

ALL HANDS



Journal of The Warsash Association

Featured Shipping Company – Buries Markes



Harefield – Built 1985 – remains in operation



La Costa (2) – Built 1978 - scrapped 2011



La Estancia (2) – Built 1974 scrapped 1998



La Falda (2)- Built 1972 - unknown



La Pradera (2) – Built 1976 scrapped 2007



Silvermerlin – Built 1968 scrapped 2001

Photo collection courtesy of Keith Moger ([MogerK69](#))

All Hands 2024-1 (UK Spring)





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To contact the WA if you do not have an email account, write to the relevant address below.

WA Secretary: David Patterson, 5 Old Quinmoor Farm, Broadwell, Moreton in Marsh, Gloucestershire GL56 0TB

All Hands Editor: Stan Bowles, 992 Hartford Place, North Vancouver, British Columbia, V7H 2J7, Canada

Editorial change: The Editor endeavours 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;** Adobe Reader - View/Zoom/Zoom or Pan and Zoom
- **Click a page number in the Table of Contents** to jump directly to the relevant section.
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1 From the Executive Committee

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

Dear Members,

Welcome to another excellent edition of All Hands. I never cease to be amazed that our Editor always manages to find plenty of articles to occupy these pages. I hope you have all had a peaceful and blessed Easter with friends and family where possible and that you are not suffering too much from an excess of chocolate!

Since the last edition of All Hands, there have been a number of initiatives put in place to spread the word on the Warsash Association and also to be more inclusive for those who have lost a partner. We have promoted a new membership category of Associate so that those who wish to maintain a connection with the Association and its activities can do so. They will only be charged a nominal sum if they request hard copies of All Hands.

I am delighted to report that there has been a Warsash Association presence at another Welcome Week for the new cohort of Officers Cadets joining the Warsash Maritime School and the new intake has been signed up as members. Whilst we have no idea how many of these Officer Cadet members will become full members when they are qualified, at least they are being made aware of the existence of the Association which was previously not the case.

On 19th April, a pub-style maritime quiz has been organised for the Officer Cadets and local members at the Star Hotel in Southampton. They are being encouraged to attend with the promise of a free beer – what's not to like – but again the purpose is to promote the Association and make the Officer Cadets aware of our presence. Angela Winteridge who formerly worked as a PA at the old site of the School of Navigation is setting the questions and those participating can expect an enjoyable but challenging evening. We are looking forward to it and I trust that Angela will have the answers with her!

It is perhaps invidious to mention specific articles in this edition but I am going to anyway! The first I will mention is the report from Capt Mike Smith who very generously organised a small group of Officer Cadets to join him on the IoW ferry, 'Victoria of Wight' to give them some experience in bridge management and collision avoidance. The second article, is the report prepared by Capt Tony Catesby on the subject of Trinity House. Speaking personally, Tony's article has taught me quite a bit about Trinity House and its operation at the sharp end of the business. I do not recall giving much thought to buoyage and pilotage when I was at sea as a junior officer.

The tragic events which unfolded concerning the 'Dali' in Baltimore and the allision with the Francis Scott Key Bridge has once again underlined the importance of shipping to the world's economy and the need for top quality training in every sector of the maritime industry. It is too early to pass comment on the events which unfolded but the loss to those concerned is immense – in monetary terms I have heard as much as \$3.5 billion in addition to the tragic loss of life. It is an eye watering insurance issue and one which the Chairman of Lloyds does not want repeated any time soon. After every major incident there will inevitably be in-depth discussions about the lessons to be learned – this disaster will no different.

You will be interested to learn that the Southampton Maritime Volunteer Service (MVS) is providing boat handling skills to groups of Officer Cadets from the Warsash Maritime School. This is a fantastic opportunity



for cadets to get some experience in boat handling – something that we were never short of in times past but the training syllabus has changed. An article on the work of the MVS would be a very good addition to the next All Hands.

You will all have seen the UK Social Event 2024 Selection Form for the event centred on London, Tower Bridge and St Katharine's Dock, and thank you to all those who have responded. Currently we have 23 members and their partners attending and I very much hope that after the response cutoff date, I will be able to make some firm group bookings. Hotel bookings will be covered individually but the prices on offer are oscillating, even for a booking as far off as October!

We are making an attempt at establishing a closer relationship with our friends at the Old Worcesters and the Old Conways Associations. We have much in common and the intention is that we will send an electronic version of All Hands to their Secretaries for distribution.

Finally, I cannot help but notice that another six members have crossed the Bar since the last edition and all of them were Captains. Our condolences go out to their loved ones and their loss simply underlines the constant need for us to find new members to take their place.

Wherever you are, enjoy the season ahead of you and I hope to see as many of you as possible in London on 3rd October.

With best wishes,

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

1.2 Website Report - Stan Bowles ([BowlesS69](mailto:BowlesS69@warsashassociation.net))

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

WA Membership worldwide is currently 604 (incl. 210 Officer Cadets & Officers at sea), of which (96%) are online.

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

We require up-to-date email addresses for the following members:

Ivor Forsyth-Grant (Aus); Gerald Rapp (Canada); Patrick Taylor (HK); Dennis Mason (NZ); Joseph Jones (OC); Dan Milliken (Aus); Alan Cooke; (NZ); Tom Branley; Gerald Coleridge; Lindsay Clubb; Charles Schofield; L W Hall.

If you can help e.g. in contact with any of those members, please kindly inform them that we need their new email address. Reasons may be the members has not informed WA of their change of email or perhaps your emailer e.g. Outlook, Gmail, needs you to insert WA email address wawebmast@warsashassociation.net as a safe address by inserting it in your Whitelist.

The handover of Webmaster duties continues. To ensure the website continues to support and help grow the Association, further assistance may be needed attending to Content Management, Security and Development.

As David Fairweather assumes more input as Deputy Webmaster, we are still looking for assistance as Web support as Chris Clarke relinquishes his role. Much of the support needed is not technical as most who are computer literate would be able to pick relatively quickly. The technical work is done by our new support company PDStig, LLC. A test Site is being setup to validate changes as the live website is modified. It is very important that our past is preserved and protected in the years to come.

Chris has produced a number of guidelines (some illustrated) to allow a step by step process of each task thereby minimising an individual's involvement. These duties can easily be shared between two or three members from any country.

There is no requirement for any support to reside in the UK (the technical support company is in the USA) and as most know I am in Canada. Please give serious consideration as to whether you are able, without commitment, to discuss and learn more about this important committee post. I would also like as much feedback about the site as we modify it and updating it over time.



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

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

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

Well the seasonal hibernation is over, time to venture out! Speaking of which the bears are of a like-mind here on the rainy Westcoast of Canada. We are not sure how much hibernating they did as we have had very little snow to speak of but the temperature did dip to -16°C for a short spell in January.

Christine and I will visit the UK again in May for the P&O Annual Luncheon in Southampton on 17th May. Hopefully we can enjoy a mini reunion with anyone at the 'Riser' in Warsash in the evening. Those wishing to participate – mark your calendars! We will be there around 1600 hrs.

All Hands continues to be well received and again please provide me with any articles and thoughts on what you would like to see in it.



Our printers S&G can produce the Journal in colour and Excom continues to explore this route. There is an added cost involved and I would like to hear from anyone who has an opinion about this as there would possibly be a slight increase in membership fee. There is of course only approximately 160 members that get the hardcopy. The electronic copy is of course in colour and can be easily printed by the member if required. Your thoughts appreciated.

The next edition will be featuring the SS France (1960) in 'Iconic ships'.

I trust ALL had a Happy Easter!

Best regards,
 Stan



A recent CWP (Conway, Worcester & Pangbourne) and others, luncheon at the Riverhouse, Delta, B.C. Around the table L to R, front to back.



The stranger in the group was Ray Goode ([GoodeR64](#)), Malcolm Scanlan ([ScanlanM62](#)); David Whitaker [C], George Adams [G], Tony Monaghan [B]/Bernie Monahan, Christine Bowles [W], Linda Tooley [Wr], Michael Frost ([FrostM61](#))/Judith Frost, Anne Reed/David Reed [C], Mike Tinkler ([TinklerM54](#)), Joan Whitaker, Vivenne Adams, Geraline Scanlan

[C] = Conway; [Wr] = Worcester; [W] = Warsash; [D] = Dufferin; [G] = Grimsby; [HTO] = Hull Trinity House; Belfast [B]

2 WA Notices, News And Events

2.1 New Joiners Since AH2023-1 – Stan Bowles, ([BowlesS69](#)) Webmaster
 We wish a very warm welcome to the following new members.

Name	Website Username	WA Year	Country	Joined
Lenny Webb	(WebbL22)	2019	UK & Ireland	2019
Tom Ingram	(IngramT27)	2024	UK & Ireland	October 14, 2023
Thomas Karimpanal	(KarimpanalT99)	1999	Canada	December 20, 2023



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

In January we canvassed all our members for their opinions as to the conduct of a Reunion in 2024, which will be our first since the COVID restrictions. We were pleasantly surprised that almost half our members responded to our questionnaire and currently we are attempting to evaluate the result! We are concerned that the costs involved in travel within Australia and associated accommodation will be the deciding factor.

Our suggestion that our members join with similar groups in each State are showing some progress with contacts in Queensland (the Conway/Worcester/Pangbourne Group) in New South Wales (a loose association of all Sea Schools) bearing fruit and members in South Australia, Victoria and Western Australia joining with similar groups on an ad hoc basis.

State by State gatherings, as the majority of our members in each State live close to each Capital City are being organised and well attended.

If any members of the 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.

2.3 New Zealand Branch Report July 2003 –Tony Peacock ([PeacockA60](#))

The successful November visit to Northland for the 2023 AGM was the last event held by the New Zealand branch. Since then members have enjoyed a wonderful summer – greatly appreciated after the disastrous cyclone affected everyone the previous year.

However, it is now time for planning our first 2024 get-together. A number of options are being considered for a lunch time function in Mid-April. The options include a visit to the historic Puhoi Pub, brunch at Gulf Harbour Yacht Club and a ferry ride out to Half Moon Bay Marina.



The Puhoi Pub



Gulf harbour Yacht Club



Half Moon Marina

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

All quiet and little to report – we are still trying to put together a meeting at the beginning of May in Victoria. Spring is here so more can be done outdoors for any event.

2.5 Association's Christmas Lunch December 9th 2023 – Roger Holt ([HoltR64](#)) Chairman

Our experience last year with using the Nelson Lounge at The Royal Maritime Hotel & Club (RMH&C), Portsmouth for the WA Christmas lunch was so good that it deserved a repeat performance, so that was what we did on 9th December and we were not disappointed! They looked after us well and the food was good.

The RMH&C is very well situated with a large car park across the road and also close to Portsmouth Harbour railway station, which is useful when the trains are running! Not quite so useful this year but that's another story.

The Chairman welcomed everyone to the lunch and made special mention of those who had travelled great distances to attend – it had taken Lyndon Cooper 7 hours to drive from N. Wales.

A very encouraging number of members and their guests signed up – 50 in total including three Officer Cadets – Luca Frigulti Ph3, Stephanie Humphreys Ph3 and Daniel Bullar Ph1. Sadly, three members and guests who had signed up and paid were unable to attend and could only give notice of cancellation on the day of the lunch which ruled out any possibility of compensation.



We met in the main bar at around 1230 hrs and got to know each other once again. To assist our failing memories, name clips had been prepared for everyone and at 1300 Hrs we moved to the Nelson Lounge where a bar was open to take orders for wine and other beverages.

The programme for lunch was as follows:

- 1230 Pre-Lunch Drinks
- 1255 Call to Lunch
- 1300 Grace by Martin Greenwood - Lunch
- 1430 Interval
- 1440 Loyal Toast by Capt Alan Ewart-James and Toast to Members' wives & partners by the Chairman
- 1450 Chairman to Welcome Officer Cadets
- 1455 Presentation by each Officer Cadet
- 1510 Chairman's closing remarks
- 1515 Toast to Warsash Association by the Chairman followed by Farewell drinks at the bar

The three Officer Cadets gave their presentations with great confidence and told us about their experiences to date. Luca has served sea time with Norbulk on a handysize bulk carrier whilst Stephanie's was served with a company supporting wind farms which did not greatly appeal to her as she was more of a 'people' oriented person. Her eyes were firmly set on the cruise ship industry or passenger ferries. Daniel was at a disadvantage as he had only just started Phase One but it was fairly clear that he had been hand-picked by his sponsor the Worcester Merchant Navy Cadet Scheme which is managed by Trinity House, for a potential career in the cruise ship industry. It was a delight to have them with us for the lunch and they clearly enjoyed the experience.

The Chairman gave a short address on the subject of officer manning in the modern world of shipping and whilst acknowledging that the international shipping industry was some 26,000 officers short of requirement, it was also noted that there were no ships in the global fleet, as far as he knew, which were unable to sail for lack of officers, deck or engine.

Good wishes were sent from Tilly & Richard Powell-Cullingford, Shirley & Doug McAllister and Chris Clarke. Chris supplied a piece of doggerel which was read out by the Chairman as follows:

A Christmas Greeting - Chris Clarke

*For those now gathered at Portsmouth for Lunch
You've gobbled up turkey, Christmas puds are all munched.
Cadets, Old codgers, partners and wives,
Drank a toast to the Royal King Charles.*

*Thinking of Christmases long since passed, when we sailed
With P&O, Port Line, Shaw Sav, Royal Mail, NZSC and ED,
Furness, Cunard, Esso, Blue Flu, B&C – the long list seems never to end.
The world's best fleets on which world trade did depend.*

*Then home came the sailor, home at last from the sea
With our families at Christmas where we wanted to be.
So with thoughts such as these from my course I'll not veer,
I wish you all Happy Christmas and a Healthy New Year!*



General View – Nelson Lounge, Maritime Hotel



General View



Table 1: Facing LR: Luca Friguleti (OC), Peggy Phelan, Chris Phelan, John Clandillon-Baker, Jane Kempton, Alison Holt, Roger Holt (Chairman.)



Table 2: Facing LR: Nigel Mathews, Simon Daniels, Janet Longdon, Peter Longdon, Jenny Baldey, Donald Baldey, Richard Whisler



Table 3: Facing LR: Andrena Catesby, Tony Catesby, Celia Javan, Keith Javan, Penelope Bowes, Paul Bowes, Angela Winteridge



Table 4: Facing LR: Rosemary Ewart-James, John Reeves, Lynne Reeves, Alan Ewart-James, Eileen Goldberg, Peter Goldberg.



