rotterdam of 1960!

With the work completed, Rotterdam, looking so much like the day of her maiden voyage departure in 1959, she left Wilhelmshaven on August 2nd, 2008 and was towed to her original homeport, the City of Rotterdam. She spent five days at sea retracing some of her old sea-lanes in the North Sea.

In Rotterdam, further work was undertaken on her interiors and overall décor in order to return her as close as possible to original but with new touches.

She was about to become a hotel and tourist centre and therefore required certain subtle modernisations. Strolling around her beautiful lounges one will discover large HD flat screen TVs but the vast majority of her public venues were carpeted and furnished in the same manner as she was during days as "The Grande Dame of the Sea" and today as the "Pride of Rotterdam". Today her interiors remain in superb condition and has over US\$1M worth of fine and historic art filling her lounges blending and old-style gracefulness to sheer beauty in modern design, which is so typical HAL.

Her original 1st Class cabins and suites were converted into luxury rooms as would be found ashore. Some great rooms still provide the feel of yesteryear with original fittings and portholes.

She is berthed at the "Katendrechtse Hoofd" where special pillions had been fitted ensuring she would remain fast with special boarding facilities and lifts. Ample car parking is also provided.

She took up her new position on February 15th, 2009 looking so grand and was officially opened as a hotel and a tourist complex with fine restaurants, cafes and conference facilities. "Project Rotterdam" had come to fruition.

This vessel is definitely a bucket list item. To stay on her in her hotel capacity would be a treat!



She arrives Wilhelmshaven, Germany
Photo by Mr "I am everywhere" - Klaas Krijnen



WestCord Hotel Rotterdam in 2014
Photograph by WestCord Hotels

Specifications - as built:

Built:	1959 - Rotterdam Dry Dock Co.
Call sign:	PHEG
IMO:	5301019
Tonnage:	38,675 GRT (gross registered tonnes)
Length:	749ft - 228.2m
Beam:	93.6ft - 28.7m
Draught:	29.8ft - 9.04m
Height, keel to top of radar mast:	201.10ft - 61.52m
Engines:	De Schelde Double Reduction Geared Triple Expansion Steam Turbines – 38.500 SHP
Screws:	Two
Shaft Horsepower	38.500 SHP
Service speed:	20.5 knots – Max 22 knots
Passenger Decks:	Ten
Passengers:	• 655 First Class, but a number of cabins being interchangeable • 801 Second Class
Cruising:	1456 one Class
Crew:	776



A TIMELINE OF THE WORLD'S LARGEST PASSENGER SHIPS FROM 1831-PRESENT

Title held

Tonnage
LengthCapacity
StatusPort of Registry
Operator**1831-37 SS ROYAL WILLIAM****1,370 GRT****49 meters (160 feet)**

155+ passengers

Sank (1860)

Canada (British North America)

Private owners

The first to make a transatlantic voyage almost entirely steam-powered (1833)

1837-39 SS GREAT WESTERN**1,340 GRT****76.8 meters (252 feet)**

128 passengers; 20 servants; 60 crew

Scrapped (1855)

United Kingdom

Great Western Steamship Company

The first steamship built with the express purpose of crossing the Atlantic

1839-40 SS BRITISH QUEEN**1,850 GRT****75 meters (245 feet)**

207 passengers

Scrapped (1844)

United Kingdom

British and American Steam Navigation Company

Second steamship purpose-built for the transatlantic route

1840-41 SS PRESIDENT**2,366 GRT****74 meters (243 feet)**

110 passengers; 44 servants

Lost at sea (1841)

United Kingdom

British and American Steam Navigation Company

The first steamship to sink during a transatlantic run

1841-43 SS BRITISH QUEEN**1,850 GRT****75 meters (245 feet)**

207 passengers

Scrapped (1844)

Belgium

British and American Steam Navigation Company

Sold in 1841 to Belgium, which kept its name out of respect for Queen Victoria

1843-53 SS GREAT BRITAIN**3,270 GRT****98 meters (322 feet)**

360 passengers; 120 crew

Retired (1886); Museum ship (as of 1984)

United Kingdom

Great Western Steamship Company

The longest-running passenger ship in the world

1853-58 SS ATRATO**3,466 GRT****110 meters (350 feet)**

762+ passengers

Sank (1884)

United Kingdom

Royal Mail Steam Packet Company

Was originally designated as a royal mail ship (RMS)

1858-88 SS GREAT EASTERN**18,915 GRT****211 meters (692 feet)**

4,000 passengers; 418 crew

Scrapped (1889)

United Kingdom

Eastern Steam Navigation Company

Was the largest passenger ship in the world for four decades

1888-93 SS CITY OF NEW YORK**10,499 GRT****170 meters (560 feet)**

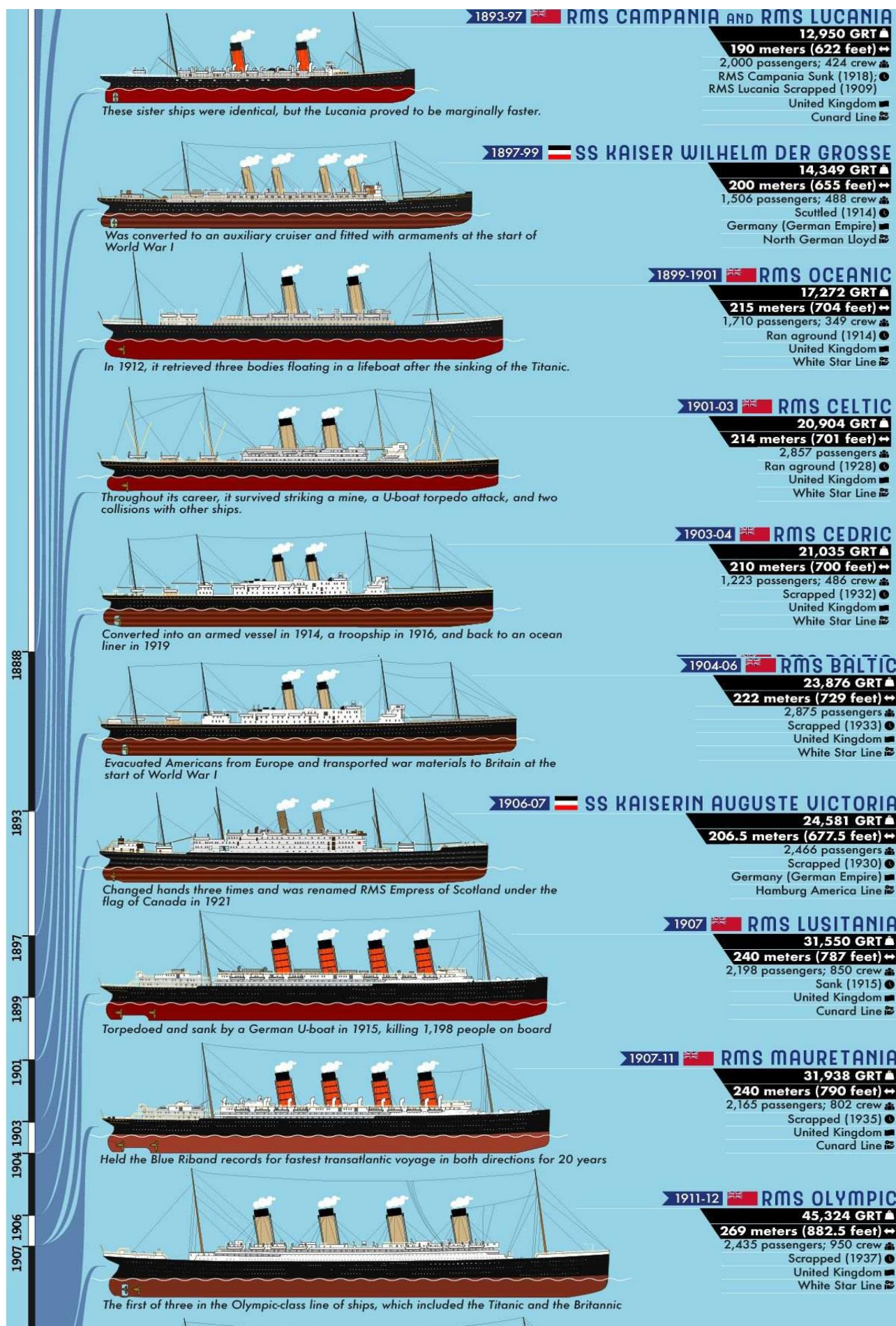
1,740 passengers; 362 crew

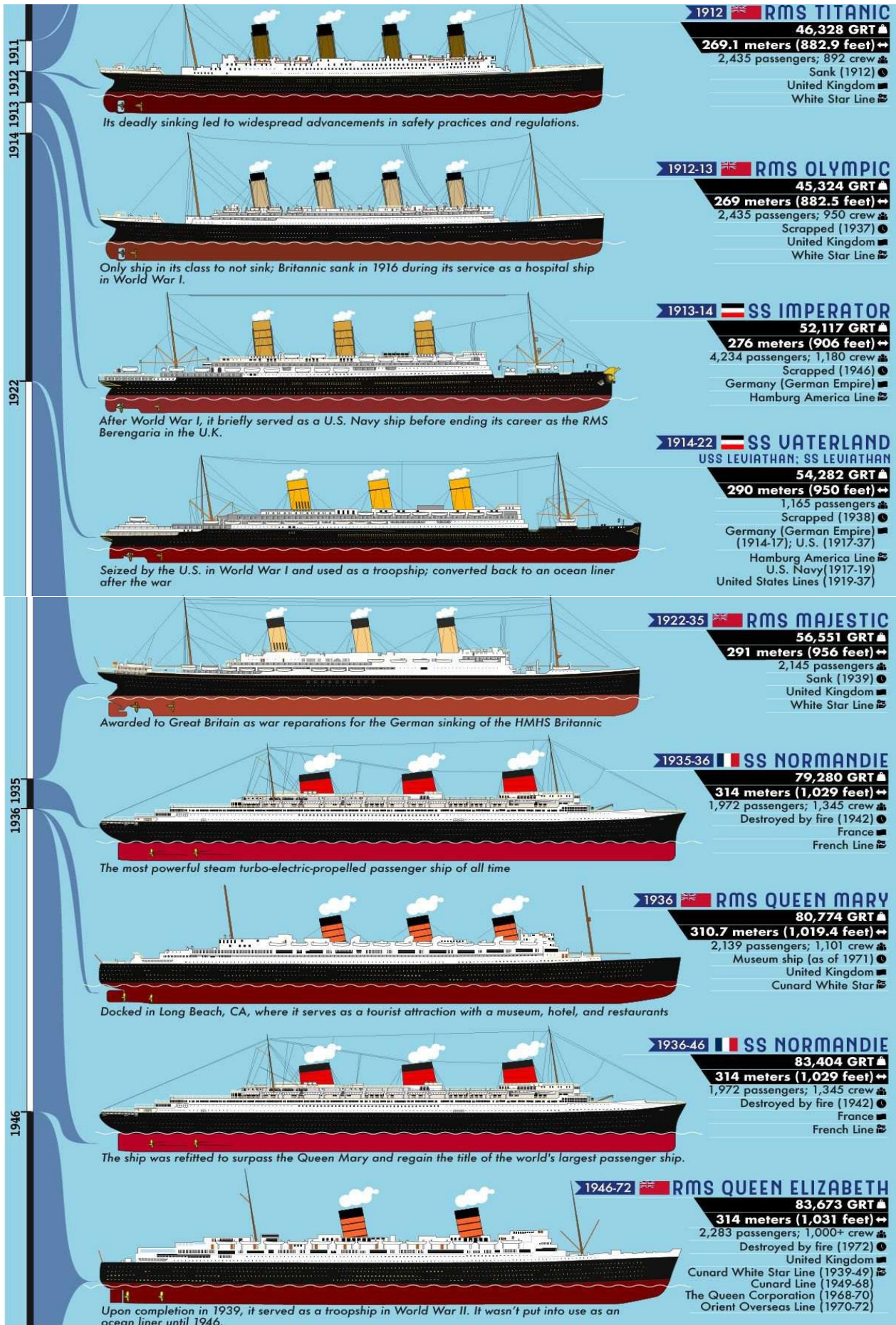
Scrapped (1923)