Table 5: Facing LR: Sandra Lawrence, Chris Bond, Lyndon Cooper, Vic Bharat, Mike England, Jenny England, Terry Lawrence.



Table 6: Facing LR: Mike Smith, Janet Brice, Chris Brice, Jane Leedham, Richard Leedham, Daniel Bullar (OC)



Table 7: Facing LR: Frances Patterson, David Paterson, Stefanie Humphreys (OC), David Dearsley, Martin Greenwood, Olive Vale, Roger Squirrell (taking photographs)



Stefanie Humphreys (OC) – speaking.



Luca Friguleti (OC) – speaking.



Daniel Bullar – speaking.

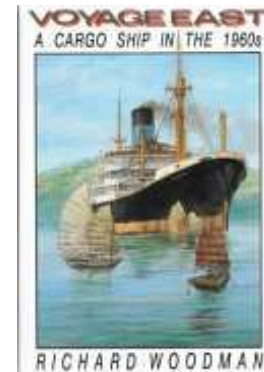
The Chairman closed the lunch with good wishes to everyone for a safe journey home and a very Happy Christmas and a Healthy New Year.

3 The Wardroom – AH Ed.

Tell us about your hobbies, voluntary work, and books you have read. Anything of interest our members might appreciate!

3.1 The Book Corner – Voyage East by Captain Richard Woodman

Richard Woodman was born in London, England in 1944. He became an indentured midshipman in cargo liners at the age of 16, which resulted in a 37 year nautical career. He became captain in 1980. He spent 11 years in command at sea, six years in operational management ashore, and is currently a Board Member of Trinity House. He has written over 50 books, a mixture of fiction and maritime history. His fiction works include the Nathaniel Drinkwater series, A Kit Faulkner Naval Adventure series, and The William Kite Trilogy. He received several awards including the Desmond Wettern Maritime Media Award in 2001 for his journalism, the Society of Nautical Research's Anderson Medal in 2005 for three major studies of convoy operations in the Second World War, and the Marine Society's Thomas Gray Medal in 2010 for his five-volume history of the British Merchant Navy.



Voyage East is a description of life aboard Antigone, a British Merchant Navy vessel, one of the Holt Line's China Boats on a voyage from Liverpool to the Far East and back via the Suez in the 1960s. It recounts the long watches of the night and details the moods of officers, men, sea and weather. He aims to capture the sights, smells, satisfaction and sadness of a style of seafaring which has since been displaced by container ships and roll-on roll-off ferries. Describing the intricacies of derricks and cargo storage such as human hair and hog bristle from China, liquid latex and palm oil from Malaysia, all brings the reader into a world of the past at sea.

4 Warsash Maritime School News

4.1 Officer Cadet Ship Visit to Victoria of Wight 03.02.24 by Captain Mike Smith ([SmithA081](#))

On the 3rd February, 2024 Captain Mike Smith, the Warsash Association Officer Cadet Liaison Coordinator, was able to take two Phase One Officer Cadets (Danny Bullar and Mateusz Jablonski) plus James? Bullar and a Mr Bullar (not pictured), Brother and Father respectively of Danny on the "Victoria of Wight" for a ship visit.

The vessel is operated by Wightlink Isle of Wight ferries and sails between the mainland and the Isle of Wight in the south of England. She carries both freight and passenger vehicles and operates 24 hours a day. She is 90 metres in length with a gross tonnage of 8536 tonnes and she is the largest vessel operating between the mainland and the Island. She is also a Hybrid vessel with 4 Voith Schneider propulsion units run on the ship's batteries which are charged by four diesel alternators.



The Officer Cadets were given a thorough tour of the vessel where they gained valuable experience the intense Bridge Operations on the Solent especially, but not limited to, the Total Watch radar system and the joystick operation of the Voith Schneider Units. They also visited the Engine Rooms to view the Hybrid operating systems and also sighted the modern Marine Evacuation System (MES) in the passenger lounge and launching activation points on the Bridge and the ship's rigid Rescue Boat (RRB).

The Officer Cadets found the visit, arranged by Captain Mike Smith and with permission of his previous Employer Wightlink IOW Ferries, extremely worthwhile and were quoted to say it was in fact *"brilliant"*!

All had never stepped aboard any kind of ship before and they therefore gained greatly from the experience. Captain Smith hopes to repeat the ship visits with more Officer Cadets if and when they are able while they are studying at the Warsash maritime School.



L - R: Danny Bullar O/C, Captain Mike Smith WA Officer Cadet Liaison Coordinator, James Bullar (Future O/C) and Mateusz Jablonski O/C



Victoria of Wight sailing from the Gunwharf Terminal in Portsmouth

4.2 Busting Myths and Revealing Regional Differences from David Montgomery ([MontgomeryD63](#))

The Sailors' Society Launches its 2023/24 Cadet Report.

Providing a unique window into future seafaring the international maritime charity Sailors' Society has launched its 2023/24 cadet report: Generation Z - the future of maritime.

The report uses data on topics including retention, wellbeing and diversity collected from more than 4,000 cadets at the charity's global Wellness at Sea Maritime Schools' Conferences in North Asia, South East Asia, Africa and, for the first time, the UK. Answers from British cadets reveal some significant regional differences, and the global data demolishes the perception that women do not see seafaring as a long-term career.

Launching the report, produced with funding support from Norden and Orient's Fond, Sailors' Society CEO, Sara Baade, said: "Each generation of cadets has its own characteristics and that's certainly true of our Gen Z seafarers. By examining these in detail through the report we can reveal what makes tomorrow's workforce and future maritime leaders tick – what motivates them, what worries them and what the industry needs to do to retain and support them. "By sharing this insight with the wider industry, we are giving unrivalled knowledge that will help shape the future of maritime life for the better."

Andrew Roberts, Executive Director, EMEA, of Rightship – one of the industry experts featured in the report – added: "This data only confirms the social and cultural paradigm shift that is presently at play in the industry while highlighting some of the challenges that continue to threaten the ability to attract and retain talent. "It is clear from this report that there is a lot to learn from this younger generation." While the biggest concern for the majority of cadets is not getting a job after training, in the UK cadets said their predominant fear was not being able to cope at sea. African and Asian cadets said that the offer of permanent employment would keep them in the industry along with higher salaries. But, in contrast, UK cadets wanted shorter contracts allowing a more fluid approach to employment.

On some issues though, all cadets were in agreement. Across all the regions, the overwhelming majority – up to 91% – placed the treatment of seafarers as their utmost priority when choosing their future employer. And the primary motivation for cadets leaving the maritime industry would be their treatment. More than 76% of the cadets had never been to sea and were hoping to join a vessel once they had finished their studies or training, and, highlighting the evolving landscape of the maritime industry, 76 per cent of both male and female cadets saw seafaring as a long-term career.



Johan Smith, head of wellness at Sailors' Society, said: "The maritime industry needs to note a clear shift in priorities for these Gen Z seafarers, recognizing them as crucial anchors for attracting and retaining top talent."

You can download your copy of the report at www.sailors-society.org/cadetreport23

5 Lighter Moments - Understanding your position - AH Ed

- When you take a long time, you are slow. When the Captain takes a long time, he is thorough.
- When you don't do it, you are lazy. When the Captain doesn't do it, he is busy.
- When you do something without being told, you are over stepping your boundaries. When the Captain does the same thing, that is initiative.
- When you take a stand, you are stubborn. When the Captain does it, he is being firm,
- When you overlook a rule of etiquette, you are being rude. When the Captain makes rules, he is being original.
- When you please the Captain, you are brown nosing. When the Captain pleases the Office, he is co-operating.
- When you get ahead, you are lucky. When the Captain gets ahead, that's hard work.

6 Graduation Photo – September - MCR Intake 1973 - Joe Quain ([QuainJ73](#))



Back Row L-R:

Chris Evans, (?), Taffy (?),
D. Bonny, Jamie Patience,
Rick Quaine (sp), ?, ?.

Middle Row L-R:

Steve Gobbi, Geoff
Harrison, Bob Raybould,
Joe Quain, Andy Johns,
Rick Edwards, ?, Andy Cox.

Front Row:

?, ?, Tony Drury (?), Mike
Mitchell, Graham Strachan,
Phil (?), ?.

Any update gratefully
received. Ed.

7 Buriers Markes Limited

7.1 History of Buriers Markes Limited – London - By Geoff Walker (non-Member)

Who in the 1950-1970s can remember seeing handsome cargo ships with Hispanic names such as La Pampa, La Paloma and La Hacienda, etc., all easily distinguished by the blue BM motif, on a broad white band, between two narrow red bands on a black funnel? Their charming names and good - looking features, together with the broad white band around the hull, just atop of the main boot topping, was a giveaway; of course, unmistakably, Buriers Markes Ltd. of London.

The company originated in 1930 but it was not until 1932 that they acquired their first ship, the Cedrus, built in 1928, 4094 GRT, purchased from Bower Shipping, London. Apart from some chartering of Cedrus, for occasional cargoes, the ship was underutilized, due to the depressed freight market that persisted at that time. The poor market caused the ship to be laid up in the River Fal for two years, before being sold to Giocomo Costa fu Andrea, Genoa and renamed Eugenio C. Thereafter the company was inactive until 1938 when it was revived and purchased as the London branch of the French company Louis Dreyfus, at which time an order was placed for its first new motor vessel the "La Pampa", which remained in their fleet until 1964, when sold to Cia Laconia de Nav, Chios r/n Maria L. F, finally going to demolition in 1968.



Two new bulk carriers were ordered but were lost during WW2, the company was provided with two Canadian-built Fort Type vessels in compensation. The post war years saw the company expand quickly, with the purchase of several general cargo tramp ships and medium sized bulk carrier additions to their fleet.

The Hispanic names used for the vessels signifies the Louis Dreyfus's connection with its Buenos Aires grain subsidiary, which was the main source of finance for the purchase of Buries Markes vessels, and the main reason they continued to carry Argentinean names.

In 1958 Buries Markes entered the bulk ore carrying trade and in 1969 joined with Mowinckel and K. G. Jebsen of Norway to form the Gearbulk consortium. The same year, the company also took delivery of its first coastal oil tankers and from 1974 entered the chemical tanker trade.

Post WW2, and during the 1950s, the company continued to expand considerably, and entered the chemical transportation business in 1969, and gas transportation in 1973. Further chemical transportation vessels were added over the subsequent years. The fleet continued to diversify and develop its shipping fleet and is still in existence as part of the Louis Dreyfus Group.

Due to a dramatic slump in shipping during the 1980s, Louis Dreyfus decided that they must reduce their exposure in shipping. This decision fell heavily on Buries Markes in London. In 1990 the Chemical Tankers were sold to Stolt Neilsen, their Gearbulk ships were sold to K.G. Jebsen, one of the Norwegian partners in the main Gearbulk Consortium, and the remaining bulk carriers were transferred to the Paris management of Louis Dreyfus Group. In addition to dry bulk and gas transportation, the shipping division of the Dreyfus Group conducts diversified, specialized activities, which include seismic survey, logistic and transshipment operations and submarine cable laying and maintenance.



From the Malcolm Cranfield collection - MV La Hacienda (1), built in 1953, 6009 GRT, seen on the River Thames. 1960 sold to Nigerian National Line, Lagos r/n Oronyan, 1976 sold to Marili Cia Nav, Piraeus r/n Mathios Apessakis, 1977 sold to Saraneia Nav Co, Limassol r/n Marelaki, 1980 scrapped.



From the Allen Collection - The original Buries Markes La Pampa, 4149 GRT, built in 1938 soon after the company was acquired by Louis Dreyfus. In 1964 change of name to Maria L.F. and owner to Cia Laconia de Nav SA. Sent for demolition in 1968, following 30 years of service.



From the Allen collection - The La Loma, originally completed for the British Government as Samsturdy. In 1947 change of name to Buluchistan and ownership to Hindustan Steam Sg Co Ltd., 1953 change of name to La Loma and ownership transferred to Louis Dreyfus & Co Ltd., who operated this "Sam Boat" for 5 years before disposing of her in 1958 to Zoodochos Cia Naviera SA who renamed her Angelic Force, change of name to Dynamis in 1959. Sent for demolition at Izumi-otsu in November 1966.



From the Malcolm Cranfield collection - The fine looking "La Chakra" showing classic lines of a ship built in 1953, 6072 GRT. In 1961 sold to General Shipping, Monrovia r/n Arabella, 1969 sold to Overseas Enterprise, Monrovia. She was scrapped in 1971 after sustaining heavy grounding damage.



From the Malcolm Cranfield collection - Typical design of many medium sized Buries Marques' bulk carriers of the 1960s, the La Estancia, pictured when passing Tilbury in June 1962. Built 1960, 9486 GRT. Sold by Buries Marques in 1963, to Nav. Maritime Bulgare, Varna r/n Georgi Benkovski, 1987 sold to Vito Shipping, Valetta r/n Vito Bay, sent for demolition the same year.



From the Malcolm Cranfield collection A beautiful image showing the classic profile of another of BM's medium sized bulkers of 1960s La Selva. Built in Valencia 1958, 9407 GRT. Photographed passing Portishead in 1964. Sold in 1967 to Astro Venturosos Cia Nav, Monrovia r/n Mariannina, 1978 transferred to Piraeus registry, 1981 r/n Mount Elleros, 1984 sold to Nikolaos Shipping, Valetta r/n Nikolaos A. Sent for demolition in 1984.



Unknown - La Pradera, built in 1956 by Atlantique (Penhoet-Loire) of St Nazaire, 8500 GRT – UK Flag under Buries Marques – London's management. Sold in 1970 to Bulgarian interests for further trading. Sent to breakers in 1983.



From the Malcolm Cranfield collection - Sailing from Liverpool during March 2021, bound for Rouen is the Louis Dreyfus vessel La Solognaise, Built in 2015 at Tianjin, PRC. 24725 GRT. "LDP" is distinctly visible on the funnel, as opposed to the usual LDA (Louis Dreyfus Armateurs). It is a possibility that the LDP may signify LDAP, a partnership established Louis Dreyfus, financiers and Banks to build and own this and several other similar vessels.



(Unknown) - Mont Calm of Montreal Shipping Company Limited (Montship). Built 1960 by Wm Doxford & Sons, Sunderland. 6950 GRT, placed under "BM" management.



From the Malcolm Cranfield collection - Managed by Buries Marques, the Montship vessel Mont Clair, photographed at Chicago in 1960. Note the "M" for Montship on the funnel instead of the usual "BM".

Buries Marques also had strong Canadian links with Montreal Shipping Company Ltd, (Montship) which was originally founded in 1925. After WW2 ended, an agency was set up to establish a line to operate between Eastern Canada, Western Mediterranean and eventually Northern Europe. In 1946 Montship Lines was established. The management of the Montship fleet was transferred to Buries Marques – London in 1951.



With the view to making improvements in their fleet, the Montship partners reached an agreement to purchase the La Estancia, which was renamed Montcalm, and the Francois Ld which was renamed Montrose, both of which were placed under the management of Buries Markes - London. Hence, by 1956 Louis Dreyfus which had already well established a partnering agreement within Montship, officially took control of its entire fleet. All the Montship vessels' names were prefixed with 'Mont' such as Mont Gaspe, Mont Clair, and Mont Sandra, all of which were operated by Buries Markes, thereafter.



From the Malcolm Cranfield collection - The Montship vessel Mont Rose photographed at Chicago during 1962.



(Unknown) The MV La Pampa, 17180 GRT, operating as part of the Gearbulk Consortium. Built in Belfast 1970 for Buries Markes. Sold 1980 and r/n Polydefkis, r/n Marina Scirocco in 1988, r/n Marina in 1990, r/n Youth Strong in 1992, r/n Yue Qiang in 1996. Sent for demolition at Chittagong 1996.

Through the years (1938 into the 1990s) Buries Markes Ltd - London operated a diverse fleet of general cargo ships, bulk carriers, coastal and chemical tankers. By the 90s the tanker fleet had been disposed of and the remaining bulk carriers transferred to the Paris based management of their parent company, Louis Dreyfus Group, which remain active in shipping and other transport and logistics platforms.

Buries Markes – London Fleet Particulars and Ship Histories

SHIP NAME	BUILT	GRT	Notes
Cedrus	1928	4094	1932 purchased from Bower Shipping, London, 1934 sold to Giocomo Costa fu Andrea, Genoa r/n Eugenio C, 1943 seized by Germany, 26.4.1944 bombed and sunk in fjord at Bodo. First vessel owned by the company founders prior to the acquisition by Louis Dreyfus – Paris.
La Pampa (1)	1938	4149	1964 sold to Cia Laconia de Nav, Chios r/n Maria L. F, 1968 scrapped. The first motorship purchased by Louis Dreyfus and placed under the management of their subsidiary, Buries Markes - London
La Cordillera (1)	1940	5185	ON 1674115.11.1942 torpedoed and sunk in 12.02N 58.04W by German submarine U163.
La Estancia (1)	1940	5185	19.10.1940 torpedoed and sunk in 57.00N 17.00W by German Submarine U47
La Estancia (2)	1944	7092	Ex-Cape Ducato, 1947 purchased from U.S. Department of Commerce r/n La Estancia, 1951 transferred to Montship Lines r/n Montcalm, 1957 sold to Wilhelmsen Line, Tonsberg r/n Tyr, 1967 sold to Eastern Shipping Lines, Manila r/n Eastern Mars, 1975 scrapped. The entire Montship fleet was under the management of Buries Markes – London from 1956 onwards.
La Cordillera (2)	1947	6330	1962 sold to Eastern Shipping, Manila r/n Eastern Planet, 1971 sold to Cia Pan Oriente, Panama r/n Virgo II, 1972 scrapped.
La Cumbre (1)	1944	7952	Ex-Empire Macdormott, 1948 purchased from MOWT r/n La Cumbre, 1959 sold to Lyras Bros, Piraeus r/n Parnon, 1969 sold to Southern Shipping, Somalia r/n Starlight, 1976 sold to China Ocean Shipping, China, no later information available.
La Sierra (1)	1950	6183	1959 sold to Nigerian National Shipping, Lagos r/n Dan Fodio, 1974 sold to Exeter Nav Co, Limassol r/n Fos, 1978 r/n Kronos II, 1978 r/n Kronos I, 1978 sent for demolition.
La Orilla (1)	1943	7128	Built as Mohawk Park for Park SS Co, Montreal, 1944 sold to MOWT r/n Fort Spokane, 1951 purchased r/n La Orilla, 1952 sold to Fratelli d'Amico, Rome r/n Ariella, scrapped in 1965.
La Estancia (3)	1940	5032	Ex-Eastgate, 1952 purchased from Turnbull Scott & Co, London r/n La Estancia, 1959 sold to Cia Naviera Palma, Piraeus r/n Kapetan Kostis, 1966 scrapped after stranding in 45.12N 14.16E
La Quinta (1)	1947	4882	Ex-Mardene, 1952 purchased from Dene Shipping, London r/n La Quinta, 1954 sold to Metcalfe, Son & Co, West Hartlepool r/n Fidentia, 1966 sold to Maritime Transport, Monrovia r/n Ionia, 1970 sent for demolition.
La Orilla (2)	1942	7046	Built as Empire Envoy for MOWT, 1946 sold to Thompson SS Co, London r/n Cheltenham, 1952 purchased r/n La Orilla, 1955 sold to Per Skiold, Stockholm r/n Stallberg, 1962 sold to Paulins Rederi, Abo r/n Verna Paulin, scrapped in 1969.



La Hacienda (1)	1953	6009	1960 sold to Nigerian National Line, Lagos r/n Oronyan, 1976 sold to Marili Cia Nav, Piraeus r/n Mathios Apeassakis, 1977 sold to Saraneia Nav Co, Limassol r/n Marelaki, 1980 sent for demolition.
La Loma (1)	1944	7210	Built as Samsturdy for MOWT, 1947 sold to Common Bros, Newcastle r/n Buluchistan, 1953 purchased r/n La Loma, 1958 sold to Zoodochos Cia Nav, Costa Rica r/n Angelic Force, 1958 transferred to Piraeus registry r/n Dynamis, scrapped in 1966.
La Chacra (1)	1953	6072	1961 sold to General Shipping, Monrovia r/n Arabella, 1969 sold to Overseas Enterprise, Monrovia, 1971 scrapped after heavy grounding hull damage.
La Laguna (1)	1936	5795	Built as Jean L.D. for Louis Dreyfus, Dunkirk, 1940 sold to Cie Marseillaise de Nav Coloniale, Marseille r/n Betelgeuse, 1941 seized by British warships r/n Jean L.D. for MOWT, 1945 returned to owners r/n Betelgeuse, 1947 sold to Louis Dreyfus r/n Jean L.D. 1954 transferred to Buries Markes r/n La Laguna, 1958 sold to Alma Shipping, Chios r/n Achaeon, 1960 sold to S. Frangos, Athens, 1965 sold to Transrodopi S.A. Haiti r/n Transrodopi I, 1966 transferred to Greek registry, 1968 sold to Nav. Maritime Bulgare, Varna r/n Alphecca, finally scrapped in 1968.
La Quinta (2)	1936	5795	Built as Louis L. D for Louis Dreyfus, Dunkirk, 1940 sold to Marseilles Colonial r/n Fomalhaut, 1954 sold to Buries Markes r/n La Quinta, 1958 sold to United Maritime Trust r/n Van Yung, 1963 scrapped after sustaining serious fire damage.
La Orilla (3)	1955	6256	1961 sold to A/S Norske Saltkompagni, Bergen r/n Saline, 1966 sold to China Ocean Shipping, Guangzhou r/n Huang Shi, 1981 r/n Hong Qi 128, 1992 deleted from Chinese register.
La Ensenada (1)	1950	5625	Ex-Philippe L.D., 1954 transferred from Louis Dreyfus, Dunkirk r/n La Ensenada, 1960 sold to Gestioni Esercizio Navi Sicilia, Palermo r/n Capo Noli, 1973 sold to Marine Transocean, Panama r/n Var, 1974 sold to Climax Shipping, Singapore r/n Climax Ruby, 1979 sent for demolition.
La Pradera (1)	1956	8500	1965 sold to Bulgaria r/n Sapphire, 1970 r/n Panaiot Hitov, 1979 sold to Licavitos Shipping, Panama r/n Glory, 1981 sold to Buana Shipping, Panama r/n Pan Buana, 1983 scrapped.
La Bahia (1)	1940	5172	Built as Sutherland for B. J. Sutherland, Newcastle, 1953 sold to Carlton & Cambay SS Co, Newcastle r/n Grinton, 1957 purchased r/n La Bahia, 1961 sold to Valerosa Cia Nav, Beirut r/n San John, 1965 sold to Atlas Shipping, Famagusta r/n Ledra, 11.11.1967 wrecked in 07.24N 81.51E resulting in the hull remains breaking into two sections.
La Barranca	1940	4998	Built as Reaveley for Stephens, Sutton, Newcastle, 1948 sold to Grenehurst Shipping, London r/n Grenehurst, 1956 purchased r/n La Barranca, 1959 sold to Eastwind Nav Co, Hong Kong r/n Westwind, 1966 sold to Dalcape Shipping, Hong Kong r/n Universal Mariner, 1969 sent to breakers.
La Costa (1)	1943	7242	Ex-Caxton, 1957 purchased from Runciman Ltd, London r/n La Costa, 1958 sold to Manners & Co, Hong Kong r/n Hongkong Breeze, 1965 sold to San Roberto SS Co, Panama r/n Panama Trader, (same group entity). In 1967 the vessel was sent for demolition.
La Falda (1)	1958	8525	1964 sold to National Shipping, Karachi r/n Rupsa, 1978 sold to Cie de Nav. de Louisville, Monrovia r/n Caron P.E., 1980 sold to Maldives Shipping, Male r/n Maldiva Image, 6.7.1982 wrecked in 14.02N 48.41E
La Marea	1958	10112	1969 sold to Atlantic Shipping, Monrovia r/n Orion, 21.1.1973 sank in 32.08N 159.49E
La Colina (1)	1958	7216	1974 sold to Yugoslavia r/n Sutomore, 1988 sold to Incom Ltd, St. Vincent r/n Inco 110, 1989 scrapped.
La Selva (1)	1958	9407	1967 sold to Astro Venturosos Cia Nav, Monrovia r/n Mariannina, 1978 transferred to Piraeus registry, 1981 r/n Mount Elleros, 1984 sold to Nikolaos Shipping, Valetta r/n Nikolaos A., scrapped.in 1984.
La Loma (2)	1959	10251	1969 sold to Falmouth Shipping, Monrovia r/n Falmouth, 1974 transferred to Greek registry, 1978 sold to Sunfire Cia Nav, Piraeus r/n Japan Auto A., 1980 sold to Scope Maritime, Piraeus r/n Fiskardo, 1981 sold to Avondale Enterprises, Piraeus r/n Aegean Sun, 1984 sold to Propiano Shipping, Piraeus, 1985 sent for demolition.
La Estancia (4)	1960	9486	1963 sold to Nav. Maritime Bulgare, Varna r/n Georgi Benkovski, 1987 sold to Vito Shipping, Valetta r/n Vito Bay, 1987 sent to breakers.
La Laguna (2)	1960	9306	1965 sold to Ultramar Shipping, Monrovia r/n Santa Cruz, 1972 sold to Atlantic Seaways, Monrovia r/n Valiant, 1978 transferred to Piraeus registry, 1980 sold to Maldives Shipping, Male r/n Maldiva Pledge, 1984 sold to Southern Atolls Shipping, Male r/n Southern Queen, broken up in 1985.
La Primavera (1)	1960	9486	1970 sold to Pan-Islamic SS Co, Karachi r/n Safina-E-Najam, 29.6.1979 wrecked in 11.31N 114.41E
La Hortensia	1961	9486	1968 sold to Alpha Cia Nav, Greece r/n Lambros M. Fatsis, 1972 sold to Panconquista Armadora, Greece r/n Triaena, 1974 sold to Campeon Transmares Naviera, Greece r/n Kavo Grossos, 1979 sold to Markriti M. Shipping, Greece r/n Apostolos M. III, 1980 sold to Golden Sharp Shipping, Greece r/n Nikolaos CH., 1985 sold too Nilegule Shipping, Egypt r/n Younis Gulf, 1986 sent for breaking.
La Sierra (2)	1960	9486	1963 sold to Nav. Maritime Bulgare, Bulgaria r/n Bacho Kiro, 1980 sent to breakers after fire damage.
La Hacienda (2)	1961	5963	Ex-Francois L.D., 1961 transferred from Louis Dreyfus, Dunkirk to Buries Markes' management and r/n La Hacienda, 1965 sold to Sefton SS Co, London r/n