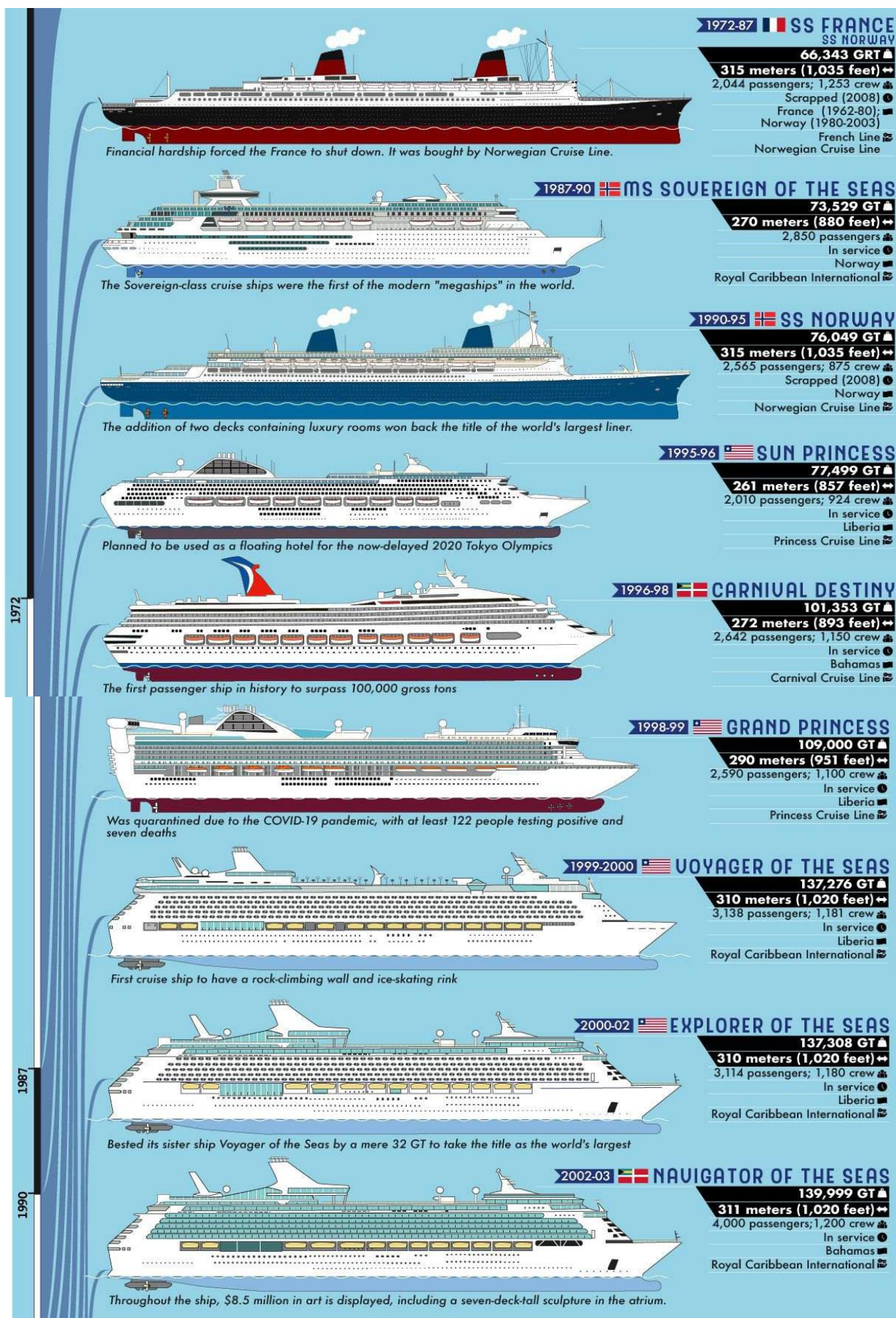
United Kingdom

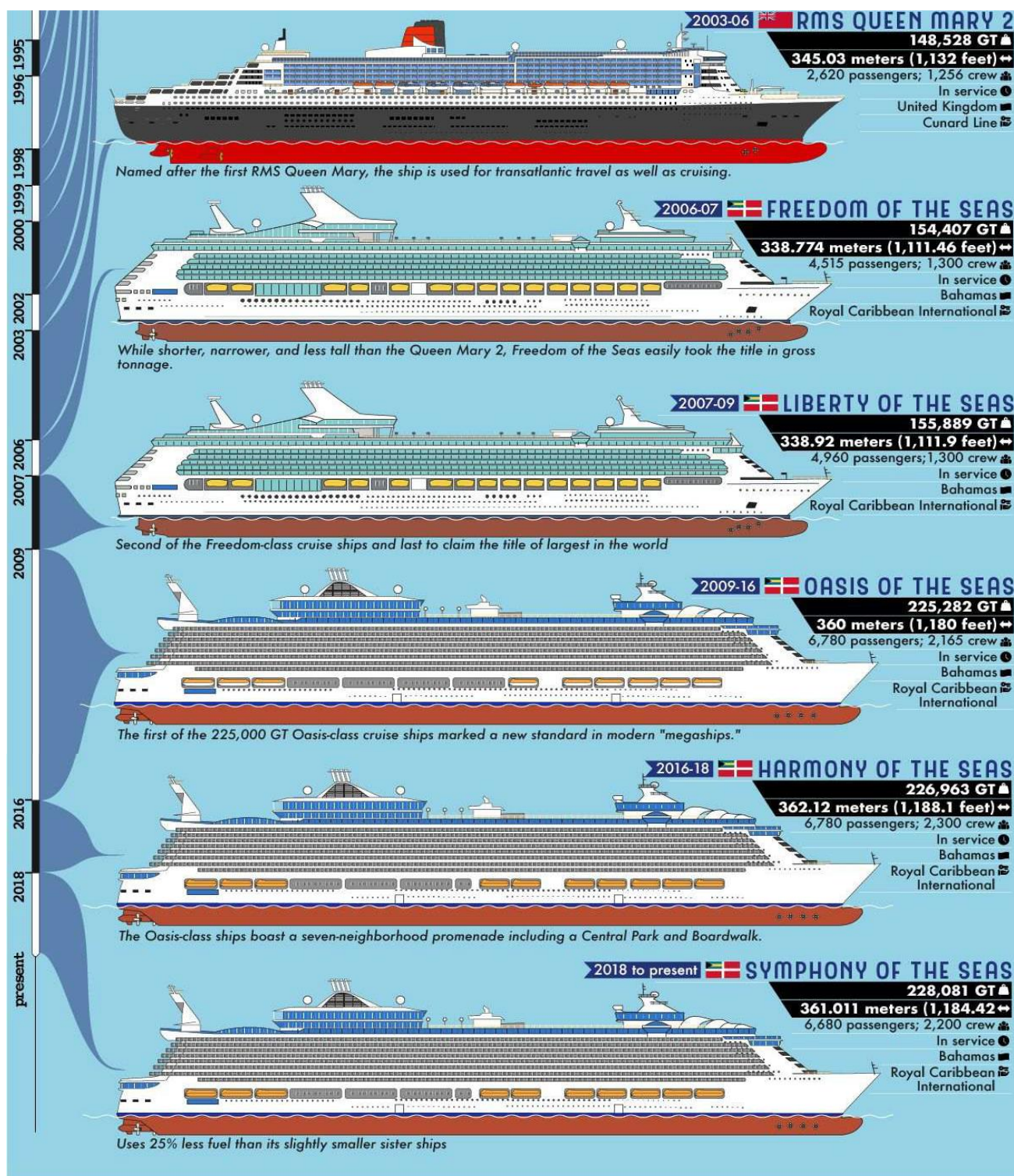
Inman Line

Almost collided with the RMS Titanic as it embarked on its doomed maiden voyage in 1912









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40 YEARS & THRIVING
 EST. 1979

At the time of this printing the Symphony of the Seas was the largest. She has now been surpassed by Wonder of the Seas, Utopia of the Seas and Icon of the Seas which is the largest as of 2023 coming in at Gross tons: 250,800 and a maximum number of passengers: 7,600. Imagine that Lifeboat Drill!



6.3 More Panocean Anco Memories – Brian Hoare ([HoareB62](#))

This is a periscope photo of the Anco Charger getting underway for UK after taking on board a Naval Rating from the submarine HMS Onyx who was being repatriated on compassionate grounds, must have been important for the Admiralty to go to all that trouble.

I tracked back through the log books to obtain the date as 12th August 1982, time 1130 hrs Local Time, Position 33°16'N, 014°07'W, judging by the smoke from the funnel it looks like the bridge were a little heavy handed using the engine control, obviously in a hurry to get home, those emissions would not be tolerated these days!



Anco Charger taken through HMS Onyx periscope



HMS Onyx – Imperial war Museum photo

HMS Onyx was one of a large series of 'O' Class diesel submarines built at Chatham Dockyard for the RN, Canadian Navy and I think one or two for Australia. The last vessel ever built at Chatham Dockyard prior to its closing was a Canadian sub, I went to the launch.

I joined the Charger at the Devonport Naval Base Plymouth on 12th March 1984 moored at the Admiralty Fuel Jetty preparing for another run to the Falklands.

At this time the Admiralty Charter was up for renewal, my understanding from RFA sources was that Panocean-Anco got a little greedy and were trying to get the MOD to pay for tank coating damage, this may have worked in the immediate aftermath of the Falklands War when ships like the Canberra, the QE2 and various P&O Ferries had extensive work at the taxpayers' expense prior to returning to commercial service but not in 1984, they were wise to it.

The negotiations broke down and, without warning a squad of dockyard fitters and Tech Staff appeared on board and without any consultation just started removing admiralty equipment. In the process they did not seek to isolate any circuits and in cutting through the cable to their satellite equipment they destroyed our gyro compass. The RFA Shipping Agency boarded to inform me that he could no longer act as our Agent and that we would be leaving the fuel jetty immediately, Panocean-Anco would need to appoint an Agency and our planned uplift of domestic fresh water from the jetty was cancelled.

We departed the jetty shortly afterwards and were anchored in Plymouth Sound we immediately had to go on water rationing until a new agency had been appointed and a water barge arranged. We were at anchor for about a week while a new gyro compass was fitted at Admiralty expense and then sailed for layup at Bolnes shipyard Rotterdam. The plan was to clean the tanks and for the ship to return to the joint trading arrangement with Stolt-Nielsen. Unfortunately, the ship had been carrying various grades of heavy oil, diesel, petrol and aviation fuel in more or less the same tanks, this was ok for the lighter products but the heavier fuels had stained the epoxy coatings and left massive tide marks at several levels due to no regular tanks cleaning. We spent a couple of weeks trying various cleaning methods recommended by the Stolt Supercargoes to return them to an acceptable commercial condition but could not undo two years of staining, 'Toluene Float' didn't even touch it!

Stolt rejected the ship so she was put up for sale. A buyer was confirmed shortly before I left the ship and the company on 2nd July, 1984 having asked for voluntary redundancy. I joined my first Stolt-Nielsen ship on 15th of August 1984, starting a career with them through some rocky times, that lasted 26 years until retirement.



6.3 Cruising Canuckland by Mike Tinkler ([TinklerM54](#))

Last Leg of a Very Long Journey - North to the Maritimes

The Queen Elizabeth pulled away from Pier 90 at 1730 hrs, Wed. July 24th 2019). On Deck 10, the deck stewards were serving champagne (at a price) as I watched the lower Manhattan skyline glide by as the ship headed for and under the Verrazano Bridge.

I met an English couple celebrating their 43rd wedding anniversary, so bought them each a glass of champagne. We agreed to meet again but I failed to obtain their names and never saw them again, but that's what happens when one sails on a ship with over 2000 passengers.



Queen Elizabeth – Cruise Mapper

My dinner companions were Julie and John from Devon, Francois an airline steward from Quebec and Monica from North Vancouver, who had also booked her passage through the same travel agent as myself. As I refer to my 2019 journal, I am surprised and a little dismayed, that even though I sat at the same table with them for fourteen nights, I have no recollection of Julie and John, especially as I have remembered all my dinner companions clearly, without referring to any journal, over my last ten voyages, dating back to 1990, but maybe my age is catching up with me.

The next morning, after listening to the details of a future port call given by one of the ship's travel staff, I listened to guest speaker Dr. Emerson Smith's lecture titled 'Solo Flight over the Atlantic' about the achievements and controversies of the life of Charles Lindbergh. Most interesting.

Later in the afternoon I walked around the deck several times, of which is my habit on every liner I sail on. But this voyage, I was not destined to meet a 'Diane' or 'Sue', but while walking around the deck I reflected on the time I had spent with each of them on the two previous voyages. Still later, I sat in the Garden Lounge and nursed an Alaskan Husky IPA while watching dolphins and the occasional whale in the sea off the coast of Maine.

The next morning, I arose early, had breakfast and then watched the ship berth stern-to-stern to the Queen Mary 2 in Halifax harbour. This was a great treat for the people of this port city. It appeared that a good proportion of the population were up early and were at every vantage point to see these two Cunard giants arrive one after the other. This was also my first visit to any of the four Atlantic Provinces.



QM2 - Halifax

At about 0845 hrs I proceeded to the Queens Room to wait for my 'Lure of Lunenburg' tour.