			Valparaíso, 1971 sold to Cia Mar. San Ignacio, Panama r/n Mombasa, 1972 r/n Concordia Mombasa, 1972 r/n Mombasa, 1974 sold to Mar Triunfo Armadora, Piraeus r/n Perla, 1981 sold to Intra Sand Shipping, Panama r/n Intra Sand, 1982 scrapped.
La Chacra (2)	1963	16599	1981 sold to Hamada Shipping, Hong Kong r/n Lake Biwa, 1985 sent for demolition.
La Estancia (5)	1965	28007	1978 sold to Comninos Bros, Greece r/n Emmanuel Comninos, 1985 sold to Woodbine Services, Monrovia r/n Jasmin, 1985 scrapped.
La Sierra (3)	1966	28004	1980 sold to PRC front company - Ocean Tramping, Hong Kong r/n Bravery, 1992 sent for breaking.
La Hacienda (3)	1969	1452	1989 sold to Stolt Nielsen r/n Stolt Hacienda, 1993 sold for demolition, 1995 hulked at Europort.
La Quinta (3)	1969	1452	1980 sold to Sagital Italiana r/n Capo Noli, 1984 repurchased by Louis Dreyfus Group and r/n La Quinta, 1989 sold to Stolt-Nielsen r/n Stolt Quinta, 1993 sold to Othello Shipping r/n Danyanne, 2002 sent to breakers.
La Pampa (2)	1970	17180	1980 sold to Polydefkis Corp, Greece r/n Polydefkis, 1988 sold to Nabisco Shipping, Cyprus, 1989 sold to Teresina Ltd, Bahamas r/n Marina Scirocco, 1990 sold to Marina Shipping, Bahamas r/n Marina, 1992 sold Panama r/n Youth Strong, 1996 sold China r/n Yue Qiang, 1996 presumed scrapped.
La Loma (3)	1972	129961	1978 sold to Delos Shipping, Cayman Islands r/n World Truth, 1988 sold to Trade Sea Inc, Liberia r/n Trade Fortitude, 1995 went to breakers.
Norman Lady	1972	76415	LNG Tanker -1980 transferred to Coromon Co, 1988 taken over by Mitsui OSK, Japan, later to UK and Norwegian registry, reported sold for "Green Recycling" in 2013.
La Falda (2)	1972	1600	Ex-Sunmark, 1974 purchased from E. Heyer, Germany r/n La Falda, 1989 sold to Stolt Nielsen, Norway r/n Stolt Falda, 1993 sold to Mohamed Moosa, Maldives r/n Champa Star, 2000 sold to Nikolas Shipping, Belize r/n Nikolas, no further information available.
La Cordillera (4)	1969	12705	Ex-Alain L.D., 1973 transferred from Dreyfus to Buries Marques, r/n La Cordillera, 1974 sold to Gestioni Esercizio Navi Sicilia, Italy r/n Capo Mele, 1987 reported as scrapped.
La Ensenada (2)	1974	25532	1981 sold to Borrenmill Ltd, Hong Kong r/n Borrenmill, 1996 sold to Gearbulk Shipowning, Bahamas r/n Kestrel Arrow, 1998 sent for demolition.
La Bahia (2)	1974	1599	Ex-Wavemark, 1974 purchased from Edwin Heyer, Germany r/n La Bahia, 1989 sold to Stolt Nielsen, Norway r/n Stolt Bahia, 1993 sold to Co Si Nav, Italy r/n Wine I, 1993 sold to Rhapsody Shipping, Malta r/n Grape One, 9.12.1993 sank in 49.40N 03.29W
La Selva (2)	1974	4038	Ex-Delchim Bearn, 1976 purchased from Delmas-Vieljeux, France r/n La Selva, 1981 sold to General Carriers, Singapore r/n Sandra Farber, 1990 sold to Barton Shipping, Liberia r/n Shelley, 1995 sold to Turkey r/n Simge, 2003 r/n Gulf-9, 2003 broken up.
La Cumbre (2)	1974	4074	Ex-Delchim Dauphine, 1976 1976 purchased from Delmas-Vieljeux, France r/n La Cumbre, 1983 sold to Komber Shipping, Panama r/n Pinta, 1984 sold to Larkfield Shipping, Hong Kong r/n Ashfield, 1988 sold to Maralba di Nav, Italy r/n Isola Azzurra, 1992 sold to Chemical Tankers, Malta r/n Chemical Exporter, 2001 sent to breakers.
La Colina (2)	1976	1599	1989 sold to Stolt Nielsen, Norway r/n Stolt Colina, 1995 sold to Singapore Shipping Ltd, Singapore r/n Wilson Coral, 1996 sold to Turkey r/n Ayhan Aslan, 2004 sent for demolition.
La Pradera (2)	1976	1599	Chemical tanker. In 1989 sold to Stolt Nielsen r/n Stolt Pradera, 1995 sold to Co Tras Mar, Italy r/n Pradera, 2007 r/n Pradera 1, 2007 scrapped, ended her days as a wine tanker.
La Cordillera (5)	1978	25552	1983 sold to Sun Rokko Marine, Sri Lanka r/n Sun Rokko, 1986 r/n Rokko, 1989 sold to Rhone Shipping (Bermuda), Hong Kong r/n Rhone, no further information available.
La Costa (2)	1978	25552	1983 sold to Vermilion Overseas Ltd, Hong Kong r/n Sun Suma, 2011 to breakers.
La Primavera (2)	1979	25553	1985 sold to Sun Maiko marine, Sri Lanka r/n Sun Maiko, 1986 r/n Mannar, 1990 sold to K. G. Jebsen, Bahamas r/n Grebe Arrow, 1992 sold to Nueva Enterprises, Liberia r/n Bio Bio, 2009 sent for demolition.
La Loma (4)	1976	1599	Ex-Coralla, 1980 purchased from Kihlberg Rederierna, Sweden r/n La Loma, 1982 sold to Soc. Italiana per Azioni di Armamento e Gestioni, Italy r/n Capo Miseno, 1999 sold to Hawk Nav. Ltd, Malta r/n Carlotta, 2005 r/n Carlot, 2005 scrapped.
La Estancia (6)	1981	26191	1983 sold to Sun Kobe Ltd, Sri Lanka r/n Sun Kobe, 1987 r/n Kandy, 1989 sold to Oxlow Co, Bahamas r/n Kiwi Arrow, 2009 sold to Aqua Pearl Shipping, Bahamas r/n Aqua Pearl, no later information known.
La Sierra (4)	1981	26191	1983 r/n Brierfield, 1989 sold to Mereworth Corp, Bahamas r/n Puffin Arrow, 2011 sold r/n Adriatic Pearl, no later information available.
La Pampa (3)	1982	41934	1988 sold to Cefiro Maritime, Panama r/n Samoa, 1990 sold to Cetramar Antarctic, France r/n Leopold L.D., 1994 sold to Tekfund Ltd., Greece r/n Ioanis, 1996 sold to Camillo Shipping, Malta r/n Ioannis 2, 2004 sold r/n Brilliant Zhejiang, 2011 reported as scrapped.
La Chacra (3)	1982	41880	1989 sold to Concord Maritime, Panama r/n Sumatra, 1989 sold to K/S Berlinder, Norway r/n Berlinda, 1991 sold to Ayr Shipping, Greece r/n Theomitor, 1997 sold to Coral Sea Nav, Malta r/n Alexandroupolis, 2006 sold r/n Good Purpose, no later information recorded.



A new joint venture between Gearbulk and Grieg Star came into being during 2017. The new company was headquartered in Bergen, Norway. Gearbulk celebrated its 50th anniversary in 2018 and continues to thrive as one of the world's major shipping conglomerates.

To the Right is the Gearbulk Consortium's MV Lista, 27,962 GRT, of Mowinckels was built in 1984 by Sanoyas Corporation at Mizushima, Japan.



Lista Renamed Teal Arrow

In 1991 she was renamed Teal Arrow to comply with Gearbulk's "Arrow" nomenclature. In 2012 she was sold to SMT Shipping and renamed Mobile Pearl. The two Munck gantry cranes can be seen in their stowed position.

Sources: Louis Dreyfus Group Archives, Buries Markes company archives, wiki, Montship archives, Allen Collection, Malcolm Cranfield Collection, various sources in the Public Domain. Geoff Walker placed a disclaimer against this document as follows: *This is a "Not for Profit" document. Unless otherwise specified, images are from various unknown sources on the Public Domain and used under the Fair Use category for review, commentary, and educational purposes only. Photographs of unknown origin – Attempts have been made to source copyright holders. Owners of these images should make themselves known by contacting me via this website and I will be pleased to give due accreditation. No infringement of copyright is intended.*

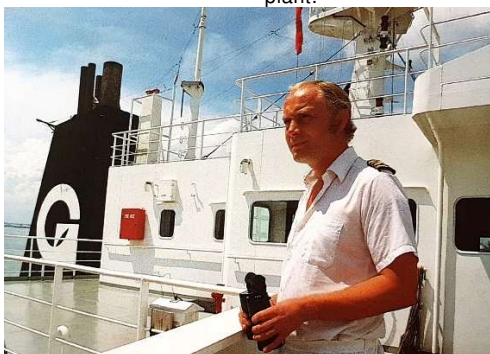
Memories of Buries Markes – Keith Moger ([MogerK69](#)) & John Gurton ([GurtonJ69](#))



The Agent, Keith and Johnny doing his teapot pose at the Rum Jungle, Darwin to discharge sulphur from Vancouver. The sulphur is used to make sulphuric acid for the uranium plant.



Keith in his clean overalls



Captain Keith in command of Brierfield, 1983



Brierfield arriving Vancouver



The Silver Line connection to Buries Markes – From Wikipedia AH Ed.

Silver Line was formed by the brothers Stanley and John Thompson in 1908 to act as managing owners of the St. Helens Steam Shipping Co., London with the Silverbriar employed in the tramping trade. The company owned one tramp, the Wearmouth, which was soon renamed Silverbriar.

The Thompson brothers were members of the famous Sunderland shipbuilding family of Joseph L. Thompson & Sons Ltd.

By the 1930s they were offering round the world passenger/cargo services, with the passenger fare on a freighter £100. Entirely on foreign service, the ships did not include UK ports of call.



The newly built Silverbriar, February 1948

Other ships were purchased and in 1913 they entered into a contract with America-Levant Line to operate transatlantic services. In the 1920s, the company began managing ships for the Kerr SS Co., New York and operated a round the world service jointly with Prince Line. In 1930 Silver Line came to an agreement with the Java Pacific fleets of Rotterdam Lloyd and Nederland Stoomvaarts and their combined fleets took the name of Silver Java Pacific Co.

The company lost 11 ships during the WW2 and in 1947 the management changed from the Thompson family to the Barraclough family. Under the new management, the company changed their policy from liner services to cargo and tramping and their modern passenger/cargo liners were sold.

In 1957 Silver Line became a fully owned subsidiary of Dene Line Ltd and took their funnel colours. Silver Line Ltd joined the Seabridge consortium in 1965 together with Hunting, Bibby, Bowering, Clarkson and Houlder Lines and operated bulk carriers. Silver Chemical Tankers Ltd was also set up in 1965 to operate in the coastal chemical and oil trades. The Silvermain and Silverfjord were on a regular run between Japan and the US, carrying grain one way and Toyota cars the other.

In 1971 Silver Line Ltd was acquired by Navcot (Shipping) Holdings Ltd but by 1982 were down to two bulk carriers and some small chemical tankers. These were manned from the Buries Markes pool. Their last ship was sold to Panamanian owners in 1985. The company also had bulk carriers, tankers, OBOs and general cargo ships.

The routes serviced were:

- 1913 - 1930 Transatlantic services.
- 1930 Pacific Coast - Philippines - Dutch East Indies - Straits ports - Burma - India. Eastbound round the world via Panama - South Africa - India - Dutch East Indies - Philippines. Pacific Coast - Philippines - Dutch East Indies - Straits ports - Ceylon - Bombay - Persian Gulf, and
- Worldwide tramping.

During the 1970s, Silver Line had a fleet of chemical tankers carrying many types of (often hazardous) cargoes; from sulphuric acid to tetraethyllead. These ships often traded in the Baltic region. They were usually called Silver___ plus the name of a bird of prey (e.g. Silvermerlin, Silverosprey, Silverfalcon, etc.). Promotion on these ships could be very rapid for those officers prepared to serve regularly on them. Captains of 25 years of age were not uncommon.



Silver Line funnel

Yours truly sailed on the Silvermerlin in 1984 ExC/O - trainee Master – delightful little coaster mainly carrying all sorts of nasty stuff around the UK Coast and up the Baltic. That was the last chemical tanker I sailed on. It was for the most part fun but I had had enough after 10 years in the chemical trade. Some say we were gluttons for punishment! Ed.

8 From The Letter Box – Members writing in: by Peter Mathews ([MatthewsP55](#))

In a recent communiqué between West and East Coasts of Canada as a result of the particularly bad weather on the left and right coasts, I received this from Peter Mathews in Lunenburg, Nova Scotia.



Good Morning Stan,

Thank you for thinking of us. All is well here. No big problems in Lunenburg. We didn't even lose power. Just had to dig ourselves out of 15 inches of snow. Luckily we have a kind man who ploughs out the driveway. Not so for poor Cape Bretoners. I think that they had four and half (4½) feet of snow on top of a big dump last week. They always seem to get it. We've lived in Cape Breton for three years, one year our car got snowed in and you could walk across the top of it!

Trust all is well in B.C. Do you think WANA will have a meeting in Victoria/Vancouver this year. If so what month? We expect to be in Wales mid-September to end October.

Kind regards,

Peter



The mega dump in Nova Scotia



Our recent dump in Vancouver

9 The Blue Mermaid by Professor Francis Douglas ([DouglasF63](#)).

Francis was a former Senior Cadet Captain (Boats) at the School of Navigation Warsash.

The Myth:

According to legend, the Blue Mermaid once lived happily in the water by the city. Her tail was covered with beautiful blue scales that were so sparkly they could light up the sea. That is why the sea is sometimes blue.

The Horlocks:

Way back in the 15th century the Horlock family lived at Hammersmith where they owned wharves and possibly built barges. They then moved to Rettendon, near Chelmsford, in the middle of the 18th century. Samuel Horlock is buried there and owned several barges trading between London and the east coast. In the 1800s Samuel's son Robert, and grandsons Richard and John became established in Mistley. Mistley is a drying harbour on the river Stour.

Those that know Harwich and the Container Port of Felixstowe are aware that the Rivers Stour and Orwell join at this point. Richard and John bought the barge the Thomas and Mary to start their fleet, and also bought shares from Samuel in two Maldon registered barges - the Hand of Providence and the Wellington. Even in those days the Horlocks transported all sorts of coastal cargo: wheat, barley, coal and so on.

Over the next hundred years branches of the Mistley based family owned and operated more than 50 barges and as members of the family worked these barges summer and winter, they became outstanding sailors and won many races.

It was the descendants of Richard Horlock who mainly concerned themselves with barging. It was Richard's sons Robert Richard and Samuel Horatio who first made their name in racing sailing their father's barge the Excelsior in the 1868 Thames Match where they won first place in the large topsail class.

Robert Richard's son Robert Anthony (Tony) and Edmond Alf (Alf) followed in the family tradition. Tony gained first place as master in the 1902 Thames Match and his brother Alf's first victory came in the



The Blue Mermaid in Racing Trim.
Credit Newham Heritage and R.
Titchener



Medway in 1906. Towards the end of the 19th century the barge Giralda, built in East Greenwich for Goldsmiths began to dominate by winning most of the Matches. Tony Horlock finally beat her in the Imperial.

Alf had an equally outstanding career. He won 19 first places in 21 championships between 1899 and the 1939.

Brothers Tony and Alf Horlock built a close relationship with the Ipswich barge builder Horace Shrubsall and they almost certainly had a hand in the design of vessels built around the turn of the century like the famous barge Veronica.

Other members of the family were also highly successful. Albert and Samuel Horlock bought the Sara and in her they set a course record in 1903 for the Thames Match which still stands.

In 1904 the family had Shrubsalls build the Vigilant and in 1928 she was sailed to victory by Chubb (Tony's son) where he set another record by winning all the cups. In 1927 Chubb sailed in Sara owned at the time by Everards of Greenhithe or in Phoenician owned by Uncle Alf. Many duels were fought in those pre-war days by barges owned by Horlocks or Everards.

In 1954 the races were open to commercial craft in two classes and the number of entries grew. As time went on the Champion Bowsprit Class became a battle between the London Rochester Trading Company's *Sirdar* and Everards Veronica and Sara. Chubb was asked to sail in Veronica, bringing two Mistley men with him as crew. With Chubb at the helm, she won 13 races out of 16 starts.

The question arises. Why was Chubb so good? In 57 barge matches he had 33 wins, 11 seconds, 7 thirds and only 6 non-placings and he always completed the course. The Horlock family at large have been involved as either owners or crew in 144 barge matches and Chubb took part in more than a third of them.

First Chubb was born in 1899 and died in 1992. He thus lived through a period of time where the Thames sailing barge was slowly on the decline from more than 2000 registered vessels in 1900 but throughout were at the height of their development as cargo carrying craft under sail. It is worth noting that there were still 34 barges with no engines trading purely under sail on the 30th April, 1954 (A Handbook of Sailing Barges by F. S. Cooper and John Chancellor) and another 44 trading with auxiliary motors.

Secondly, from the day he was born Chubb was steeped in a family tradition that loved racing. His father Tony, who read Shakespeare and played the violin, was a notable winner of barge matches in his own right. Tony and Chubb will have discussed barge design and improvements with Shrubsall and some of the fastest barges such as Veronica were the result. Chubb's father Tony will undoubtedly have re-run races using match sticks and match boxes on the dining room table replaying the tactics of each barge match and much would have been learnt. Then you have to remember that Chubb was the master of a sailing barge in trade in-between matches sailing on the North Sea and Thames estuary in both Summer and Winter. Here he was almost certainly helped by the Horlock's policy of "sailing for turn". For example, if there were three Horlock barges alongside at Mistley and word came through that there was a cargo in London all three would set off light and race each other to the Capital. The first there got the cargo and the freight rate that went with it. The others would have to hang around until they picked up a cargo for the return journey. Most owners of barges worked on a rota basis. Their barges awaited their turn and in effect joined a queue so that they would all be treated equally but that did not encourage racing.

It is also of interest that Chubb was 29 when he was first allowed to be a race skipper in 1928 aboard the Vigilant. He had already been sailing on a barge for 15 years and in a sense, racing was only slightly different from normal trading. Mistley men were racing men.

On Samuel Horatio's side it was his son Frederick that built up the fleet of barges and powered coasters. He was an astute businessman and without his maintenance of the fleet and contribution to the family fortune there would have been no racing. Sadly, the Mistley side of the business declined rapidly in the 1950s and later F. W. Horlocks was bought out by Amey Roadstone.



The Seven Sisters:

In 1924 the Horlocks commissioned seven steel barges. These were all built and designed by the Horlock's Mistley Shipping Company. They were:

1. The Repertor - built 1924 [87.84 x 19.38 x 6.49] - 69 tons - Off No. 145404;
2. The Portlight - built 1925 [86.95 x 18.49 x 6.49] - 68 tons - Off No. 145405;
3. The Xylonite - built 1926 [86.95 x 18.49 x 6.49] - 68 tons - Off No. 145408;
4. The Reminder - built 1929 [87.84 x 19.38 x 6.49] - 79 tons - Off No. 161033;
5. The Adieu - built 1929 [87.84 x 19.38 x 6.49] - 79 tons - Off No. 161038;
6. The Blue Mermaid - built 1930 [87.84 x 19.38 x 6.49] - 79 tons - Off No. 161038;
7. The Resourceful - built 1930 [87.84 x 19.38 x 6.49] - 77 tons - Off No. 161039.

The Blue Mermaid and the Resourceful were the last two full size steel barges built in the UK (until the advent of the new Blue Mermaid in 2016) and it is not clear which was built or launched last. [In contrast the *Cabby* (76 tons) was the last full size wooden barge built in the UK and was launched in 1928. She was built by Gill of Rochester].

All the Horlock barges above are still afloat, except the Blue Mermaid, and I have had the privilege of sailing on two of them - the Xylonite and the Reminder.

The Death of the Blue Mermaid:

On the 9th of July, 1941 the steel Blue Mermaid was blown up by a magnetic mine close to the West Hook Middle buoy in the Swin Channel. The wooden barge, the May Flower, was close by and saw it all. The skipper Percy John Bird, of Nacton Road, Ipswich, and the Mate George Walter Lucas were both obliterated and the barge sank.

Both Percy John Bird and Walter George Lucas are commemorated in perpetuity with other members of the Merchant Navy who died in the war by the Commonwealth War Graves Commission, Tower Hill, London.

- o Name Percy John Bird.
- o Rank Master.
- o Unit Sailing Vessel Blue Mermaid (Harwich).
- o Regiment Merchant Navy.
- o Died 09-07-1941 age 38.
- o Notes Son of Percy John and Ellen. C. Bird.
- o Reference Panel 17.

The explosion was seen by fishermen and sailors all along the Essex coast.

George, the son of George and Eliza Lucas of Manningtree, was just 23. Interestingly, George had featured in the local Manningtree paper on the 11th of June, 1928 which describes him (aged nine) saving the life of Spencer Snowling (aged eight) when the latter fell into the river. Due to George's quick thinking, he commandeered a nearby punt and was successful in rescuing the drowning boy and bringing him ashore.

Also, a witness to the explosion was the mate of the barge Orinoco who went to school with George although she was further away from the explosion than the May Flower.

And her Resurrection - Taken from Business Cornwall June 1st, 2016 entitled '*C. Toms and Son turns back the clock*'.

"There were celebrations at C, Toms and Son in Polruan last weekend (May 29th) for the launch of the first Thames Barge to be built since 1930.

Local dignitaries including Mike Wood, Deputy Lord Lieutenant of Cornwall, Jane Hartley, High Sheriff of Cornwall and Sheryll Murray M.P. joined visitors from Essex and the South East plus friends and boatyard staff for the launch party.

The 90 ft. barge has been built for the Essex based Sea Change Sailing Trust which works with young people, many from deprived communities.



After speeches by Mike Wood and Allen Toms and a blessing by Canon John Halkes, the Trust's chairman, Hilary Halajko, named the vessel Blue Mermaid.

Blue Mermaid is a replica of a barge of the same name which was hit by a mine in World War II with the loss of her skipper and mate, Percy Bird and George Lucas. Bird and Lucas are commemorated at the Memorial at the Merchant Navy's war memorial at Tower Hill and their grandchildren and great grandchildren were in Polruan for the launch.

Blue Mermaid will now be prepared to be towed up the English Channel to her new home for fitting out and rigging. She will be used by Sea Change for their work with young people and also for carrying cargo. Her first cargo will be cases of St. Austell's Brewery's Tribute which will be served at a reception for the barge in Maldon, Essex on July 7th.

C. Toms and Sons managing director Allen Toms, said, "We have been privileged to have had the opportunity to build this barge. It has been a great project for our team to work on".

From Polruan the Blue Mermaid was towed by two tugs up the English Channel and delivered to Maldon where a reception took place on July the 7th. The Blue Mermaid was tied up alongside the Hythe for this reception and the Little Ship Club opened its doors to the participants. Various dignitaries spoke, chief amongst whom was Rear Admiral David Snelson, Chairman of our Appeal Patrons, and our barge received a second blessing by the Reverend Bill Broad. After this reception the barge was moved upstream to Down's Road Shipyard where the fitting out and rigging commenced. Finally, the barge was commissioned in 2019 and began her work for the trust.

My Involvement:

My involvement with the barge came about as a result of being asked by my sister Ruth as to whether I would fill a vacancy on a team building exercise for the Engineering Council where she worked. The P.A. to the Head of Professional Development was involved with the Cirdan Trust who owned the sailing barge Xylonite. In 2004 twelve members of the Engineering Council, including my sister, sailed from Maldon and spent most of the next few days sheltering from the bad weather round the back of Osea Island on the Blackwater. The following year, 2005, there were only ten volunteers and I was asked by my sister if I would make up one of the places vacated by an absent member. We joined the Xylonite at Queensborough on the Swale and the skipper was called Richard and the Mate Grant. My first impression whilst 'winding' up the river Medway was that the barge sailed like a big dinghy. At the end of each tack, she would spin round, pivoting on her leeboard, and she was highly manoeuvrable for such a large vessel.

I also sailed on the Xylonite as an honorary-engineer for a few days in 2006 and 2007 and notably took part on two occasions in the Southend Match where we won first and second place. On both of these winning days Hilary was Mate.

In 2008 the Cirdan Trust decided to sell the Xylonite and no longer be involved in barging. As a result, Richard, who had worked for Cirdan for thirteen years, and Hilary decided to leave the employ of the Cirdan Trust and to go their own way. Thus, on November the 29th, 2008 the first meeting of the Sea Change Sailing Trust took place on board the S.B. Wyvenhoe at Maldon.

Seven people were present at the first meeting amongst whom were our Skipper and CEO Richard Titchener; Mate, Hilary Halajko, who was unanimously elected as our chairperson; and myself. The trustees had been selected for their specialist knowledge and experience of working with young people, of sailing and traditional sailing. It was agreed that 'safeguarding children' should be a standing item on the agenda of future meetings. It was also agreed to proceed on the basis of building a replica of the last barge built (the 'blueprint' plans were in possession of the charity). I addressed the topic of 'Education and Training' which was on the agenda at my request and it was decided to leave the issue of fundraising to a future meeting. A unanimous vote was passed to thank Martin Phillips for lending the barge Wyvenhoe to the Sea Change Sailing Trust to continue its work with vulnerable young people whilst the money was being raised to build the new barge.

Fundraising:

It is interesting looking back at the estimated costs concerned with building a new engineless Thames sailing barge in 2009. The estimates were as follows:



The Sea-Change Sailing Trust:

Draft Appeal Statement.

Hull, to be built in steel, welded, as replica of 1930 original---either by local (Maldon) assembly of supplied computer cut kit, or by integrated shipyard, and then fitted out locally. Cost £250,000.

Internal fit out cost	£30,000	Plumbing, electrical Winches	£15,000
Paint	£3,000	Fit-out	£3,000
Hatches	£2,000	Hatch cloths	£2,000
Leeboards	£3,000	Chain and anchor	£2,500
On Deck fit out	£3,000	Drawing approval	£25,000
Rudder	£1,500	Compass, lights, wheel, miscellaneous	£5,000
Sails	£20,000	Survey	£10,000
Run/standing rigging	£16,000	Project Management	£20,000
Masts and Spars	£15,000	Semi-skilled labour	£10,000
Barge boat	£10,000	Mooring warps	£1,000
Outboard Motor	£1,000	Grand Total	£485,000

The actual cost by the time that the Blue Mermaid was commissioned in 2019 was closer to £750,000!

The initial fund-raising in 2009 was pitched at £608,000 to allow for inflation, bursaries and the first year running costs.

The services of an excellent professional Fund-Raising Consultant were engaged and, on the 4th February, 2009, he presented his first report. I found the process fascinating. First, a list of all the important people that the trustees knew personally who might have a maritime, youth training or special needs interest was drawn up. This was then matched against those families or businesses which were known to have trust funds. Letters were then sent to these people who were in a sense 'inside contacts' but what was made clear was that we didn't want any money from them. What we wanted them to do was each to write a letter to six people whom they thought might be interested in helping us (we provided a pro-forma letter for those that desired it). The result was that slowly commitments were made and money began to flow into our capital account. Later we changed tack and we started to build up a group of Appeal Patrons from those that had shown that they believed in our dream and this group took off when in September, 2011 Rear Admiral David Snelson agreed to become Chairman of our Appeal Patrons.

David had recently retired from the post of Chief Harbour Master at the Port of London Authority, a position he took up in 2006 after a seagoing career in the Royal Navy, during which he commanded HMS Ark Royal. As the PLA chief harbour master, he had responsibility for operational and navigational matters including pilotage, vessel traffic management, hydrography, harbour services and port security. David was at that time a fellow of the Nautical Institute and a younger brother of Trinity House. He was appointed a Companion of the Bath in 2003 and is a holder of the United States Legion of Merit.

On the 20th November, 2015 David wrote a letter to all on the Appeal Patron's list in an effort to complete the fund-raising in the near future. By this time the Blue Mermaid was under construction in Toms Boatyard in Polruan. In the letter he notes that £450,000 had already been raised but despite that another £100,000 was urgently needed as the completed hull would soon be arriving in Maldon for fit-out. Hence it would be necessary to raise money at a faster rate than previously if the embarrassment of having a new hull which could not be fitted out were to be avoided.

As it turned out the completed hull which arrived at Downs Boatyard was not, for a variety of reasons, completed in 2017 as expected but in 2019 when she was commissioned. This delay provided the time to raise an extra £300,000 bringing the cost of the new vessel to £750,000.

Considering the above, two points spring to mind. Firstly, we could not have commenced fund-raising at a worse possible time. The financial crash of 2008 meant that in 2009 people were hanging on to their money and not giving it away. And secondly, if the Blue Mermaid were to be built today, she would cost a great deal more. One has only to look at the current price of steel to appreciate this. Nevertheless, such a large vessel being built for the price of some people's house is a remarkable achievement. If she had been built with an engine the cost would probably have been double.



Another aspect of fundraising concerns the bursaries for participants, the salaries for Skipper and Mate and the ongoing maintenance of the barge. As a ballpark figure it costs an average of £25,000 just to maintain the barge each year. This figure will allow new sails to be purchased after ten years and annual maintenance to be carried out including her major survey every five years to keep her in classification (This year 2024 is her first 'major' survey). Running costs per passenger (she is only allowed to carry 12 without employing a doctor) works out at approximately £140 per person per day plus food. As a result, money has to be constantly raised each year just to keep the barge functioning. It is obvious that most young people cannot afford £700 (plus food) for a five-day week on the barge so bursaries have to be awarded to subsidise this amount. The charity works on the principle that no person who really wants to sail on the barge should be barred by lack of finance and in some cases 100 percent of the cost is paid.

Here I would like to pay tribute to Don Ramsey, our administrator, who burned much midnight oil filling in application forms to raise money for the capital account which built the barge and the current account which provides the running costs. He put his heart and soul into it.