Over the years I had heard so much about this small coastal town. Now I was finally able to see it for myself. Shortly after arrival we had an early lunch at the Old Fish Factory Restaurant. Most of us had haddock which was excellent.

After lunch, our coach driver took most of us to the top of the hill, next to the Lunenburg Academy, and then we had the next two hours to explore the town on our own. I was impressed by the architecture of the heritage houses and numerous old churches.



Lunenburg Academy



Local Taxi!!



Schooner passing George's Island



On the way back to Halifax we stopped at the small community of Mahone Bay where we were given 45 minutes to walk around the picturesque village. After leaving Mahone Bay we returned to Halifax where we arrived at 1630 hrs. Prior to boarding the ship I visited a few of the stores in the terminal building.

The ship sailed at 1810 hrs, just after the departure of the Queen Mary. Both ships received a tumultuous farewell from two water cannons from a tug and crowds bidding farewell all along the waterfront.



QM2 departing Halifax



Tugs sendoff

The next morning, Saturday July 27th, I proceeded to the Royal Court Theatre to listen to a talk on a future port call. Bella, the Ukrainian woman I had met at the Old Fish Factory the previous day, joined me for the talk. We remained in the theatre for the next lecture titled 'The Art of Science of Hurricane Forecasting' by Dr. Joe Golding which I found too technical and not very interesting. Afterwards Bella and I went to the Lido Buffet for lunch.

After my walk around the deck, I got dressed in my formal attire to attend the 'by invitation only' Captains Cocktail Party. Nevertheless, it was very crowded and I did not see anybody I knew.

The next morning the ship berthed in St. John's, Newfoundland.

After breakfast I went down to the Queens Room for my shore excursion: 'Coastal Hike', which departed at 1000 hrs. The coach took us up to Signal Hill close to Cabot Tower. Prior to descending down the trail I visited the Tower.



Queen Elizabeth in St. John's Harbour



Cabot Tower, Signal Hill, St. John's Newfoundland

The pace of the hikers ahead of me was slow. There was a strong wind blowing, which surprisingly, was very warm. I have experienced many winds in Canada, mostly cold and the few that were not, were rarely as warm as this.

Unlike some previous summers we had had perfect weather (warm and sunny skies) in both Nova Scotia and Newfoundland. We were afforded beautiful views of Cabot Tower above us and Cape Spear, the most easterly point in Canada, on our hike. I seemed to be a world away from my home on the West Coast. The distance from St. John's to Vancouver is 5008.3 kms. I can only imagine the distance from the NW corner of the Yukon (Demarcation Point) and Cape Race, (the SE corner of Newfoundland). After all Canada is the 2nd largest country in the World, in area. I had now been to both the most easterly town in Canada, St. John's and the most westerly, Beaver Creek, just a short distance from the Yukon/Alaska border.

I have certainly not been to the most Northerly Place in Canada which is Alert on Ellesmere Island, where there is a Royal Canadian Air Force Base which at 82°28'N. is also the northernmost place in the world with a year-round population, but being a Base with rotating personnel, no single person or group lives there permanently. The true northernmost public settlement in Canada is Grise Fjord, also on Ellesmere Island, Nunavut, at 78°25'N, with a current population of 129. Very little of the Canadian Mainland is above the Arctic Circle.



The most northerly town that I have ever been to in Canada is Yellowknife in the NWT (North West Territories) at a latitude of 62°27'N. Despite its isolation it was the 5th city/town I had been to in Canada after Vancouver, Montreal, Winnipeg and a one-night stopover in Edmonton on the way there. Two colleagues and I flew up there on business, after only having been in Canada for about four weeks. I have never been back there, but in August 1979, the three of us (Noriko, Michele and I) drove up to the NWT on a camping holiday trip.

The most southerly point in Canada is Pelee Island, Ontario at 41°47'N. and the most southerly I have been to is the Canadian side of Niagara Falls. It is interesting to note that nearby Windsor is directly south of Detroit, Michigan at the entrance to Lake St. Clair. During the terrible racial riots of July 1967 which resulted in 43 deaths, 7000 arrests and more than 1000 buildings burned over a five-day period, the people of Windsor watched this violent confrontation from the safety of their location i.e., being on the other side of the Detroit River, which separates the town of Windsor from the city of Detroit. (I have been to a remote part of the USA that looks directly north into Mexico, but more details in a future travelogue).

We ended our hike in downtown St. John's at the World War I and II Memorial at noon. At that time, all the pubs and restaurants in the area were full with many passengers from the two cruise ships in port. Finally, I gained entry to the Bernard Stanley Gastro Pub and managed to get a seat at the bar. When one of the bartenders attended to me, I remarked that the full capacity of the bar was no doubt due to the presence of the two cruise ships. Her response came as a surprise. "You are the only one in here I do not recognize". All the others were locals. She did not even know there were cruise ships in port, as she had just started work, arriving from the western suburbs. I noticed that both of her arms were tattooed, Young 'Newfie' women seem to favour tattoos, as was my impression. Anyway, this one was very chatty and being alone, I did not mind at all. I had a local IPA, spicy crab chowder and shrimp tacos, all delicious. One cannot go wrong when ordering fish dishes when visiting the Maritimes.

After lunch I went shopping at Island Designs buying a couple of unframed pictures and The Trickle Trunk where I bought a calendar and a long-sleeved T shirt with St. John's colourful row houses depicted on it. I then walked up the hill to Government House and Bannerman Park. The ship sailed at 1700 hrs.



'Jellybean' Row Houses

After having visited these two Provinces, there remains only three Provinces and one Territory to cover, namely New Brunswick, Prince Edward Island, Saskatchewan and the new Territory of Nunavut, which was formerly part of the NWT and mainly populated by the Inuit people.

6.4 Nearly in the Footsteps of Franklin (but not quite!) by Keith Moger ([MogerK69](#))

In 2017 Jan and I took an expedition ship to Antarctica, South Georgia and the Falklands. It was 100 years after Shackleton's famous failure to reach the South Pole, the loss of the *Endurance*, the survival of the crew on Elephant Island and their subsequent remarkable rescue made possible by Shackleton's extraordinary feat in sailing an open whaler the 720 nautical miles to South Georgia.

Vicariously living the adventures of others makes for a great vacation and so this year we headed north to the Arctic in the footsteps of Sir John Franklin and another famous failure. Franklin's expedition was to find the Northwest Passage and it tragically ended with the loss of all hands in 1847.

It's not that we are particularly attracted to failed British polar explorers but that it is rather more difficult to find successful ones!

Our expedition ship was the *Sylvia Earle*, ice class 1A and fitted out for 120 fellow explorers including a lecture theatre, science laboratory and library, plus kayaks and zodiacs for exploration. There is also, of course, a well-stocked bar.



Sylvia Earle

We embarked by zodiac at the small port of Sondestrom in south-west Greenland and made our way in beautiful calm waters to the spectacular settlements of Sisimiut and Ilulissat.

The Ilulissat Icefjord calves approximately 35 cu.km. of icebergs annually, accounting for the majority of bergs in the Davis Strait and along the east coast of Canada.



Calved Icebergs



Kayaking amongst the whales

Our voyage plan was to clear Canadian formalities at Pond Inlet on the east coast of Baffin Island and then proceed into Lancaster Sound visiting Beechey Island, where Franklin's expedition was last sighted and over-wintered in 1845-46, before proceeding southward towards King William Island where his vessels *Terror* and *Erebus* were lost and lay undiscovered until 2016 and 2014 respectively.

July is fairly early in the Arctic season for non-icebreakers and the ice accumulations in the Baffin Bay inlets prevented us from clearing inward at Pond Inlet. We were required to divert to the settlement of Resolute deep into Lancaster Sound and then backtrack to Beechey Island.

Even in July this is a bleak area and while the temperature for us remained above freezing, Franklin's expedition would have been spending a lot of their time at -40°C . The graves of three of his party who died that winter and the grave of one of the subsequent search party members are still evident.

From Beechey Island we sailed for nearby Prince Leopold Island which was the site of the Hudson Bay Company's northernmost trading outpost. Beluga whales were in the bay and a polar bear with cub were inspecting the remains of the Hudson's Bay hut. Needless to say, no landing was made!



Polar Bear

On departing Prince Leopold Island we were once again thwarted by heavy concentrations of ice. Our plan to follow Franklin's southerly route to King William Island and the locations of *Terror* and *Erebus* were cancelled, as was our proposed disembarkation at the settlement of Cambridge Bay.

We diverted to the eastern approaches of the Bellot Strait and made a landing at Point Zenith which is the most northerly point of the American continental mainland.



Point Zenith

We kayaked among minke whales in the morning and took a locally guided trip to the Icefjord in the afternoon. Not a bad day really!

From Ilulissat we sailed deeper into the arctic circle with calls at Disko Island, where the Franklin expedition had also called for fresh stores, and Umannaq before turning westward across the Davis Strait.



- 1: July 1845, expedition pauses in Disko Bay
- 2: Winter 1845-46 on Beechey Island, off Devon Island
- 3: Winter 1846-47 on King William Island, after ships get trapped in ice
- 4: Wreck of HMS *Erebus* discovered in 2014



Franklin Expedition Graves

As we made the approach we were fortunate enough to see a herd of musk ox feeding on the sparse greenery.

Without the option to disembark at Cambridge Bay we retraced our steps again to Resolute where we enjoyed a few hours of free time exploration before flying out to Calgary and home to Vancouver.

Although it was disappointing not to accomplish the full retracing of Franklin's voyage, we enjoyed a wonderful trip with wildlife sightings of minke, beluga and humpback whales, arctic fox, polar bears,



musk ox and gigantic bearded seals. The vessel and the expedition team were first class and the bar pretty nearly always open!

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

Sunday 07 March: Hong Kong towards Singapore – The ship is a different place today! Everyone is singing praises of their days in Hong Kong, Canton or Japan, as there were tours to all these places. Those four days have made the entire voyage for many people, it was understandable.

Canberra now homeward bound! The weather was calm and some traffic around as we steamed south towards the Paracel and Macclesfield reefs. A large Maersk container ship was heading north at 25.5 knots! The next day on the 1600 watch we picked up the Indonesian Islands and the Mangkai Light. After coffee in the Meridian Room with colleagues I returned to the bridge to study Malacca Strait Pilot.

Arrival Singapore on Tuesday 09 March, it was humid and calm. Horsburgh Light was abeam at the beginning of our 0400 watch and had a quiet run up to the Pilot station. I managed the navigation with minimum help from the wretched charts and so few lights in this major waterway of the globe! Also, there is much reclamation underway that the charts are wholly inadequate! Note to self to put this in my handover notes. I found the task of navigating in the Singapore area in general, to be a nightmare. The traffic was dense, mainly with large tankers, but also tiny sampans and fishing craft impeding our passage. Hong Kong to Singapore - 1,445 nautical miles at average speed 18.41 knots

We arrived alongside Godown 49 in the East Lagoon Container Complex at 0740 hrs. Kungsholm was slipping her lines for departure as we were sending our first ropes ashore, and she looked a lovely sight as she swung to port, silhouetted beam onto the rising sun. What a supremely beautiful ship!



Kungsholm

We were unable to open one of the storing doors in the aft galley as it was hard against the fenders on the dockside. Tidal range 1.7 metres but the second range that day was only 0.5 metre so able to work it.

It was an intense watch so went off on Tour C, the Tiger Balm “Aw Boon Par” Gardens which included grotesque exhibits of horrifying Chinese torture. Never to be forgotten! The Jurong Bird Sanctuary well worth visiting and saw a Scarlet Ibis the national bird of Trinidad for the first time! They are stunningly beautiful - flaming red!! We strolled around the beautiful setting of the largest enclosed area with manmade waterfalls in the world. The Japanese Gardens are beautifully landscaped. We also took in the Oberoi Imperial buffet for lunch and the Botanical Gardens and Orchid nursery. At the House of Jade, we learned the intricacies of the Jade trade and the history of the Aw Boon Par family. Raffles was looking very tired or maybe it was me so couldn't see its grandeur? That evening after watch a number of us went to the Paradise Garden at Pasir Panjang for a fantastic meal of Chinese dishes, in the most delightful setting.

The voyage continues with the daily routines towards Colombo coasting between Sumatra and Malaya – Oh what a departure!

We rounded Point Diamond (provided reasonable navigational fixes) on 11th March at 0422 and headed WxN across the north coast of Sumatra, at 21.5 knots. There was some traffic; calm sea, no wind nor swell. Latitude 3° North and we were in tropical humidity and haze. On passing off the Indonesian mainland and Pulau Weh, we transited the Malacca and Bengal Passages, and set course West into the Indian Ocean.