The Chairperson's Philosophy:

Much of the philosophy of Sea Change comes from our Chairperson Hilary Halajko. In the British Standard 21st August, 2019, she states whilst being interviewed:

"The spirit of adventure lies at the heart of the charity but that doesn't mean pushing inexperienced crew to do things they aren't keen on. For us, adventure is about giving young people time to make up their own minds. And then they can have the adventure-but it is very much on their terms. Principally, the Blue Mermaid is a place to learn: navigating, climbing the rigging, fishing and foraging are all part of the daily life for the crew. But life aboard also teaches them about responsibility, sociability, and resilience. It's a holistic approach not just about sailing---it's about living, really. That was the original idea for the charity and that is what we are building on all the time."

Load Line Certificate:

As reported in 'The Old Salt Blog' March 3rd, 2023 Rick Spilman says:

"Recently, the Maritime and Coastguard Agency has granted permission to the Sea Change Sailing Trust which owns the Blue Mermaid for the barge to carry cargoes of up to 110 tonnes between Lowestoft and Sandwich-and up the Thames. Blue Mermaid is also the first U.K. registered sailing vessel to be authorised as a commercial cargo carrier since the 1970s. In 2022, a total of 200 mainly young or vulnerable people took to the water aboard the Blue Mermaid. The last commercial cargo to be carried by a U.K. registered vessel was 100 tonnes of cattle cake, which set sail from Tilbury to Ipswich aboard the S.B. Cambria in 1970."

Cargo:

It is very much part of the trust's philosophy that the Blue Mermaid should carry cargo. The Blue Mermaid is constantly seeking to deliver cargo under sail although so far due to a lack of a load line certificate these have only been token amounts. For 2024 the Blue Mermaid will be taking up to 110 tonnes of bagged/palleted goods along the Suffolk/Essex/Kent coastline and tidal rivers for ultra-low carbon delivery whilst helping trainees to build work/life skills. If you are interested, please call Richard on 07895 063838 to find out more. Alternatively contact Judy at: Judy@seachangesailingtrust.org.uk (The latter should also be contacted with respect to individuals, or groups, that wish to sail on the barge).

The New Blue Mermaid as a racing vessel:

In 2019 the Blue Mermaid won the Colne Match outright. This was the first season before everything closed down due to Covid. She was 'Champion of the Thames' in the Thames Match in 2022 and 2023 and in very light winds fastest round that course in 2021. Much depends on the skipper and his or her knowledge of the tides and currents, which side of the river to go, what sails to set and so on. However, there is one barge that one must always watch and that is the Edme-a wooden barge, still without an engine, built in 1898 for the Horlocks of Mistleby by Cann of Harwich. The Edme beat the Blue Mermaid in 2022 on points from all matches entered, to take first place in the bowsprit class overall. It has yet to be seen, as the Blue Mermaid 'tunes up' whether she or the Edme will become the fastest barge on the East Coast.

**Additional points that may be of interest:**

Paul Spooner, the naval architect, redrew the Blue Mermaid's plans for modern day construction. The blue prints that we gave him were not complete but most of them were there. The dimensions and outside shape of the barge are identical to the original. There was a considerable debate amongst the trustees as to whether we should go down the route of absolute authenticity in building the replica or whether we should accept modern developments (at least in part). Once a quote was received for riveted construction (which would have been less strong) our minds were made up for us! Unlike in my youth, riveting is now an extremely expensive method of construction due in large part to the health and safety issues that arise. We were also adamant that we wished the completed vessel to be classified as being fit to carry cargo and it was not clear that being constructed as per the original would pass the necessary tests.

The New Blue Mermaid has steel collision bulkheads fore and aft as well as steel water tight bulkheads dividing the aft cabin from the hold and the forecastle from the hold. Each of these have watertight doors in them that can be dogged down in case of emergency. Between the aft cabin bulkhead and the hold another space has been created by placing another steel bulkhead with storm door three frames forward from the aft cabin bulkhead. This provides space for a large galley, heads and two berth cabin. Forward the forecastle has been extended aft by one frame to provide room for a double cabin, heads and four berth cabin. Additional passengers are carried in the hold when it is empty. The skipper's cabin right aft is modelled on the original complete with fireplace and large paraffin lamp. The only major difference is the steel watertight door in the aft collision bulkhead which gives access to the 'Yarmouth Roads'. They are called this because on wooden barges, in particular, this locker used to 'work' when the vessel was labouring in a seaway.

The steel for the construction of the hull was computer cut in the Netherlands and shipped on low loaders to Polruan in Cornwall where Toms had the interesting task of putting the low loaders on the ferry in order for the steel to reach their shipyard. Periodic surveys during building were carried out by Germanischer Lloyd for eventual classification as a cargo vessel. Sadly, Lloyds of London are no longer capable of classifying sailing vessels. Toms hired in Romanian Welders whom the surveyor said were the best welders that he had seen outside of Korea. I can vouch for the fact that the welding on the Blue Mermaid is indeed beautiful to behold. The steel on the bottom of the barge is considerably thicker than the original giving greater strength and more room for future corrosion.

When Sea Change came into being in 2008, we had the generous use of the SB Wyvenhoe to carry on our work with young people and during the first year the number of charter parties grew. They included the Engineering Council and myself. Having got off to a good start and having become ever more popular the trust chartered the SB Reminder from Topsail Charters and carried on our work in her. I do not have to remind the reader that the Reminder is of course a sister ship to the Blue Mermaid! In 2019 with the commissioning of the Blue Mermaid we no longer had to charter a barge and thus saved a considerable amount in charter fees which was put to good use in the running of our new vessel. Sea Change was also responsible in 2011 for the final rigging and trial sail of the rebuilt *SB Cambria*, the last U.K. registered commercial sailing ship which ceased trading in 1970. Subsequently Sea Change chartered her for a limited time and this gave rise to practice in sailing an engineless barge before the completion of the Blue Mermaid (both the SB Wyvenhoe and the SB Reminder have engines).

Running through the last sixteen years of Sea Change we have grappled with the notion of assessing those that come on the barge. We know in our souls that the experience 'makes a difference' but how does one measure that? Remember that many of our clients are not very good at reading or writing and anyway the type of person that we cater for is not very interested in filling in questionnaires. If one tries oral questioning, then one sets the agenda by having certain questions which may or may not be relevant to them. (The participants also try and please you by not giving their true opinion). If, with their permission, one leaves a tape recorder going whilst they are eating a meal one finds (as the researcher) a very onerous task of analysis ahead and also the type of analysis chosen tends to determine the results. Yet sooner or later I know that sponsors will want 'proof' that their money is being well spent. We are working on it!

On average Sea Change offers twenty plus charters a year ranging from barge matches to long weekends and five-day weeks.



I must also pay tribute to Jim Dines of the Down's Road Boatyard who was responsible for fitting out and rigging the craft from 2016 to 2019 and to the legendry Jim Lawrence for his advice on the sail plan, spars and sails.

Finally, without Richard and Hilary [and Don] none of the above would have happened. It was their dream and I, and the other trustees, only played a very small part in it. Richard spent 13 years with the Cirdan Trust before starting Sea Change and so has an amazing twenty-nine years in barge sailing and during this time has made many contacts. However, it was probably his skills learnt in business in a former life coupled with a single-minded focus that resulted in success. How else does someone with very little money raise £750,000 to build a new barge? Behind him is Hilary who may well, when history is written, turn out to be the more important of the two. Her interpersonal skills are outstanding.

Conclusion.

In conclusion I would like to end with a shortened version of a paper which I wrote soon after the Sea Change Sailing Trust was formed in 2008. This was discussed at a meeting of the Trustees at the time and I believe largely agreed with. In order to provide focus any new enterprise should have a vision but of course mine was not the only one!

The article was entitled 'The Cargo Carrying Thames Barge Under Sail - Our Vision, Our Philosophy'.

Experience has shown that young people growing up in society pass through turbulent years. During this time, they face a number of challenges:

1. The challenge of choosing a career often coupled with a change of location.
2. The challenge of the transferring and application of existing skills/knowledge and the acquisition of new skills knowledge.
3. The challenge of greater independence and spending power; greater range of potential interests, involving choice and the exercise of discretion.
4. The challenge of meeting new people of the same age and of all ages in different societal roles.
5. The challenge of new loyalties, different hours, different activities, changed relationships, changed disciplines.

The World into which this young person is entering is also constantly changing and that rate of change is speeding up. This World bristles with problems of social adjustment, as well as the applications of new techniques and new skills and the complexities of increasingly large-scale global organisations. The answer has to be education.

Throughout the World, incorporated into civilisation throughout history, there has been a general feeling, albeit vague and ill-defined, that even with the best of resources and good leadership the quality of the individual participants remains decisive. What is striking is that the nation states have invested so little in this powerful and influential factor for good.

Even if we take seriously that the battle of Waterloo was won on the playing fields of Eton, we are left with the fact that England has few playing fields. Moreover, many of these playing fields are designed for a handful of players and a multitude of spectators. Lip service is paid when it is said that "*It is much better to be a bad player than a good spectator!*" Further problems arise when you consider gender bias in this example.

Even with boys, no thinking person would consider that a panacea for the problems of youth would be to give them a ball and a playing field. We have seen too many undesirable 'incidents' on our television screens to believe that by offering sports facilities problems of violence, drug addiction and crime will disappear. The haphazard and undirected use of games could do more harm than good. Once again, the answer has to be education.

In order to educate people, there have to be clear objectives. There has to be a clear philosophy. There has to be a shared vision. There also has to be a realisation that the very mention of the word 'education' immediately conjures up in most people's minds something extremely boring and irrelevant because they confuse 'education' with 'schooling' and their experience of the latter may not have been good. Most people are 'practical' people. They prefer to tackle their problems empirically and come up with practical solutions which they do not see in any way connected to school and education. The truth of



the matter is that, despite protestations, no civilised community can afford to ignore the accumulated knowledge and wisdom of the past. Nor can it afford to ignore the character and personality of its people. However, with respect to the latter there is still much to learn as due to the lack of investment mentioned earlier there is a dearth of tried and accepted measures in the realm of practice. How do you develop the character and personality of your people? Perhaps one of the main failings of schooling in the last 150 years has been to set the same goals for everyone without really taking heed of individual differences. Just compare a list of people's hobbies with the subjects on the school curriculum!

Narrow and distorted as the school curriculum has been it would be unfair to say that the young person's character and holistic development has been completely ignored. It is true that much notable work has been carried out by 'pioneers' but they are in the minority. The mainstream has always aimed at producing boys and girls with the necessary pieces of paper that will result in gainful employment. The home and the church were expected to provide the rest. One of the major challenges that we face today is that our government's desire for accountability leads to only those human attributes that lend themselves to the 'ticking of boxes' and the application of behavioural psychology comes to the fore. Those attributes that cannot be easily measured and yet are fundamental to human growth and happiness are unfortunately forgotten.

It is when we come to turn theory into practice that we face our real challenges. Much has been done in the intellectual sphere over the years: the curriculum has become progressively more liberal and teaching techniques have vastly improved, particularly for those children whose talents and interests do not lie along academic lines. Physical education has travelled along the road from 'drill' to 'physical training' to 'physical education' which involves all aspects of physical endeavour. While much has been done in the intellectual and physical spheres there are many who have travelled far who would say that we are still in the foothills of endeavour and that the summits are still far away and shrouded over. Particularly is this true of activities which have a creative and aesthetic appeal - here we are still groping our way.

When we turn to moral education and consider what the schools have done to mould the characters of their pupils, we have to confess that apart from religious education, civics, moral exhortation, and such ancillary aids as clubs and societies, house and prefect systems, we have scarcely a clue. Of course, there is much that individual teachers do through camps, games, excursions and the like and, probably most influential of all, through the example they set and the deep sympathy and understanding that they bring to their pupils' problems. Nevertheless, moral education, under present school conditions, can often be a frustrating and in many cases well-nigh hopeless task. To this must be added the fact that there exists at least as wide a difference between children on the moral and spiritual planes as on the physical and mental and that the guiding principles of application with respect to the former are very difficult to come by.

We now come to the specifics of the creation of a Thames Sailing Barge to carry cargo under sail in the 21st century. This barge will provide an educational opportunity which will test young peoples' endurance, courage, sense of responsibility, initiative and spirit of service to humanity. The programme which they will undertake is based on a series of challenges which in their acceptance demand effort of mind, body and spirit. The activities are designed so that each young person can respond in accordance with his or her capacity and, by sustained effort under guidance and encouragement, meet the challenge of bettering their own performance. G.M. Trevelyan (Trinity College, Cambridge) says *"without the instinct of adventure in young men (and women), any nation, however enlightened, any state, however well ordered, must wilt and wither"*. If this is true it should become a national duty to give suitable expression to this instinct in our young people and foster and develop it along with its associated qualities of courage and enterprise. What matters is that the boy and girl discover themselves and something of their potential, and that a deep satisfaction comes of successful achievement. It is not so much as winning against the sea as winning against oneself. In other words, training under sail offers an educational experience which affects the whole texture of the boy's or girl's personality. Such a young person goes back to the wider world fitter and more ready to cope with day-to-day problems-because he or she is not quite the same person as he or she was when they commenced their time on the barge. He or she will go back, possessing some knowledge and skill about seamanship; but that will be the least of it.

It would be to misrepresent the barge experience completely if it were thought that the emphasis will be placed entirely on encouraging and developing the most robust human qualities to the exclusion of all else. It is true that physical activity in some form or other is a large part of the programme.



Participants must be reasonably fit, must abide by the rules and regulations for their own safety and those of others, and must (maybe) fight against fatigue or weakness. However, apart from the fact that a measure of physical fitness is necessary for the full expression of the personality, the essential challenge involves the young person's physical resources only indirectly; the real battleground is in the realm of the spirit.

A sailing ship - any kind of sailing ship - will not tolerate sloppy-mindedness. It is a challenge. The function of the proposed cargo carrying sailing barge is to provide adventure and soul-searching experiences for young people---to provide a broadening influence for them, to give them a jolt in life, to let them discover for themselves the inner strength which can arise from hard but successful voyaging which is in part achieved by themselves.

But after the bustle of the harbour the sailing ship is quiet. It is real. It whispers with the sound of the wind and the sea. All nonsense melts away. The young person, perhaps for the first time, becomes aware of whom they really are. They feel themselves to be one of a team doing something worthwhile - helping the barge defeat the North Sea and its estuaries for the umpteenth time; overcoming hardship; tasting the stuff of adventure. In a few short weeks miracles can be performed, bringing to bewildered young people the realisation that, even in a world as hopelessly adrift as ours, in the last analysis our soul is our own. It also dawns on the young person that his or her soul will support him or her through anything if only it is nourished.

The furling and un-furling of sails, the loading and discharge of cargo, the working of the tides. The young person learns quickly to harness nature and not work against it. He or she becomes part of the environment not apart from it. Some would say that this wholeness with nature is divine and has the power to change him or her forever. The joys and tribulations of working cargo---the sense of contribution predicated on doing a useful job which serves the larger community cannot be underestimated. Gravel from the Colne to London to help in the building trade; Beer from the brewery to the consumer; Rubbish to the recycling plant. All of this enhances the environment and the greater whole.

The art of stowage is a skill largely lost since the coming of containers. Sales of 'Stevens on Stowage' have declined but the art of stowage is still fascinating. Stowage can be likened to a jigsaw with all the bits having to balance the ship when complete and yet where those items wanted first in discharge are readily available. However, with the holds swept clear there is room for extra young people to live and sleep.

Cargo work involves the shipping and unshipping of hatch beams and hatches and the spreading and rolling of hatch clothes. When closing the hatch these heavy cloths are tucked into the batten hooks and the battens put in before the wedges are driven home.

In a sailing vessel the crew are fully involved in making it 'go'. They have a sense of achievement when they arrive at their destination which is largely absent when crewing a powered craft. Brailing the mainsail requires the main brail to be hove in with a manual winch. The upper, lower and middle brails being brought in by hand. The topsail has to be hoisted while the tack-line and clew-line are tended. The mainsheet and the 'wangs' have to be hove short as does the mizzen sheet. The foresail, jib and jib topsail have to be hoisted, lowered and furled. The anchor has to be slacked down, lowered or hoisted with a manual windlass. The leeboards have to be hoisted or lowered with the aid of manual winches. The vessel has to be steered. With practice the crew of a sailing vessel learn to anticipate what orders are likely to be given - they are thus in the right place at the right time. Your safety and the safety of your shipmates depends on eternal vigilance - this is indeed good training for mind body and spirit.

A working sailing vessel has constant maintenance. In addition to the on-going painting and cleaning there is the bending and un-bending of sails, the pursuit of chafe. The checking and renewal of running rigging. The dressing of the standing rigging. The cleaning and overhaul of blocks. The scraping of the 'working' part of the topmast and the application of raw linseed oil to the whole. (Varnish should not be used as the topsail hoops bind if it is). The hull needs scrubbing, scraping and anti-fouling at least once a year.

In order to clean the flat bottom of the barge it is necessary to berth on a grid at a convenient yard. A garden hoe makes an efficient scraper under the bottom, keeping the person using the scraper clear of



falling barnacles and weed etc. The barge has to be moved on the grid between tides in order to allow all of the bottom to be cleaned.

There is plenty of labour involved in working a barge!

The programme on the barge will not just consist of introducing young people to the sea, involving them in the loading and discharge of cargo, requiring them to carry out maintenance and working under sail. It is not just left at that. Success has to be worked for in every detail of the programme. It may seem to be an over simplification to say that a school is as good as its Head Teacher yet there are many who would buy into this observation. It is the Head, who more than anyone else, sets the tone and atmosphere of the school - qualities, ever so subtle as they may be, you can sense immediately you go in the school door. It is these qualities which tell you more than ever the detailed analysis of the work of each class and whether or not it is good for the children. In Richard Titchener and Hilary Halajko (the Skipper and Mate of the Barge), we have people of significant educational experience with respect to young people, adults and those with additional needs as well as extensive sailing experience on smacks and barges.

Richard and Hilary have ideas, they have something worthwhile to give and they know how to give it. They have that quality of personality which enables them to get alongside each person so that he or she may be helped to solve their problems in their own particular way. Under such conditions every minute of every trip can be an educative experience. Young people must have a stable and secure base from which to adventure and this is provided for by disciplined living to the extent of a strict regime of physical exercise and sufficient food and hours of sleep. The physical and psychological benefits of disciplined living are fundamental to any measure of success achieved but it is the spirit which raises us to the highest level. As Masfield says:

*I must go down to the seas again, to the lonely sea and the sky,
And all I ask is a tall ship and a star to steer her by,
And the wheel's kick and the wind's song and the white sail shaking,
And a grey mist on the sea's face and a grey dawn breaking.*

The poet was not only thinking of the challenge to the spirit of adventure in mankind but also of the effect of quiet contact with nature upon human achievement and quality. To him this contact had a refining and strengthening influence. One of the best descriptions of an educated people, although written in the sexist language of the time, was given by Pericles in speaking of the Athenians of his day:

*We are lovers of the beautiful yet simple in our tasks,
We cultivate the mind without loss of manliness.*

This is our vision of the cargo carrying Thames Barge under sail.

Below is a collage of events which took place in the building of the new Blue Mermaid. They range from the building of the vessel in Tom's Yard in Polruan to the reception in Maldon after her tow up channel, to various invitations advertisements etc. from 2008 until 2023.



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10 My Times of Change in Trinity House by Captain Tony Catesby ([CatesbyA58](#))

Talking with Chairman Roger at the Christmas Lunch it was suggested an article on Trinity House might be due, particularly as many of the young Officer Cadets are now being sponsored and guided by the Trinity House Cadet Scheme. Having spent 37 years working for the Lighthouse Service of Trinity House, let me recap some of those years, from 1965 to date.

I left the Shaw Savill Line as 3rd Officer in December 1964, in those days a lowly position very much looked down upon by Masters who were in their late 50s and 60s, and as far as I can recall had little or nothing to recommend them in any way.

I joined the Lighthouse Service or as it was known at the time, the Trinity House Steam Vessel Service, whose nine vessel fleet was charged with maintaining the 600 buoys, three dozen manned lightvessels and over two dozen manned offshore lighthouses, from the Solway Firth in the West to Berwick on Tweed in the East, including the Channel Islands.

The fleet at the time in the mid-sixties consisted of the THV Patricia, built in 1938 on the Tees with bridge-controlled diesel electric propulsion - much ahead of her time. Her role in the summer months was to carry the Board of TH known as the Elder Brethren, together with influential guests, on inspection cruises around the entire coast. These involved inspecting every buoy at sea, visiting and inspecting all



manned stations, both offshore and on the coast, with hospitality events in port over weekends. The crew dressed in square rig uniform and all formal protocols observed. In the off season she assisted the remaining eight vessels, mostly with lightvessel reliefs and towing duties.

In addition to this ship with its unique role in the service, there were three steam driven vessels built 1947-8 to replace war time losses of around 2,000 tones, Ready, Vestal and Argus. These were popular ships, being warm in winter and comfortable, if contemporary accommodations. The other steam ship was Alert taken over on the stocks as an Admiralty cable ship at the end of the war and converted, again comparable with the three sisters.



THV Ready the first of the three steamers 1947

The complement of each vessel was around 35, including Commander and three navigating officers and three or four Engineers.

In the late 50s more ships needed replacing and four diesel electric vessels slightly smaller than the steamers were successively built at J Samuel Whites in Cowes. Mermaid, Siren, Stella and Winston Churchill. This completed the re-building programme, with all the older prewar vessels scrapped.

Needless to say, coming from Shaw Savill was a big change, but all the officer intake was from comparable sources, so there was the usual lamp swinging and leg pulling in the off-watch time. Ships were based at Holyhead, Swansea, Penzance, E Cowes, Great Yarmouth and four at Harwich for the Thames Estuary and Dover Straits concentration of aids. I was unfortunate in getting posted to the Gt Yarmouth vessel THV Mermaid where the district extended from Southwold in Suffolk to Berwick on Tweed!



THV Mermaid class as built (1959-64)

If this wasn't bad enough, by the end of the sixties the North Sea Oil exploration had been established, resulting in us having to lay well head isolated danger buoys all over the North Sea, some as far as 60 -70 miles offshore.

The work in the sixties was carried out in a Monday to Friday working week, returning to the base port and depot for the weekend, where we remained on 2 hour standby by day and 4 hours by night to sail for any emergency work required. This could be medi-vac from lightvessels or lighthouses, or more often extinguished buoys needing relighting.

I should point out at this stage that all the navigation lit buoys operated on acetylene gas, a very explosive issue. A sharp shock – by collision or a very large wave, or exceptional wind - could cause the small pilot light to be extinguished. Buoys also carried wave actuated bells, or in sheltered water a CO2 operated bell, or air driven whistle driven by the vertical motion of the buoy. The acetylene gas cylinders inserted into the buoys weighed a quarter of a ton each, and most buoys had two or four 'bottles' inside the body of the buoy. Relighting and gauging of these buoys was carried out by the Junior officer and a seaman having 'jumped' the buoy from one of the ships 27ft wooded launches – not always an easy operation especially in bad weather and in the dark.



Gauging or relighting a buoy

The standard of seamanship was exceptional, with a very stable crew mostly recruited from the base port, and many rising from deck boy to bosun – over thirty years! The coxswains knew all the local issues, lighthouse landings etc. like the back of their hands, and wo betide a new young officer, who although - as always in the boat and in charge, took it upon himself to try and correct the coxswain! The launches never left the ship without a second officer onboard.



The offshore lighthouses, mostly on the west and south coasts, all had their individual landings, and no two were the same, so the local knowledge of the coxswains was invaluable to affect a safe landing for the relief of the 3 keepers every month by boat. Needless to say, in winter many days would be spent standing by waiting on the weather, to effect reliefs at stations like the Wolf Rock, Eddystone and Bishop Rock.

Trinity House was a very traditional organization dating back before the Royal Navy to 1514. In the sixties the Corporation had three arms, The Lighthouse Service, The Pilotage Service and the Corporate Board. In 1987 pilotage responsibility passed from Trinity House to the local Port Authorities, with the exception of the North Sea pilots.



'Jumping' a damaged buoy

At the time I joined as a Junior Second Officer in 1965 the service had changed very little over the previous forty years, apart from regularly replacement vessels, but not changing the equipment on them very much! The buoys had changed from oil-gas illuminant to acetylene gas. The lightvessel fleet had been updated post war, with steel hulled, domestic diesel engines and compressors, and most lighthouses were lit by electricity generated from diesel generators.

All buoys had to be lifted onboard at sea at least once a year, once to clean and repaint and once or sometimes twice a year to recharge the gas cylinders on the foredeck. These buoys weighing in the region of five tons each. Either of these operations would take an hour or so and involve most of the deck ratings, working under the bosun and the Chief Officer. The work was so routine that not a lot of instruction was required, as everyone knew what they had to do. The exception being when lifted buoys had been damaged and replacement parts had to be fitted, or in extreme damage, a stock buoy lifted out of the hold and painted up for that station. Every third year a clean buoy was replaced on station and the old buoy returned to the depot for overhaul.



Hooking on and lifting

Other larger lit buoys were known as high focal plane buoys, and these had a trellis tower superstructure and a tube underwater approx. twelve feet, making the buoy fifty feet from top to bottom and weighing around twelve tons. PATRICIA could not handle these buoys as her derrick (which was dismantled for the summer) had rope purchase and topping lift.

The light vessels consumed a lot of our time too, with a crew of a P.O. master and six crew. The crew did four weeks on and two weeks off, while the Masters did month and month about. They were relieved in parts every fortnight from the base port, with fresh provisions delivered for those remaining on, and diesel and fresh water being pumped across by hoses, coal or anthracite 2 tons a month by launch for the central heating/HW boiler.

In addition to these routine events – every fortnight – on the Yarmouth district ten LVs, Harwich district thirteen LVs, all the lightvessels had to have their 180 fathom 1 3/4" cables hove in to the anchor, all calipered and 15 fm lengths renewed where necessary. This was carried out with the ship secured alongside the lightvessel, utilizing large heavy coir cork filled fenders. Yokohama fenders were not available then!



Post war LV15 - as built, at Dartmouth 1950s

The lighthouse reliefs were monthly and before the helicopter we had to transfer them by launch from the ship, taking the keepers and their gear, in some cases to be hoisted by rope out of the boat up to the set off, followed by sacks of coal, and diesel and fresh water pumped up from the launch from tanks. The age-old necessity of locating and marking new wrecks, unfortunately continues to this day. The biggest exercise we every had was in January 1971, when the outbound tanker Texaco Caribbean was in collision with the incoming Paracas, inshore of the Varne Bank, (pre Traffic Separation days) causing



the sinking in two parts of the unladen tanker. The same day two green wreck lighted buoys were laid by the nearest tender. The following day the cargo ship Brandenburg also outbound ran over the submerged tanker, steaming straight under. Another five lighted wreck buoys were laid the next morning, and a light vessel painted green - prepared at Harwich. At the end of February another vessel, the Greek Nikki strangely out of Dunkirk, managed to run through the wreck complex and then sank within it. By then there were fourteen lighted buoys and two green painted lightvessels, at 1 and 3 miles distant, marking this area of marine devastation. It took contractors Ridsen Beazley eighteen months to clear the wrecks down to an accepted clearance, before the markers were withdrawn. Busy days. Needless to say, there were large losses of life from the latter three ships.

This, I hope, has painted a picture of life through the sixties and most of the seventies.

Now the forces of economy and modernisation started kicking in. Some US Oceanographic buoys – forty-foot diameter saucers with a forty-foot tower from which lights and fog signals could be exhibited, had been built in the UK with a view to replacing lightvessels (manpower). We ended up with around half a dozen of these LANBYs (Large Automatic Navigation Buoys) -which were deployed at lesser stations to replace a manned lightvessel with her total complement of 11 men.

Whilst these did work, they had to have regular maintenance visits with shore mechanics from the Engineering Department being deployed by the ships, together with six monthly diesel deliveries, annual moorings overhaul, and they proved a very uncomfortable platform on which to work inside the flat dish-shaped hull with its circular motion. These mechanics had been used to working on fairly comfortable light vessel hulls, on a three- or four-day visit. Now they were expected to change filters, repair diesel leaks etc. in a small confined revolving airless space, being constantly asked from the ship how much longer they were going to be!!



Owers Lanby

Around this time we also started looking at helicopter operations and as each light vessel went to drydock – every three years, towed to and from by the TH ships, they re-appeared with the helideck fitted at the stern.