I had a quiet day myself, sorting out the Asian Overtime sheets for our Indians leaving at Colombo. It will be sad to see them go, as they are the very heart and soul of the ship. Some have worked in this ship and the Company for years, and for many of them their fathers and grandfathers before them. P&O and Kalassi seamen can't exist without one another, and apart from that, they are the salt of the earth. I have known the Serang and Tindal for years. Sometimes taking a quiet cup of tea, and occasionally curry, in the Serang's quarters, all was immaculately clean and tidy – and the curries are to die for!

Arrival Colombo, Sri Lanka on 13th March and entered the busy port by 0600. It a hazy and moist morning with not a breath of air! Two fairly powerful tugs were made fast, and we swung the ship to starboard to moor in mid harbour by mooring ropes aft to Buoy 16, all very orderly and uneventful.



I took a run ashore with Deputy Captain, chugging across the harbour in a lifeboat tender surrounded by masses of lighters and small craft pottering about.

During our stay I was lucky to accompany Tour C to Negombo. It was a thoroughly fascinating as Colombo itself is rather horrifying with people roaming carelessly about the filthy streets in the sweltering heat, with little apparent regard for their own safety nor the traffic. There is a general appearance of neglect and dilapidation. Our guide told me the cost of living is high and many children suffer. However, he assures me there is family planning! It was a distressing sight.

Negombo is a very attractive area and in the earlier days must have been very grand, but we had to return to squalid Colombo. During my watch on the Tender, I towed some of the bum boats back to the quay to save them rowing, for which I think they were relieved. My Kalassi and myself were given tokens of small ebony elephants in gratitude.

That afternoon a Polish Ocean Lines vessel from Gdynia went full astern and nearly collided with another ship at anchor! There was much whistle blowing and the Polish ship let go both anchors averting the incident. Thankfully our three (yes three!) Pilots must have been the most senior Pilots in the port, as the entrance between the breakwaters is somewhat restricted and swinging Canberra in the tight confines of Colombo harbour is not easy.

There was a fine old ship with a vertical stack of about 60 feet, registered in Limassol, which on closer scrutiny was seen to be ex Dunedin Star. Such a fine old ship.



From the John Oxley Library
State Library of Queensland.

We slipped our ropes and departed from the port of Colombo at 2200 hrs.

From Singapore to Colombo, we steamed 1564 nautical miles at 21.75 knots Next leg was Colombo to Mombasa. Weather was perfect as we steamed WxN towards the Eight Degree Channel north of the Maldives. During my evening watch we picked up the Minicoy Light at dusk, just after raising it on radar at about 22 miles. This was an unexpected, excellent navigational fix, allowing us to alter course to WSW (250°) for East Africa. Mombasa will be a first visit for me, and I believe for Canberra as well!

Next morning, we experienced a lovely pre-dawn twilight that gave way to a golden sunrise astern of us. I took the star fix with good results. We are at Lat 6°N, and since our course is 250°, we should have some idyllic days ahead. Crew Alert this morning was painless and Frank's talk on Mombasa after was great. The sunset was clear with a perfect Green Flash! Danny Lloyd poured out before dinner then took dinner with Brook-Hart and Annette followed by dancing in the disco.

The days continued with little cloud cover and passengers lined the after decks for sunrise. The colours were vivid, especially during the twilight period. Today was spent with a Bridge visit then pool time in the afternoon. Sunset was spectacular as I took stars. After watch and dinner, I went to Meridian to hear Norman George on violin with piano accompaniment.

St Patrick's Day today! Yet another fine morning and we crossed the Equator at 1630 hours this afternoon. Making the best of this ideal weather, painting was going on all about the open decks. On watch I took stars, getting an excellent fix putting us 10 miles ahead since noon. Stars this morning put us 28 miles ahead since noon yesterday. Not much wind to speak of. It's been ExN for days but only Force 2 or 3; we're still on 250° True & Gyro (T&G) and passed 300 miles north of Seychelles earlier today.

Friday 19th March arrival the African coast at about 24 miles. We were well south and not at all sure of our position! Within 10 minutes we raised Ras Serian Light the main (Fl 5 sec) leading light and our position was coming clear. We were getting a fairly good push to the North now and allowed 4° set. The arrival was painless and smooth picking up the Pilot off Turning Buoy at 0608 hrs, just after High Water, and rounding the last bend into Port Kilindini at 0631 hours, on a calm, beautiful morning with perfect timing for sunrise.

It is a very narrow entrance and it is easy to see where problems could arise, as they did with Oriana on a previous visit. The tug did not make fast until we were almost off the berth. This was a challenge as stemming an ebb and coming through the tide, she landed fairly heavily on the quay. It's only 1 cable across at the narrowest part of the Channel. Approaching from the East landfall is not made simple with a single light! The range of tide is 12 ft and using our own gangways, with brougs, was a complicated business.



Canberra had completed the Colombo to Mombasa passage of 2,535 nautical miles at average speed 19.58 knots. By 0650/24th. The Mombasa stay was uneventful with the usual trips ashore and overall, a good time by all.

We departed and cleared the Channel headed to Durban passing a number of ships awaiting berthing orders. These included Benefactor of Harrison Line, my earlier employers, and a fine sight she was too in the early morning light. Smart as a new pin having just had a major face lift in Dar es Salaam.



Benefactor

On speaking with her bridge team, they were due to have 10 days alongside in Mombasa! The difference between life on a cargo vessel and a passenger ship!

Mombasa towards Durban on 21st March, the day started with the occasional heavy tropical rain showers and variable winds. Mozambique was 24 miles to starboard. We were in the Inter Tropical Convergence Zone and by 0800 hrs the rain had subsided leaving a clear horizon.

We were steaming SSW down the Mozambique Channel, between Mozambique and the Malagasy Republic with a light following wind from the Northeast and with excellent visibility. The sunset was magnificent with a deep blue, almost luminescent glow, over the horizon after the sun had set. Jupiter was 'up' and gleaming like a beacon over the western horizon. There were a few giant tankers well over on our port side, keeping clear of the coast as they steamed south bound and deeply laden.

I read the Lesson at the Church Service this morning, which is always a privilege. The Sunday Services on board are always extremely well attended, very traditional. The conclusion of the Service, was the Sailors' Hymn "For Those in Peril on The Sea".

The evening was filled with a phenomenal presentation by Moira Anderson and a few dances in the Bonito club, then on to the Crew Show which was very enjoyable and completely unpolished! There were many good laughs. Martha (Ron) from Fawcett Lounge stole the show entirely. John Wynne was particularly good and very confident. After the show there was thunderous applause after which the Commodore told the cast that they had produced a polished show.

Onward to Durban steaming SSW down the Mozambique Channel. I had stars completed by 0600 and a good fix. This morning was the third time in four days that we have changed excitation on Main Engines, which entailed stopping the engines. We rung off on 117 RPM on departure from Mombasa and are now up to 124 RPM and moving at 24.5 knots, as we have not received the favourable current that was anticipated on this passage, it seems we might be a little late at the Pilot position. Canberra is seldom, if ever late and must have looked impressive as spume and spray were flying across the ship in the bleak dusk with white caps everywhere and heavy rain showers. This was a dramatic alteration in the weather after the idyllic conditions that had followed us during the past fortnight.

We arrived at Durban on Tuesday 23rd March on the 0400 watch, running an hour late for the Pilot. As we steamed into Natal Roads the rain cleared and wind moderated. We expected the Port to be closed. A steep Easterly swell was rolling into the Bay. Nevertheless, with skilful seamanship from both the Pilots, we were soon negotiating the Channel inside the Bluff and swinging to starboard to berth at berth N on the "T" jetty. The Edinburgh Castle occupied the Terminal. This is one of my favourite ports during the years I worked for T&J Harrison Ltd.



RMS Edinburgh Castle

We covered 1,709 nautical miles at 23.35 knots to Durban.

Walking through these fascinating, lively docks to the Seaman's Mission (The Flying Angel) on the Point I saw Bank Line, Moore McCormack, Messageries Maritime, South African Marine, Lykes, Cia Colonial (Portuguese) and Ellerman liners all discharging and loading break bulk cargoes at every berth.

At the Mission I chatted for a long while with dear old Connie, backbone of the Mission. She misses Jimmy, the former Padre and passed me the news of his OBE. He certainly made his mark for Seafarers



in Southern Africa and further afield. I had a call from Terry Young a former Canberra RO and spent some time on board in my cabin chatting away about old times.

On departure day the Edinburgh Castle was sailing an hour after ourselves. She was on her final departure for Southampton, after 29 years in the mail service. It was an emotional farewell. She must have been the last word in luxury in her early years, but hopelessly outdated now. A crowd had already gathered on the terminal to see the old lady sail away for the last time, and no doubt Cape Town will give her a rousing send off in a few days. It's a heart-breaking event seeing ships sail for the last time, as we have already done in P&O, with Chusan, Oronsay and Iberia.



Edinburgh Castle
Photo by nickr1 on flickr

Our departure was very festive, with a very good Zulu 17-piece Brass Band. We were told it was the first occasion that a Band had played a ship off at Durban. By 1645 hrs we had made the swing to starboard and turned through 180° heading south along the Natal coast, with the Agulhas Current astern pushing us towards the Cape. We were about 9 miles off Cape Province to starboard, and then Cape of Good Hope hugged the 100-fathom line around the coast in a consistent 3 knot current from astern.

The navigational lights along the coast are excellent. Hood Point and Cape Morgan are especially good, providing accurate radar fixes as well. Due to recent flooding along the coast causing landslides we received warnings of sizeable trees floating off East London.

Its Friday 26th March and still steaming towards Cape Town. I have the Middle Watch. We rounded Cape Agulhas at 0030 hrs in light traffic and set course WNW, 293° for the Cape of Good Hope.



SafMarine SA Vaal
Photograph by Trevor Jones of Durban

When I left the Bridge at 0410 hrs the Cape Point Light showing brightly on the starboard bow and all was going well for an on-time arrival. It came as some surprise when I awoke at 0800 hrs, to see the mountains of the Cape some miles away to starboard. Table Mountain was heavily covered in a silky white cloth, bright against a pale blue sky and deep blue ocean. Apparently, gale force winds had closed the port to all traffic.

Nevertheless, we were in distinguished company. The flagship of the South African Marine Corporation, SA Vaal was inward bound from Southampton, and running a day late owing to boiler troubles.

At 0930 the wind had moderated to a more acceptable Southeast breeze, and SA VAAL entered port, swiftly followed by ourselves. Berthing at 'A' in the Duncan Dock. From Durban to Cape Town, we had steamed 805 nautical miles at average speed 21.24 knots.

In Cape Town we took a taxi to explore Cape Dutch and its private and elegant residential areas and at Kloof Nek, the cable car to the top of the mountain. The air was fresh, cool and invigorating! Finishing our day at the chalet restaurant for hotdogs and tea and watched the sun sink lower in the west. As the sun dipped below the horizon the full beauty and grandeur unfolded, the scene so beautiful with Jupiter became visible a few degrees above the horizon. Due South Cape Point Light was flashing a group flash of 2 & 1 every 30 seconds. A warning to all those going about their business on the ocean that the Cape of Good Hope must be given a wide berth. Little has altered since Sir Francis Drake described it on the Golden Hinde - "A stately thing and the Fairest Cape we saw in the whole circumference of the earth". We sailed from Cape Town at midnight on Saturday 27th March. The weather had calmed considerably from the gales of 24 hrs earlier.

Out of Cape Town we altered course off Robben Island at 0100 hrs and set course 323° for the 3000 nm track that would take us to the Bulge of Africa and onwards to Dakar. The following day the weather was not great but then we are in the South Atlantic. In the evening I met Moira Anderson, who assured me that she would sing "Amazing Grace" at her last onboard concert.

Today 29th March was Crew Alert. The Bridge and Senior Officers' Accommodation was out of action following an exercise detonation. I took the Con of the ship from the Crows Nest Bar using a Compass from one of the lifeboats and established a link by telephone with the after steering flat via Engine Room. The Telephone Exchange played a major part in the proceedings. Officers in charge there and in the



public rooms on Promenade Deck, boats and Fire Parties. The detonation had occurred in the vicinity of Captain's Deck. The Fire Zones apparently closed up successfully, but Zones 1 & 6 did not report in. I found this disappointing as Zone 1 is my regular Zone. An exciting and imaginative exercise! Continue NWxN towards the bulge of Africa with little shipping. The weather remained overcast but clearing later. This passage, I believe, will be our longest haul of the entire voyage. I went to "Carry on Behind" after watch, which was light hearted with a good few laughs.

On Tuesday 30th March during the Middle Watch, I had a chat with a large BP tanker, south bound around the Cape to load in the Persian Gulf. Our ship passed quite close - poor devils! - what a life! They sounded quite excited when they discovered who we were!

The all-important food for this trip has been consistently at a very high standard! The quality has not fallen off during the long voyage at all. Recalling a certain comment by Sir Louis Glukstein one evening when we were on the subject, he said that the scrambled eggs on the ship were the best he had ever tasted and had every morning. He was so right, they were delicious! The roasts are always particularly good, poultry and cold meats also excellent.

The afternoon was the first glorious, sunny, clear blue sky since departure from Cape Town. Everyone seemed intent on blistering their skin! We had Bridge visits during the watch but not many turned up. After watch I read "The Man from Martinique" for a while on deck. How privileged we are to have our own deck designated to the use of the Officers and right outside my quarters! A spell of letter writing followed before the Atwells' party in Meridian Room, which was a cheery affair.

On Wednesday 31st preparations for Crossing the Line Ceremony were underway. The evenings are fast disappearing now as we head north. It was a lovely, calm and tranquil evening on deck. Sunset was very late so after first dinner there was still a lot of twilight to enjoy.

On Thursday 01st April a young 13-year-old girl went missing. After a thorough check by the Cox'n and Night Watchman she was found. What she was doing out in the early hours is anyone's guess!

We crossed the Equator and returned to the Northern Hemisphere at 0337 hrs, just before our watch finished. The winds started to veer to SxW and later to SW and by evening veering to NW. Noon was an interesting experience as the sun was almost at our zenith, so the bearing didn't alter until 10 minutes before Meridian Altitude, and then it rushed across the Meridian at great speed! It was my first experience of this.

Crossing the Line Ceremony in the afternoon was a great success! It is always one of the highlights of a voyage, and everyone loves it. In addition, we always put a great deal into it in P&O, everyone gets involved and it is hilarious! Tennis after watch - most enjoyable! - then socializing at a number of parties. Next day, Friday 02nd April I was late for watch! They were definitely good parties! The first time I've been late for watch for the whole voyage! The rest of the day passed quietly in recovery mode!

The temperature was dropping steadily throughout the day and we expected to make landfall late with an alteration of course at 1900 hrs before then, much depended on sun sights and noon position. The visibility wasn't too good, with a light horizon haze, so I took a sight from the Promenade Deck (that was a first!) – the sun is now south of us, astern. We also took a Meridian Altitude at 1340 hrs.

Arrival Dakar, Senegal on Saturday 03rd April - we had a vague radar fix during our middle watch and the clocks were retarded. There was a very dense atmosphere resulting in some strange propagation of the radar and radio waves. There was also low cloud and an eerie phosphorescence dashing ahead of the ship in wide arcs in spite of the wind from ahead. If we hadn't had clear soundings on the recorder at about 150 fathoms all watch it would have been quite alarming. The radar picture came and went with regularity!

We anchored across the harbour from the town of Dakar. The temperature was about 70°F and the wind from the North made it very nippy in a short Safari suit! A fresh breeze all day made conditions ashore very pleasant, and not the usual sweltering heat of West Africa. We had covered the passage from Cape Town to Dakar in 3,604 nautical miles at an average speed of 20.48 knots.

During the stay we toured the Presidential Palace and National assembly, both very modern, clean and attractive buildings. The Palace was quite fabulous, apparently a modernised old building. A huge tapestry was the centre of attraction in the latter building, a gift to the Nation from France. We then



visited a market which was a riot of colour. The people are very shy and wouldn't allow photography running away giggling! Their national dress is beautiful, even that worn by the poorest. I wish I'd had the cash to purchase a few bolts of cloth. The locals are most attractive in facial features and posture. They have beautiful teeth too! Many chew a twig into a brush to use as a cleaner, or tooth brush, which is somewhat better and more attractive than the betel nut which the East Africans and Indonesians chew. We briefly visited the Roman Catholic Cathedral which has a simple but impressive interior. Much cannot be said for the fishing village which smelt frightful with sewage spilling into otherwise clean sea and fine gold beaches.

We headed over to the coast of Cap-Vert which was being fanned by the Northwest winds prevailing off the Atlantic - a gorgeous, fresh and stimulating breeze. The scenery is fabulous, much like the East Coast of Barbados, and even the North Coast, the flatter, rugged Harrison Point. Breakers were pounding over the reefs, accompanied by a healthy salt spray, exactly as at Bathsheba in Barbados. There were lovely, small sandy coves interspersed between the reef heads. In the area of the Cape there were many beautiful residences along the coast, rows of magnificent properties, many of which are Embassy homes. Wide avenues between the properties, masses of bougainvillea cascading in colour. We visited the Campus of the University, modern, well laid out; large, white leggy and long necked birds stalking about. The Cape has suffered badly from drought during the past two years, and many fine trees, including the baobab, are without leaf.

We also saw the Muslim Mosque, and given the most detailed explanation of worship of the faith by our excellent guide Sam D'han. It was a massive building, bare, but with marvellous carving and engravings on the ceilings and pillars. We were shown the area set aside for female worship. Finally, we visited an hotel overlooking the lovely ocean, breakers and reefs, and a small island lying a half mile off the shore.

I spent my watch in No. 1 Boat, pottering between Canberra and the shore landing. A Takoradi motor ship came into the inner harbour and promptly dropped her anchor across the cable of another ship alongside. This was soon sorted out as each ship, in turn, heaved home its anchor and there was no further difficulty. A BP Tanker came in to bunker. A large seven hatch Italian steamer was of interest. She was the ex Integritas now Gazza and was heavily laden with ramshackle array of deck cargo including machinery, cars, trucks and containers. One of the Peugeot saloon cars looked like it had been badly smashed by a derrick. The whole ship was in a bad state of neglect, covered in sand, perhaps the result of a sand storm further North off the Sahara. The vehicles were largely French, probably destined for Angola. There was also the Rio Sebaya, a small Reefer registered in Santander, the victim of an accommodation fire and burnt out, with no evidence of repair in progress. We weighed anchor at 1822 hrs and we set a Northerly course for Tenerife.

On Monday 05th April I talked at length with the Lauderdale, a P&O Bulk Shipping Division 260,000t DWT bulk carrier, all of 1,109 ft. and 178 ft. beam! We overhauled her as she headed for Europort from the Gulf and steaming at 12 knots!

I slept through the arrival at Tenerife and arose to mail that had been delivered to the ship. It is always the greatest joy to receive the mail from home! One of the greatest pleasures of a seaman's life! We were tied up PSTQ (port side to quay) on the Mole and had sailed a total distance of 847 nm at average speed 23.59 knots.

Tuesday 06th April onward to Lisbon. The usual activities prevailed. Crew Alert went smoothly, the last one for the voyage. I feel proud of my team in Zone 1 with their enthusiasm all voyage and an increased awareness of the aspects of safety. I hope that they will continue into the cruising season or alternately that they will go ashore the better for what they have learnt. The afternoon we had Meridian Altitude of Venus followed by one of the sun.

We made landfall at 0315 hours, raising Cabo Roca and Cabo Espichel at 52 miles – the radar is working but Decca didn't come in at all. There is good visibility, some traffic with light showers. Lisbon boasts some ferocious tidal flows, as the Tagus River opens into a vast bay! The Portuguese passenger liners Principe Perfeito and Infante Dom Henrique are lying at the anchorage across the harbour. Sadly, this may signify they have reached the end of their meaningful lives, as the traffic of Portuguese nationals to and from Angola and Mozambique has probably dwindled to a trickle now. Indeed, at the South African ports we embarked a contingent of same nationals who were making the return voyage to their homeland. Several motor cars and much of their luggage is being discharged today.



Principe Perfeito – Wiki photo



Infante Dom Henrique – ssMaritime.com Photo

The whole day alongside was fine and sunny, clear with a light breeze ahead from the ENE Force 3. A smaller range of tide than usual 1.8 metres and she lay alongside with no difficulty. I didn't accomplish much work and at 0330 hrs took soundings around the ship. The agent requested soundings at Low Water as there was some concern about UKC (under keel clearance) at the next greater tide range.

Canberra sailed for home on a fine, sunny morning at 0800 hours on Thursday 08th April. It's time for packing and preparing for arrival. A sad time in many ways. Enroute I was altering course constantly, to avoid fishing activities. Thankfully we had good visibility with the wind from the North at Force 3. At Midnight a full Force 8 gale was howling around the ship and whipping the sea into a fury, lashing spray across the ship.

She rode it beautifully! Steady as a rock. There was much traffic about but visibility still remained good. It was cold and thinking it was the most severe blow of the voyage and thrilling standing on the windward Bridge wing watching the ship take all aside in her stride! The noise on the Bridge wing was terrific with the ship's speed of 20 knots, and the Gale Force 8 from ahead - 55 knots of wind.

Nearly there! Friday 09th April, the last day of the World Voyage – A sad day. The cabins look bare, the foyers cluttered with baggage trolleys being propelled around by frantic stewards. The shops are empty, all the finery packed away. The Farewell Radio Canberra request Program spilling over with messages, regrets and memories of the voyage.

The 10th of April and home! – now in the Solent with the Pilot on board. The Voyage is almost over. There was quite a lot of traffic, as is to be expected in the English Channel as we swung onto a northerly course off the Nab. The Pilot embarked, on time and according to schedule at 0330. Lisbon to Southampton was 859 nm at an average speed of 20.86 knots. Southampton to Southampton, via the World and Canberra is home on time and in perfect shape!

Creeping past Fawley, the call "Hands to Stations for Entering Harbour" was heard across the open decks, and in the crew quarters, and in a few moments, the Foc'sle deck crew appear. The docking Pilot embarks and tugs bustle into position. A few shrill blasts of their whistles and their lines are made fast, as the ship starts to swing slowly to starboard into the Ocean Dock. One by one a few passengers wander out on deck, many still wearing their night clothes, to have a look at the grey Southampton dawn, the groups of dock and Immigration Officials huddled on the quay. A number of School children, headed by their teachers, were on the quay having travelled from London in the early hours to view the ship berthing.

At 0630 hrs the Bridge rings "Finished with Engines" on the Telegraphs. Canberra had circumnavigated the globe covering a total of 35,478 miles.

Southampton To Southampton Via the World 1976

- Total distance steamed, Southampton to Southampton: 35,089 nautical miles
- Total distance steamed, including pilotages: 35,478 nautical miles
- Highest day's run: 583 nautical miles at 23.8 knots on 21st & 22nd March
- Fastest run: Los Angeles to San Francisco, 329 nautical miles at 25.31 knots
- Highest recorded temperature: 32.5°C/91°F in Suva on 13th February



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

7.1 Good Reads – “Tales from the Waves” by Austin Guest – GCD RO

Austin Guest's memoir and travelogue from his early working life describes his voyages on cargo ships in the 1970s and early 1980s. Along with the excitement of new places and cultures he encountered tyrannical captains, unreliable equipment, heavy seas, distress calls, excess alcohol, conflicts, misunderstandings, misadventures, lost island paradises and the aftermath of a war zone. His role as a Radio Officer, along with the cargo ships themselves, would soon disappear from the seas, followed by the famous shipping company itself.

Tales from the Waves presents some key moments in maritime history and the evolution of radio, the skills and knowledge required to make ship to shore communications happen, and successes and incidents from within the radio room and elsewhere around each ship and port. Some voyages were punctuated with amazing people and experiences, while others could only be endured.



A lively and varied read, peppered with humour, history, science, geography and music.

This second edition includes additional text and more of the author's own photographs – From Amazon.

8. The IMO World Maritime University (WMU) at Warsash Maritime School (WMS)

We were delighted to host a recent visit to Warsash Maritime School by students and academics from the International Maritime Organization's (IMO) centre of excellence for postgraduate maritime education.

The group of 12 international students who are studying postgraduate programmes at WMU in Malmö, Sweden, joined us as part of a series of field study visits to leading centres related to their specialisations in either Maritime Education and Training (MET) or Maritime Safety and Environmental Administration (MSEA). They were accompanied by WMU's Professor Jens-Uwe Schröder-Hinrichs, Vice-President (Academic Affairs) and ex-Seafarer; Assistant Professor Anish Hebbar, ex-Seafarer and Pilot; and Professor Momoko Kitada, Maritime Education and Training specialist, Secretariat of the WMU Women's Association (WMUWA), and ex-seafarer.



The visit was an excellent opportunity to share experiences of maritime education practice while touring Solent University, Southampton's teaching and learning spaces at the East Park Terrace campus, including our industry-leading Maritime Simulation Suite. Our guests also enjoyed a trip to our Ship Handling Facility at Timsbury Lake - the only one in the UK and one of only a few major centres worldwide.



The students are currently completing individual research projects in topics ranging from the 'Concept of E-Certification: Interrogating its global application to seafarers' to 'Investigating Outcomes-Based Education: A case study using the Philippines MET system'. We wish them all well with their dissertations and every future success!

To find out more about the World Maritime University, visit www.wmu.se

9. Maritime Industry Focus

9.1 Ship Technology & Human Questions by: Andrew Gray & Henry Andrews – CJC LLP

This article typifies many of the concerns in the marine industry today. For years 'fatigue' was and still is a paramount safety concern. As technology and autonomy become more prevalent, it is obvious that the human factor must be addressed. Food for thought! Ed.

From Campbell Johnston Clark (CJC) LLP - October 2023 - The co-existence of new marine technologies which aim to improve safety and stubbornly high counts of human errors among the causes of maritime casualties and incidents suggests that 'more of the same' will be an inadequate response in seafarer training to the rapid advance of shipboard technologies. Work at the IMO to establish how far SOLAS and the Collision Regulations can apply to autonomous ships will crystallise in a non-mandatory code by 2024, with a mandatory code due by January 2028, but few believe unmanned vessels will be part of workaday operations in the short term. However, for an increasing number of seafarers, the technologies whose rapid development appears to pave the way to fully autonomous ships and which has driven legislators to act are already part of lived experience. Due to the age of IT systems onboard many existing vessels and previous limitations on connectivity at sea, shipping has been a relative latecomer in realising the potential of the Internet of Things (IoT), but data is now a decision-making benchmark for everything from carbon intensity and periodic surveys, to voyage planning and maritime risk. Furthermore, available shipping aids already include solutions which fuse data from GPS, radar, camera and digital twin technologies to deliver situational awareness as augmented reality that purports to go beyond what even the best-trained look-out could see.

For seafarers, the relationship with technology is therefore increasingly intense, as automation and data-driven decisions cut across a growing number of activities previously preserved for the professional mariner. Where technological developments continue to pull ahead of safety regulation, formalized seafarer training is likely to lag still further behind. For some, there is a temptation to attribute rises in any kind of accident numbers to a resulting knowledge gap; another group apportion more blame to creeping over-reliance on technology, not to mention backsliding on 'the basics'. Few, however, would dispute the significant progressive contribution that has been made to ship safety by technologies that, today, we take for granted. Radio, the gyro compass, radar, ARPA, global navigation satellite systems (GNSS), the electronic chart, AIS and ECDIS – each represented a leap forward for technology.

Artificial Intelligence (AI) Anecdotes

A recent report from satellite service provider Inmarsat provided anecdotal evidence to suggest seafarers see similar safety gains emerging from the adoption of artificial intelligence. The Future of Maritime Safety Report 2023¹ suggested: "Many demonstrated a broad acceptance and faith in the promise of new technologies, including greater automation and artificial intelligence (AI). Bachala Shankar Rao, 4th engineer, said: 'Embracing advanced technology (automation) will reduce human error [and] remote monitoring system[s] to track the vessel conditions.'

Latest figures from Allianz Global Corporate & Speciality covering a decade of total losses appear to validate the conventional wisdom that advancing technology walks hand in hand with improved safety. In 2022, AGCS counts 38 total losses of vessels over 100 GT, against 59 in 2021, with the number down 65% since the 109 losses recorded in 2013.

Figures recently published by Lloyd's List Intelligence in its Maritime safety trends 2012-2022² report also indicate that – as part of wider casualty figures – the number of collisions steadily declined from around 400 in 2016 to around 250 in 2021, before rising above 280 in 2022 as shipping reactivated post Covid 19. The number of incidents involving ships striking harbour walls and other static objects hit a high in 2014, at 245, before slipping steadily back to a low for the period of 157 in 2022.

Human In The Mix

But the 'good technology' narrative requires considerable caution. Marine casualty and incident figures from the 2022 report of EMSA (European Maritime Safety Agency) indicate that 2021 actually



represented a very average year. The 2014-2021 yearly average reported by EMSA for marine casualties and incidents amounted to 2,647. The number reported in 2021 was 2,637.

EMSA's analysis also indicates that human action was the main accident event type, with 68.3% of all contributing factors, with 'system/equipment failure' a long way back in second place at 18.8%. Furthermore, for the period 2014 to 2021, EMSA also identifies 'human behaviour' as the category's main contributing factor (at 53.8%). One consequence, as EMSA also notes, is that the focus for 45.1% of the safety recommendations and actions taken covering human factors are in the subcategory 'training, skills and experience'. Where safety recommendations have been made and actions taken 2014-21, EMSA reports 'owner/company' as the main addressee – at 54.5%.

AI, the advent of automated ships and the challenges they pose for determining liability under the Hague Rules for maritime casualties formed the substance of an address made by Sir Nigel Teare in an address to the Association of Average Adjusters as 2022-2023 chairman. Sir Nigel also stressed that electronic charts had not eliminated the necessity for proper passage planning.

"The UK Government's Marine Accident Investigation Branch has urged navigating officers not to rely solely on the data embedded in a computer-based system but to consult all sailing directions and notices to mariners just as they would when passage planning on paper charts," he said. "There is evidence that not all navigating officers understand the limitations of electronic charts. "In circumstances where the decision of the Supreme Court has so clearly resolved the issues of law, the debate in the future is more likely to concern the adequacy of the plan on the electronic chart, the significance of any defects and the adequacy of the training of officers to use electronic charts safely."

Training For Life

Training must surely be a central issue. Digital tools enhance consistency, which should be a conduit to improving maritime safety. However, other factors may also be in play. After all, the relationship between new generation seafarers and technology is lifelong: they are not simply digitally literate but have no recollection of a world before smart phones, let alone the internet. Even those convinced that greater automation is really the precursor for de-skilling or replacing seafarers must concede that – today – digital connectivity is a clear welfare and mental health gain.

What may not be so clear, considering the relationship of modern seafarers with technology and the master mariners preparing their training courses, is whether 'more of the same' is the tonic. Lack of common understanding between senior officers on ECDIS has been a feature of several marine accidents over the past decade, for example. There may be reason to suppose that younger mariners have an edge over trainers whose greater experience may still rest with paper charts.

Whether the retirement of older officers will coincide with a decline in ECDIS-related incidents remains to be seen, but the development and use of new technologies should surely not overshadow wider welfare concerns which continue to define the state of maritime safety. The 2021 paper Investigating the Role of the Human Element in Maritime Accidents using Semi- Supervised Hierarchical Methods, for example, offers an analysis focusing specifically on the disconnect between the technological advances assisting safety and merchant shipping's intractable high rate of accidents.

Stress, Pressure and Error

Summing up from casualties and incidents collected by type into 11 'clusters', authors conclude: "Findings point to poor education and training of seafarers combined with lack of monitoring as common issues in maritime accidents. Hardware, software and personnel deficiencies are confirmed as the underlying factors behind human errors and violations. Furthermore, the human factor turns out to have a prevalent role in collision, grounding and work accidents."

"Human factor-oriented measures" as applied in maritime transport remain the basis for making the most useful safety interventions, authors conclude ("such as tailored training programs for crews or improved communication tools").

Further study is surely to be recommended. The research paper Human error in marine accidents: Is the crew normally to blame? offers a variety of causes in 264 maritime casualties, for example, while still attributing a consistent 75% of these accidents to human error.

Although fatigue and poor technical training (or inexperience) were the error categories given in numerous cases (respectively, in 18 and 20 cases), the leading three explanations were 'navigation error due to misjudgement' (36 cases), 'navigation error due to overconfidence' (30) and 'lack of planning or manoeuvre planning' (24). 'Navigation error due to misuse of vessel equipment' was also given as a cause in 20 other cases, without further explanation.



As the Lloyd's List Intelligence report cited earlier observes incontrovertibly:

"The safety of any ship is only as strong as its weakest link"

While technical systems might be installed onboard, the hull might be stronger than the previous generation of ships, the engine more powerful and with improved manoeuvring ability, it is the crew – together with the systems – who must keep the venture safe," its author concludes. "The trinity of competencies: the human element, organisational systems, and technology will ensure safety when deployed in combination rather than any one of them in isolation. "The question remains whether improved technology, a seafaring demographic more conversant with its use and better training will be sufficient to improve safety, or if a concerted focus on crew welfare and better conditions of service is required to reduce the abiding human factor in casualties at sea.

9.2 Online Maritime News

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

Subject link	Source
Philly Shipyard delivers first NSMV training ship https://www.marinelog.com/shipbuilding/shipyards/shipyard-news/philly-shipyard-delivers-first-nsmv-training-ship/?utm_source=email&utm_medium=campaign=41673	
World Maritime Day 2023: MARPOL Turns 50! https://gcaptain.com/world-maritime-day-2023-marpol-turns-50/?subscriber=true&goal=0_f50174ef03-142f43dd82-170254293&mc_cid=142f43dd82&mc_eid=2bec9004fe	
Thermal Runaway of Lithium-Ion Battery Destroys Tanker's Bridge https://gcaptain.com/thermal-runaway-of-lithium-ion-battery-destroys-tankers-bridge/?subscriber=true&goal=0_f50174ef03-6bdd51c476-170254293&mc_cid=6bdd51c476&mc_eid=2bec9004fe	
'Unprecedented challenges': Panama Canal drought disrupts global trade https://www.weforum.org/agenda/2023/08/drought-at-the-panama-canal-poses-unprecedented-challenges-to-global-trade/	
World Maritime Day 28 September 2023 2023 Theme: MARPOL at 50 — Our commitment goes on https://www.un.org/en/observances/maritime-day	
World's Largest Iceberg Breaks Free https://gcaptain.com/worlds-largest-iceberg-breaks-free/?subscriber=true&goal=0_f50174ef03-fe77e5b88e-170254293&mc_cid=fe77e5b88e&mc_eid=2bec9004fe	

10. Obituaries

10.1 Captain Carl Albert Johannes (JohannesC54) – 10.01.37 – 16.08.23

Captain Carl Johannes, known and loved for his kindness, loyalty, generosity and humour, passed away from cancer on August 16, 2023, in Seattle, with his wife and daughter by his side.

He was the son of Arsham and Phyllis Johannes and brother of Julian Johannes. He was preceded in death by his parents, brother, and his first wife Martha Fringer Johannes, who was the mother of his two children. He is survived by his wife Karin Jacobs Johannes, son Michael Johannes, daughter Katie Johannes Skipper, son-in-law Jason Skipper, granddaughter Josie Skipper, and stepdaughter Patria Jacobs.



Carl

Carl was born among the Armenian community in Jolfa, Iran. He spent the first five years of his life in India, where his father was a British Customs Officer. He and Julian attended a British boarding school in the Himalayas. The family returned to England, near Wimbledon, where he spent the rest of his childhood. He was a skilled soccer player and fondly recalled singing in the Church of England boys' choir and participating in the Boys' Brigade.

He attended the Southampton School of Navigation (now Warsash Maritime School at Solent University) in the UK, to pursue a career as a maritime captain and his passion for the sea. Upon graduating at age 18, Carl immigrated to the United States. Delighted by the availability of fresh orange juice, he enjoyed a glass at every stop along the bus ride west across the country to meet his parents and brother in California.



He served as an officer in the U.S. Navy and Merchant Marine. On his birthday in 1969, the ship he was working on was docked in Baltimore. He went ashore to have a drink at a bar where he met Martha. They married 56 days later and were deeply in love and inseparable for 38 years.

Carl and Martha started their married lives together in Southern California. After their son was born, they moved to Honolulu, where Carl was a Civil Service pilot, working for the Navy at Pearl Harbor. Their daughter was born, and the family spent five more years in Hawaii before moving to Virginia Beach. Carl worked as a pilot for U.S. Naval Station Norfolk for three years. In 1981, he moved his family west again, this time to Bainbridge Island, Washington. He worked at Naval Submarine Base Bangor for most of the 1980s before becoming a Puget Sound Pilot. In 1997, after their kids were grown, Carl and Martha moved to Seattle. Carl retired from the Puget Sound Pilots 10 years later at age 70.

Carl and Martha adopted the snowbird lifestyle in 2005, enjoying the warm weather of Cathedral City, California, during the winter months. He and his children were devastated by Martha's passing just two years later.

But Carl was among the lucky few people to find true love twice in a lifetime. He met Karin in 2008 when a walking group meet-up turned into a blind date. Mysteriously, only Carl and Karin showed up for the scheduled walk after a mutual friend suggested they meet each other.

Carl and Karin married February 15, 2015, and, as Carl liked to say, they were "attached at the hip." They spent most of the year at their home in Palm Desert but made it back to Seattle most summers. Carl and Karin enjoyed dancing, traveling and visiting family and friends together.

He and Karin held their granddaughter, Josie, on the day she was born. Josie loved her Pop Pop for his goofiness and hugs and will especially miss seeing him at her ballet performances and Christmas dinners.

One of Carl's favourite routines was pouring himself a Moscow Mule and watching the "NBC Nightly News." He loved a good steak, preferably with a baked potato and all the fixings.

He started voicemails to his two adult children with, "It's your dad," a pronouncement that made them both smile, and now reduces them both to tears.

Carl was equal parts perfect gentleman and inappropriate jokester to the very end of his life. He thanked every nurse and doctor who helped him and made them laugh just hours before his death.

Carl's life was long, well-lived and full of love. His passing leaves a huge hole in our hearts.

A service to honour Carl's memory was on Tuesday, September 5, at the Holy Resurrection Armenian Apostolic Church, in Redmond, WA 98052. A graveside ceremony and reception followed at the Lake View Cemetery, Seattle.

10.2 Captain Tom Woodfield (WoodfieldT50)

Captain Woodfield went to sea aged 16, joined the Falkland Islands Dependencies Survey from 1955 to 1974 serving on the Antarctic and Falkland Island advisory committees and lectured on those topics becoming the foremost Polar navigator of the century, attaining the furthest South for any vessel in the Weddell Sea. He was a Board member of Trinity House from 1974 to 1999 and a Court Member and Elder Brother from 1974 to his passing. He was awarded the Polar Medal in 1971.

When with the Board of Trinity House, he sailed in a Round the World Yacht Race, supported Sir Ran Fiennes on his Transglobe venture and also with Sir Robin Knox Johnston in the sail training vessel, Malcolm Miller.

10.3 Captain W. Stan G. Morrison Extra Master-FNI-FRIN (MorrisonS50) went aloft 09.11.20

It was brought to the attention of the Editor that Captain Morrison, crossed the bar on Friday, September 11, 2020, at the age of 92 years.

Born in Aberdeen, Scotland, Stan leaves behind his wife of 61 years, Christine, their three children, Bill (Lynn), Gordon (Carol) and Wendy, and four grandchildren – Kirk, Denise, Luke, and Will. Stan dedicated over 36 years of his career in the Federal and International Public Service, in the field of maritime navigation and ship's safety.



Stan

Stan began his career with the Royal Merchant Navy in 1944. He spent his first two years as a Cadet on HMS Conway. He joined Prince Line Limited, assigned to The Southern Prince, part of a fleet of 5 merchant ships intended to support British Naval Operations in the Far East. His career with the Merchant Navy took him to Port Harcourt, on the Niger River in West Africa, New York, Manila, through the Panama Canal, Los Angeles, San Francisco, and Hong Kong.



Following service with Prince Line, Captain Morrison obtained his certificate as Extra Master, being awarded the Royal Society of Arts Silver Medal in 1955. After a short period of time teaching maritime subjects at Cardiff. He then emigrated to Canada to join the Canadian Hydrographic Service where he assisted in surveying the coasts of Newfoundland and Labrador. He transferred to the Canadian Coast Guard, during which time he gained broad experience in ship surveying, the review of nautical training programs, the examination of masters and mates for certificates of competency, and the investigations of shipping casualties.

He participated in various conferences and meetings of the International Maritime Organization (IMO) and the International Labour Organization, and over a four year period acted as Chairman of the IMO Sub-Committee on Safety of Navigation. Eventually, in 1978, he accepted a position with the IMO and moved from Ottawa to London – a move that not only broadened his own future, but also that of his family, who came with him. From 1978 to 1989 he served as Senior Deputy Director of the Maritime Safety Division of IMO, with responsibility for navigation and related matters, subsequently being appointed as Director of the Division in 1989.

He was elected into Fellowship of the Royal Institute of Navigation and awarded the Institute's gold medal for 1991. In 1992 he was elected an Honorary Fellow of the Nautical Institute before retiring from IMO.

On returning to Ottawa, he conducted an extensive survey of the maritime and environmental safety management and practices of government subsidized ferry services on the east coast of Canada with the assistance of Canadian Coast Guard and company personnel. In 1993, the urgent need for early revision of the International Convention on Standards of Training Certification and Watchkeeping for Seafarers (STCW) led to the establishment of a small group of consultants to accelerate the work by preparing revised texts under the direction of the Sub-Committee on Standards of Training and Watchkeeping.

Captain Morrison acted as Consultant Coordinator throughout the development and adoption of the revised Convention, and subsequently was responsible for the technical aspects of ten IMO seminars and workshops held in various parts of the world to explain the intent and purpose of its provisions and to ensure its uniform interpretation and application. In 1997, his various contributions to the promotion of Canadian Marine Safety were recognized through the presentation of the Transport Canada Safety Award.

His family will remember him as a loving and generous husband, father and grandfather. He was at all times a gentleman.



Christine & Stan

10.4 Captain John Kempton ([KemptonJ51](#)) went aloft on 29.06.23

Captain John crossed the bar on 29th June 2023. His wife Jane provided the following Eulogy. Some will remember John giving the Loyal Toast at the 2021 Christmas Dinner and kept many of us enthralled by his stories from his time spent with the RFA and his experience in command during the Falklands conflict.

John's funeral was held at Bournemouth Crematorium on Monday July 24th. John was born on 22nd Sept 1933 in Hinckley near Leicester UK. He attended school at Hinckley Grammar School leaving at 16 to attend Warsash Nautical School. John suffered from dyslexia and this was terrible hinderance to him in his school days. It disguised the fact that he was very intelligent and no fool.



John

After a year at Warsash he became an apprentice with Furness Withy, a good shipping company. His first ship was TSS Pacific Stronghold, a US built Victory ship, it was to be an eyeopener for the sheltered boy of 18 from Leics, never having experienced drunkenness on scale he had not had before, this probably a hangover from WW2 when merchant ships had a very hard life. He spent a lot of time on the New York to Bermuda run serving in SS Ocean Monarch, a passenger ship, where it gave him his first involvement with the opposite sex, he had a great time. He completed his apprenticeship 9th March 1955, continuing to be employed by Furness Withy operating in Australia, South Africa and Indian Ocean.

In 1957 whilst studying for Mates he fell in with a couple of chaps from the RFA who persuaded him to join, His 1st ship was Brown Ranger sailing to Malta, it was a terrible shock to the system, shorthanded with a trouble making drunken crew. Next ship was Blue Ranger in Immingham, amongst officers was one Fred Roberts. He then spent 18 months on RRS Discovery which he thoroughly enjoyed apart from seasickness. Whilst serving in RFA Amherst in Malta he first met up with yours truly in late 1960.



He married his 1st wife Shirley King on 29th July 1961 having just obtained his Masters Certificate. He met Shirley when he was at Hinckley Grammar School and was married to her for 16 years before her untimely death in 1977.

In 1969 John and I served in RFA Tidereach, which carried out a round the world trip. Shirley flew out to Singapore and travelled home with us. They had a son, Gervais, born in 1970.

She was diagnosed with breast cancer in late 1975. MOD allowed him to serve on the UK coast, in fact he relieved me on Empire Gull. He states that this was the most traumatic and devastating time of his life. After which he fell under the influence of his mother with whom he had a love-hate relationship. She persuaded him to move to Bournemouth and he occupied a flat in the same block as her.

In 1979 while serving in RFA Sir Bedivere the ship was ferrying Scottish troops from Glasgow to Northern Ireland he met Jane who was a young RFA Agent in training. He persuaded Jane to come south and live in Bournemouth in 1981. He continued serving as Chief Officer on various ships until 1982 he served in the Falklands War on RFA Blue Rover, the ship was loaded with 300 tons of petrol amongst other fuel cargo. Rather dangerous!

He was promoted to Master in 1982 whilst serving down south. On return to the UK, he married Jane on 8th October 1982. His first command was RFA Sir Bedivere in January 1983. After 13 months on Sir B and after some leave, he was appointed to RFA Diligence, a ship which he adored. He had 5 appointments to her and in fact it was his last before early retirement, one appointment was during the 1st Gulf War. He had interspersed with those appointments to Grey Rover, Gold Rover and Sir Percivale.

In 1991 he attended the Dreadnought Unit at St Thomas's for minor surgery. But he had an ECG pre op which revealed he had a heart attack 6 months previously. The heart attack is thought to have been caused by the intake of inoculation drugs prescribed to all participants in the Gulf War. This made him unfit for sea service and he was retired early on 1st July 1991.

Then followed 32 years of retirement. John said retirement really suited him and he quickly settled into a routine. Pottering about in the garden, daily walk round the golf course collecting golf balls on the way. He had some very enjoyable holidays in France at Jim and Marianne's and some French Navy friends whom he met at CTP on Fort Grange in 95 when I gave him passage to Cherbourg. He enjoyed meeting up with friends at RFA lunches and dinners, although lately that had become too much of a strain as his health deteriorated.

He admits he met a great number of wonderful colleagues/friends, but he also met some total duffers. John was the epitome of a 'Marmite' captain, you either hated him or you loved him. I was in the latter group, having known him since 1960, also knowing both of his wives Shirley and Jane. To quote John 'after the terrible distress of losing Shirley to an early death there was a silver lining – Jane'. Both of his wives deserve medals. Recently Jane's patience and dedication in looking after John through all the various illnesses has been fantastic. His health started to deteriorate 18 months/2 years ago, as well as macular problems and his balance going. He stopped doing most of the things he enjoyed: walking, gardening, DIY. It got to the stage that when he wanted to put a screw in something it became a 2-man job. Jane putting the screwdriver in the screw for John to turn it.

John was loved very much by Jane's family especially the nephews and nieces of Jane's sister and brother. They are Stewart, Jane, Debbie and Wendy. John and Jane arranged for some of them to visit Sir Bedivere where the Chinese crew made them feel at home.

John was a great supporter of the RFA Sir Galahad Association, and he usually organised the annual service at the Marchwood Memorial, laying a wreath when I was away at sea. He struck up an excellent liaison with Marchwood Parish Council who cared for the memorial and garden.

There are 3 theories as to how John got the nickname 'Sid', the 1st is that on his first ship there were 3 'Johns' fellow apprentices so one was called John, one called Bert and the last Sid. 2nd theory was on RFA Amherst there was a fine sprung dancefloor, grand piano etc and John swapped clothes with a female passenger, she in his uniform and he in a 1930 Charleston black dress, the pair of them would whiz round the dancefloor with such elegance that John was nicknamed Sid after Cyd Charisse the famous actress who was adept at dancing. The third was less likely in that he was named after 'hissing Sid' a snake featured in the song Captain Beaky (hissing Sid is innocent!). Take your pick.

Every so often John, Reg, Fred and I would descend on a local golf course. John didn't play golf but insisted on driving the buggy. Before the game we usually had an 'all day breakfast' and a carry out of beer. As John's macular degeneration progressed there were a few near misses with trees and people! He loved meeting old friends at the annual RFA Golf Tournament at Waterlooville. Also selling the golf balls for charity. John was a great character, RIP John we all loved and respected you.



10.5 Captain Hairsine ([HairsineM55](#)) went aloft 19.08.23 - by his daughter Kate

Captain Michael Hairsine embarked on his final voyage surrounded by his beloved family on 19th August, 2023. Much loved husband of Anne, father of Kate and Peter, father-in-law of Lisa and Andi and grandfather to Emma, Jake and Tom.

A Service to Celebrate the Life of the late Captain Michael Hairsine was held in our Reflection Chapel, Subiaco, Perth, Australia on 30th August, 2023).

Michael was a former employee of Kellogg Joint Venture Gorgon and Manager Marine Ops. at Port Walcott Pilots and owner of Hairsine Maritime. He also served with Brown and Root.



Michael

10.6 Captain Rod Stansfield ([StansfieldR56](#)) when aloft on 13.10.23 by John Kay Son-in-Law

Rod was 84 years old. He had lived a full happy life filled with adventures, travel, success, family, friends and interests. More importantly until very recently he was blessed with great health, never ill (other than a few general ailments – and he never went to bed if he felt bad – saying – “*never go to bed when you are ill - people die in bed*”)

Rod was born on Monday 6th March 1939 to his parents William and Phyllis in Whitworth in Lancashire.

He attended Whitworth, Littleborough Central school from 1950 to 1955 and remarked that he achieved ‘seriously mediocre’ results in GCEs. Nevertheless, on leaving the school, the headmaster described him as being a “*splendid student throughout his school career, who had held several offices as House Captain, Form Captain, Prefect and Vice-Captain which showed ample opportunity of his qualities of leadership and initiative*”.

In June 1955 he applied for a cadetship at the Warsash School of Navigation. He passed the interview and entrance exams receiving confirmation of his place by a letter to his father in which the Director of the school stated, “*at the interview he left a good impression of sense, balance and determination. I think he may be somewhat insensitive but I think he is capable of doing very well*”. No-one is quite sure what he said that was insensitive!

In September 1955 Rod then 16, arrived at the Warsash to embark on a career at sea. He was very proud, often laughing that he was the first student to be accepted from a ‘secondary modern’ school having failed the 11+ exam with next to no academic qualifications. His only previous maritime experience was travelling on the Knott End ferry at Fleetwood and a family holiday on the Norfolk Broads. It appeared quite a strange career choice but he was fascinated by the ability to navigate the oceans. This is where his interest and love of the sea originated.

Life at Warsash was a culture shock. Nevertheless, he thrived on the discipline, training, camaraderie, and learning. After the first term Rod was promoted to Junior Leading Cadet, after the second to Senior Cadet Captain. He recalled his time at Warsash with great fondness, learning that mediocrity is not acceptable, detail matters, sloppy work should not be tolerated and with authority comes accountability and responsibility. He applied this throughout his life.

After Warsash Rod commenced an apprenticeship with Shaw Savill Line and in 1960 now 21, he joined Cunard cargo ships, and subsequently obtaining his Master Mariner qualification. He recounted many hilarious tales from those trips involving the crew, passengers, weather and places visited, developing a love of jazz whilst in New Orleans, and for different foods from places visited. Friendships were made, the love of the sea remained throughout his life.

In 1963, whilst on leave, Rod went to a local dance and bumped into Joan Parker. Joan had been driven there by another young man but on getting into his car Joan sat and broke his glasses. The date did not get off to a good start. His loss (glasses) was Rods’ gain and despite having no car and very little money Rod and Joan hit it off immediately and their relationship blossomed. In 1964 Joan accepted Rod’s proposal of marriage and an 18-month engagement followed during which Rod moved to the Liverpool docks for a spell whilst he and Joan saved up for their wedding and future. They were married at the Hallford United Reform Church in Whitworth on Saturday New Years Day 1966.

Unable to afford a house of their own, they moved into Joan’s family home, a working farm house O’th Hill on the moor tops in Whitworth. Joan was a newly qualified teacher. As the wedding date approached, Rod made the decision to leave the Merchant Navy maintaining this was the right decision for their future (it turned out it was). He got a job with a subsidiary of Pilkington Glass working in the marine department in Liverpool and realised that not only did he like business and commerce but he was quite good at it. Realising to progress he needed to re-educate in business, economics, marketing and accounting which



took him to night school. Over the following 12 years of discipline and commitment and Joan providing the financial support he was successful. The moves which followed were reflective of his career progression and Joan being lucky in moving schools where she taught.

In 1967 he got a job in sales in a subsidiary of the Pilkington Group and relocated to the Northeast. At this time Rod bought a Morgan Plus 4 sports car. They purchased their first home and in December 1968 their son Wayne was born in Newcastle and in 1970 their daughter Jo was born. With a growing family the Morgan had to be replaced but Rod interest in racing and loved Formula 1 (F1) never waned.

Rod was appointed Assistant Area Sales Manager in London in 1971 and continued to travel and educate himself. In 1974 he was appointed Marketing Manager of Fiberglass based at Pilkington headquarters in St. Helens.



Rod and his cherished Ferrari 348 GTC
one of only 11 built

The family moved to Rainford and settled there for a few years. Rod continued to travel and was promoted Service Manager in 1976 the Commercial Manager in 1979. An appointment to the Board of Kitsons Insulation Ltd followed in 1978.

Family holidays taken in a touring caravan, Rod spending the work week travelling and Joan teaching to ensure a smooth running home. Friday evenings the caravan would be hitched up for a family weekend away, filled with walking, sightseeing and more importantly, quality time together. A cohesive family unit was of the upmost importance to both Rod and Joan.

In 1981 Rod was asked to run Regina Fiberglass, a part of the Pilkington Group, based in West Yorkshire. He was expected to turn things around as the company was foundering.

The family relocated to the village of East Morton. At about this time Rod suffered back problems and ended up in Airedale hospital in traction as primitive as it was then, he was in a room with huge bags of water strapped to his ankles. He loved to recount the tale of the fire alarm going off and him seeing numerous heads through the window making a hasty retreat to safety whilst he was marooned in a bed fearing he would burn to a crisp. He laughed about the fire alarm process needing tightening up only to discover it was a real fire and everyone had been evacuated from the building except him! Following his discharge Rod became a keen cyclist throughout his life which helped his back problems and more recently had traded in the pure leg power for electric assist!

In 1983 after the success at the Yorkshire operation, Rod was appointed to the Triplex Automotive Glass located back in St Helens. With the children in key exam years at new schools, Joan and Rod decided not to move requiring Rod undertaking a daily commute on the relentless M62. The touring caravan was replaced with a static caravan but the weekend routine remained.

In 1986 the family moved to Appleton Thorn near Warrington. Rod continued to work at St. Helens and asked to Chair a government Business & Technology group in addition to sitting on the Advisory Board at the Lancaster Business School.

Foreign holidays became the norm as Rod loved the sun and heat. Cruising allowed them to visit previous ports of call during his time in the Merchant Navy. During this period Rod picked the hobby of playing the keyboard. He learned the piano at a young age and passing his elementary exam with a 76% pass 11, he recalled his instructor refused to teach him as he wanted to play more 'jazzy' pieces. After 36 years he learned the organ from scratch. Every spare moment he loved relaxing and playing jazz. Mastering the organ, he challenged himself further becoming proficient with the clarinet, followed by the saxophone.

In 1990 Rod was appointed Chief Executive of Pilkington Glass Ltd for the UK and Europe, followed in 1993 by a transfer to the US to run the America arm of the business including Canada and Mexico. Joan and Rod moved to Toledo, Ohio for 6 years. New friends were made as the successfully integrating into the community and travelled extensively to see explore the country. Rod found it hilarious when American friends or colleagues would ask for recommendations of places to go and stay.

In 1996 Rod thought it a good time to retire and return to the UK. After 6 months in the UK, Rod was approached to run the largest glass company in Africa and in 1997 he and Joan moved to Johannesburg. Five years past and again they took the opportunity to see this vibrant and diverse country. Rod particularly loved the Cape as it reminded him of some trickier navigation whilst he was at sea.



In 1999 Wayne was married followed by Jo in 2001, welcoming Viki and John into the family. Rod and Joan had returned to the UK with Rod vowing he had hung up his 'pen', but no, he maintained a non-executive position on the board of a vehicle glass repair business for several years and actively supported Wayne in growing his business.

Rod picked up his love of cars. He loved old cars, and especially had a passion for racing cars. He loved to take part in timed hill-climbs, shows and track days.

The family had expanded with four grandchildren, Rod often said being a grandad was the best job.

In early 2000 Joan and Rod bought a 'bolt hole' holiday lodge between Carnforth and Kendal in North Lancashire. This was a place of many happy times with cycling and swimming with visits to the surrounding areas of North Yorkshire and the Lake District, the old caravanning areas. Rod bought a canoe and could be seen paddling on the lake in his eighties!

Rods' love of F1 took him to the grand prix in the UK, Italy, Monaco and Belgium, to name but a few. Being passionate about old cars opened a whole new world of fun and friendships. The car fraternity was truly his happy place. His involvement with the Cheshire Raiders in 2015 helped to launch the annual Cheshire Concours d'Esprit at the Oulton Park Gold Cup weekend, organising displays and occasionally judging. This event held a special place for Rod and after he stepped back and delighted when the MSV team who ran Oulton Park presented him with a painting to acknowledge all his hard work.

Rod's enthusiasm for life and drive to achieve was infectious and refreshing. His determination to succeed in everything was the foundation of all he achieved. He was very proud of his family unit and their achievements, never losing his sense of humour and always remaining positive. His glass was always 'half full' never half empty.

10.7 Alan Brian Knott ([KnottA59](#)) 1942 – 2023 went aloft on 28.08.23

Alan Brian Knott was born 23rd July 1942 in Southgate London. Moving to Derby in 1950 and after 11 Plus he attended Bemrose Grammar School. During his schooling and from an early age Alan was a dedicated member of the Scouts. This continued throughout his life including his seafaring.

Alan was accepted to the School of Navigation and commenced his training in January 1959. He successfully completed his year at the college as Cadet Captain Boats. On completion of his year, he joined Blue Star Line. He often quoted the reason he joined, was that they paid overtime! His first ship was the Catalina Star transferring shortly after to the Colorado Star. He completed his apprenticeship and on obtaining Second Mates in early 1963 he re-joined Blue Star.

While 2nd Mate on the Rhodesia Star in Melbourne, he met Ronda Bellinger a meeting that changed his life. On returning to UK Alan decided to immigrate to Australia. With Blue Stars agreement he returned to Melbourne on the ship paying off in Australia. He Joined the Australian National Line (ANL) and serving on the Princess of Tasmania. Alan Married Ronda in 1967 and continued his career with ANL.

He went back to UK in 1968 to complete his Masters and then returned ANL. One of the ANL ships he served on was the Jeparit which had been commissioned by the Australian government to act as a logistics support vessel to assist in the re-supply of Australian forces in the Vietnam conflict. Alan made several voyages to Vung Tau in South Vietnam. He came ashore with ANL commencing work in the terminal in Melbourne.

In 1974 sadly Ronda passed away unexpectedly leaving Alan with two young boys a devastating time for the family. In 1975 Alan and the boys moved to Townsville where he was appointed Manager of the ANL Terminal. In 1984 the terminal was closed but he decided to remain there in order not to disrupt the boys' lives.

1989 saw Alan return to Melbourne to again work on the waterfront at Webb dock. In 1990 he met Maria and two years later happily re-married. This was a time there were many changes in the shipping industry. In the mid-1990s Alan and a long-time friend established a partnership supervising the loading of bulk grain and marine surveying. Continuing this partnership until he retired in his early 70s the business being sold.

Always very community minded he was involved in several Service Clubs in Geelong where he and Maria had moved to. He was a District Governor, Board Member and Secretary of the Mission to Seafarers Melbourne, Treasurer of the Nautical Association of Australia and of course he had been a member of the Warsash Association in its various forms over the years. He was a major player in the establishment of the Australian Branch of the Association, having served as Chairman and also Treasurer. Always assisting in the organisation of reunions and participating in them all.



In 2018 Alan was diagnosed with a neurological condition which was untreatable. Not a person to give in he persevered with as many tasks as he could as his physical health gradually declined. It was his selfless decision to finally to go into care at Kensington Grange. On the 28th of August 2023 Alan Crossed the Bar.

The members of the Australian Branch of the Warsash Association thoughts and condolences are with his wife Maria and sons Andrew and David.

10.8 Captain James Patience ([PatienceJ75](#)) went aloft on 05.08.23

James crossed the bar peacefully at home, on August 5th, 2023, after a short illness. He was 68 years old and from Braehead, Avoch. A retired Master Mariner and devoted father of Julia and Corinna, much loved brother of Jennifer and Joan, a dear uncle and great-uncle. Funeral Service was held on Monday, August 21st in the Avoch Congregational Church and thereafter at Avoch New Cemetery. Donations in memory of James can be sent to the RNLI.

James served with B&C as Cadet to 2/O on the Clan Menzies, Rotherwick Castle, Argyllshire, Clan Robertson, Clan MacIver, King William, Windsor Castle, King George and King Richard.

He left when it was pretty clear writing was on the wall for B&C to get tanker experience.

Completed the prostitution of my marine sole by selling myself for 20 years to the marine side of drilling industry on floating semi-sub ending up as Master with Saipem Drilling.



"Jamie"
1973 MAR



James

11. From the Diaries: Richard Precious ([PreciousR72](#)) recalls:

We had been sent on an expedition with the intention of studying something nautical and writing a thesis on our return. You can imagine that not a lot studying was done!



JLC Richard in the Guard Room



MCR Cadets Camping in Brittany

If anyone has photos hidden away fire them at me – nothing too revealing lads! Ed.



Yours truly (Ed) & Kingsley Likukutah (RIP) Taking a break on the bow of Halcyon 1969



HAL Rotterdam



1971



1976



Present

By Jarig Bakker



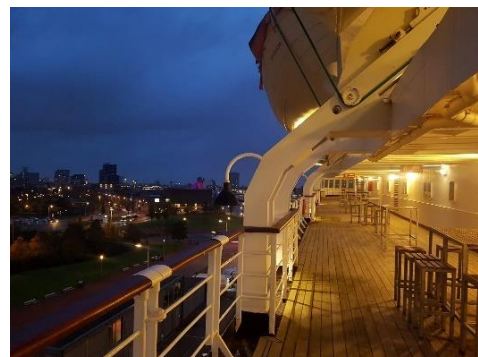
Her interiors as a hotel ship – Photos Oceanliners.com



Different liveries - Photos from 'Ships Of The World' FB Page



The Bridge



Portside boat deck



Rotterdam at Rotterdam - Hotel Berth - Photos from 'Ships Of The World' FB Page

		All Hands 2023-3 (UK Winter)
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