Once these were established, the fortnightly reliefs could be done from a lighthouse ashore, like Cromer, or North Foreland, vessel by vessel using a small five-seater Bolkow. This reduced the requirement for the ships to be committed for this duty and allowed more freedom of movement in the fleet. Next the Engineering Department worked on total automation of the light vessels, and these same automated hulls replaced the manned vessels, leading to the eventual demise of the light vessel service personnel. Another branch of the Engineering Department was now working on automating the lighthouses and fitting lighthouse helipads. This would lead in 1998 to the final de-manning of all Trinity House lighthouses, the final closure being at North Foreland, attended by HRH The Duke of Edinburgh, Master of Trinity House.

With these developments in 1974 it was time to reduce the fleet with the introduction of double manning, and the disposal of the four steam vessels. Each of the remaining diesel electric vessels had one crew onboard for two weeks and the other ashore on leave. This system was welcomed by most of the 'Steam Vessel Service' with the opportunity to live where you wished, and ended the need to move home when promoted and moved to another district.



THV Siren and LV in Harwich - both modified with helidecks fitted. c1980

The distribution of the tenders was revised and the smaller bases reduced to local lighthouse admin only and the buoy depots centralized, with the ships, at Harwich and Swansea. Around this time the four sister tenders were systematically fitted with helidecks at the stern. In order to retain the SVS title, it was renamed the Support Vessel Service!



By this time, I had been promoted to Chief Officer and had joined THV Patricia (1938) in 1973, shortly before double manning began. Here life was very enjoyable, with summer cruises, meeting the great and the good, including both Heath and Wilson, - but not at the same time, even visiting the Wilsons' home whilst in the Isles of Scilly, where his dog Paddy deposited yellow hairs all over our uniform trousers! I learned here that it is NOT the Scilly Isles!

Another highlight was the annual visit to Cowes Week where we were moored off in the roads close to HMY Britannia in which Prince Philip annually spent Cowes Week, and he always hosted the CTP onboard Patricia. I also met most of the Royal Family - with the sole exception of HM the Queen, plus the King of Greece, at CTPs over the years, all of whom joined the CTPs onboard Patricia in various years. We also participated in the Spithead Silver Jubilee Fleet Review in 1977 by preceding HMY Britannia out of Portsmouth and around the large assembled fleet that summer.

The following year I attained command with promotion to Commander THS, and joined THV Winston Churchill operating the West Coast out of Swansea. By now all lighthouse reliefs were being carried out by helicopter and building materials for the island lighthouses and also the tower lighthouses, were loaded in Swansea and then were being flown from the ship's helideck to the lighthouse helipads.

Eddystone was the first offshore lighthouse to be automated and keepers withdrawn in 1982, Exactly 100 years after the commissioning of the Douglas tower there – the fourth tower!

In early 1980 I returned to Harwich to command THV Patricia (1938) and in 1981 had the pleasure and privilege of hosting HRH The Duke of Edinburgh (Master of Trinity House) and HRH Prince Edward and entourage, onboard Patricia for the whole of Cowes Week due to the Royal Yacht hosting the newly married Prince and Princess of Wales in the Mediterranean.

During this time a contract had been placed and building taking place in Leith of a replacement vessel for Patricia. By the spring of 1982 we laid the ship up, and myself and senior officers and rates travelled to Edinburgh to oversee the fitting out and sea trials of the new ship, by now named Patricia! We eventually brought the new vessel to Harwich- all singing and dancing with a wheelhouse, two engine rooms and deck equipment, helideck etc unrecognizable from the last Patricia. The Official naming ceremony took place alongside HMS Belfast in Pool of London, by Lady Patricia, Countess Mountbatten, accompanied by HRH The Duke of Edinburgh.



THV Patricia (1938) at Bristol City Dock 1980



On Royal Escort Duty



Bolkow inbound under-slinging



THV PATRICIA 1984 at Cowes Week



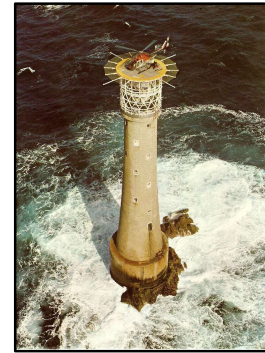
THV Patricia (1984) entering Harwich 1985

This vessel was considerably larger and powerful, a 20-ton crane, satellite comms and electronics of the age onboard, and was a steep learning curve for all, especially with a slightly reduced complement. Accommodation was the best any of us had experienced, with single ensuite cabins for everyone onboard, plus a whole deck of very superior accommodation for the Elder Brethren when embarked.



By now manned light vessels were few and far between, offshore lighthouses were being de-manned following automation, and the final automated light vessel being placed at the Channel station in 1989. The buoy solarization programme was proceeding apace using the heavy acetylene equipment, by fitting solar panels and battery boxes with electric lanterns. All so much lighter that the original gas bottle tubes that had to have scrap chain inserted to maintain the GM of the buoy!

Meanwhile, with the efficient operation of THV Patricia (1984) - two more vessels were disposed of as Patricia's work capacity far exceeded the previous generation of tenders. On experiencing the success of this vessel, plans were quickly drawn up for a similar vessel to be built in Korea – another Mermaid!



Bishop Rock - boat landing and halo on the pad

By 1985 my seagoing came to an end with promotion to shore posts, firstly as Inspector of Seamarks. It is not generally appreciated probably that every single aid to navigation provided by local authorities has to be sanctioned by Trinity House and as such has to be inspected by Trinity House and a report submitted to the Department of Transport annually. There are some 11,000 buoys, beacons, and various markers around the coasts of England and Wales.



Fully solarized LV at Harwich 1990s (hull built 1950)

Most of these are maintained by Port Authorities, ABP etc and entail several days in each port with the Harbour Master's representative viewing all their aids. Many others are in smaller ports, and some by utility services, such as Water companies, BT and Electricity boards, and local district councils. These inspections involved around twelve thousand miles driving and numerous boat and helo trips each year.

In 1987 the new THV Mermaid arrived from Korea and immediately entered service, initially on the West Coast replacing the Winston Churchill which completed the demise of the fleet that I had joined 22 years earlier. She was similar in functionality to Patricia but lacked the finish, being more utilitarian.

By now all the boat work skills of lighthouse landings had gone, the bottom doors having been sealed up and the only access through the helipad on top. The boat landings were left to nature and 'grassed over' forever.

By 1991, post automation and having been de-manned in 1985, Lundy North lighthouse became the first lighthouse to be solarized, yet another step. This measure was taken as a prelude to all lighthouses being solarized - thereby removing the necessity for tender/helicopter deliveries of diesel oil periodically.

This was still being carried out, whereby the tender filled a dozen or so neoprene flexible oil bags on the helideck, prior to the helicopter arriving on station and under slinging the bags over to the lighthouse helipad, where crew members from the tender were waiting to drain the oil down to the storage tanks at the base of the tower.



THV Mermaid (1987)

By 1993 the last solarized navigation buoy had been laid and acetylene was no more. Marine paints had improved rapidly since I joined the service and it was no longer necessary for the buoys to be painted at sea, having been painted in special indoor painting processes at the base depot, including a baking process to seal the coating.

Now it was only necessary for the ships to lift and water-jet the marine growth off every year, and soon the paint finish improved more and allowed the buoys up to five years on station. Similarly, light vessels were never painted at sea anymore, and the period between dry dockings were extended. A visit was required at some stations to clean off the bird friendly helidecks!



Technology was proceeding at unprecedented pace and the old lighthouse lamps, 12" in diameter and 3 KW power, soon disappeared to be replaced by much smaller and equally powerful lamps, some the size of a Tippex bottle which could still provide the range in some cases 24 miles. The large 2-ton glass and brass optics revolving on mercury filled troughs, became redundant with the introduction of these new lanterns - about the size of a small dustbin.

Since the earlier days of solarization lantern technology has improved also, so that there is now a continuous improvement in the equipment available.

By 2021 my time was up and I retired as Marine Superintendent, to hand the job over to others to continue the work. I cannot imagine the service as was in 2021, when I had joined in 1965, there had been so many changes in every field.

Since I retired, the Mermaid 1987 has been sold off to a survey company and replaced with a new vessel THV Galatea, with buoy work carried out abaft the bridge and a helideck for'd of the bridge. Additionally, a smaller 'rapid response vessel THV Alert based at Harwich, which covers the Thames Estuary and Dover Straits, and also carries out LV tows as required.

I know that there are quite a few Trinity House Scholarship Cadets and Officers at sea now, many of whom have had the benefit of serving in these vessels at some stage in their career and those that I have met have always been very grateful for that experience. It is experience that would be hard to find anywhere else at sea these days.

11 HMS Endeavour Found? by Tim Newcomb (non-member)

Breakthrough evidence reveals the final resting place of the HMS Endeavour.

Nearly two years after an Australian research team made the claim that a Rhode Island shipwreck was Captain Cook's HMS Endeavour, the team says they have more evidence to back up their assertion.

A Rhode Island-based research group originally said it was too premature to call the shipwreck Cook's vessel. Nevertheless, new findings regarding the pump well and bow further point to this ship in fact being HMS Endeavour.



HMS Endeavour - Getty Images

Residents of New England and those with British ties are once again in a scuffle. This time, the debate continues over whether a shipwreck found off the coast of Rhode Island is really the HMS Endeavour—or Lord Sandwich, as it was eventually renamed - a retrofitted coal ship made famous by Captain James Cook during his 1760s explorations.

The ship in question had been known as RI 2394 since it was discovered, and is one of five shipwrecks found just north of Goat Island in Newport Harbor that were deliberately sunk by the British during the American War of Independence. Archaeologists have studied the ship for decades, and in February of 2022, the Australian National Maritime Museum declared RI 2394 to be the HMS Endeavour. That announcement didn't go over well with the Rhode Island Maritime Archaeology Project, who quickly questioned the announcement.

Now, nearly two years later, the Australian group is back in the public eye and claiming that further evidence from the ship's pump well and bow offers additional reasons to believe that RI 2394 is indeed Cook's HMS Endeavour.

"Archaeology is an interesting process," Kieran Hosty, Australian archaeologist, said on the group's website, "we call on the preponderance of evidence where we've got a whole series of things that tie into Endeavour. And so far, we've found lots of things that tick the boxes for it to be the Endeavour and nothing on the list which says it's not."

Work has been ongoing at the site since the late '90s. The team says that samples taken from the ship show that the timbers are British, the size is within millimetres of the Endeavour's, and the length of the



keel (from the end of the bow to the bilge pump) is within inches of survey measurements taken of Cook's vessel taken by the British Royal Navy.

The two new pieces of evidence tie to that survey, which shows the position of the pump-shaft stump and pump-well partitions and lays out how they aligned perfectly with the shipwreck, according to The Guardian. And the scarph joint in the keel timber was also a match to the historical survey.

"The stem scarph is identical to what we know from the plans of Endeavour," Australian marine archaeologist James Hunter said on the group's website. "It's also a very unique feature. We've gone through a whole bunch of ships' plans, lots of 18th century plans, and we can't find anything else like it."

Another anecdotal reason that experts continue to believe that this shipwreck is in fact the Endeavour is that the archaeological team found coal in the bottom inside of the hull, likely left over from when it was a cargo ship. "I think it's just rattled down from when it was a collier and got stuck in the bilge," Hunter told the Sydney Morning Herald.

Hunter and Hosty say that they will continue to put together a paper on the study and have it peer-reviewed before publishing, "but for now, there's a lot of confidence that Endeavour has been finally found."

While the Rhode Island Marine Archaeology Project hasn't commented on the recent Australian announcement, the group's executive director put out a scathing statement in 2022 that called the announcement a "breach of contract" between the two parties, which had been working together.

Even though the shipwreck site is consistent with what might be expected of the Endeavour, "there has been no indisputable data found to prove the site is that iconic vessel, and there are many unanswered questions that could overturn such an identification."

Daryl Karp, the Australian National Maritime Museum chief executive, told the Sydney Morning Herald that along with the new findings, there's been no evidence against the idea that this is the Endeavour.

Cook is famous for charting lands previously unknown to the British, including New Zealand, Australia, Newfoundland, and Hawaii. His was the first European ship to reach the eastern coast of Australia and sailed around all New Zealand. His coal ship was then used in the War of Independence, one of five British vessels scuttled in 1778 by the cutting of holes in their hulls, which is why it makes sense that the craft would have ended up in Rhode Island.

"We will never find anything on this site that screams Endeavour," Hosty said on the website. "We will never find a sign saying, 'Cook was here.' We will never see a ship's bell with Endeavour crossed out and Lord Sandwich inscribed on it."

12 Seafarers Deserve Special New Year Wishes Amid Attacks by Michael Grey

Michael Grey (non-member) writer for the Maritime Magazine 2024-01-02 - We are terribly worried about our supply chains these days, now that we realise, they stretch rather further than the delivery van.

It is a concern that was illuminated in the past year, with the spectacular interruption to the westbound voyage of the Ever Given, followed by the revelation that the excitingly expanded Panama Canal was running out of water. Our reliance on global supply chains and globalism in general was strained to the utmost because of the pandemic, when people realised that the garden furniture they had ordered was not going to arrive before the onset of winter and possibly even the following one. The word "on-shoring," which is not one I would have made up, became common parlance among thrusting City types. "Just in Time," whether we are talking domestically about the non-delivery of Christmas cards, or that delayed shipment of time-sensitive goods, has become something of a redundant term.

Now the worriers are back with a vengeance, about what cargoes will not arrive in time because of delays and diversions caused by the Iranian-backed Red Sea pirates, which is the only appropriate word to describe those who fire upon passing merchant ships, or hold seafarers to ransom. Will the January sales fail to make their targets because the goods which ought to be in the shops are trundling all the way around the Cape of Storms, or lurking indecisively in the Arabian Gulf or Eastern Med, ship



operators wondering what guarantees of protection might be afforded by the military escorts, if they press ahead into the Red Sea?

Saluting the mariners who make supply chains possible. But we do not, in all the meaningful talk about extended supply chains and whether the goods will arrive in time to get the boxes unloaded and the empties despatched to the East again, hear anything very much about the effect of this violence upon the people who make it all happen. That's the seafarers, who embark upon a new year in a very uncertain climate, with all the nastiness now loose upon our world, and which they cannot, because of their employment, avoid.

None of them would have taken up seafaring employment in the expectation that they would find themselves targeted by an explosive drone or guided missile, just because they happen to be passing within range, and some Revolutionary Guard analyst has detected that there might be some small link with Israel in the ownership of their vessel. It is not much comfort to realise that if the pirate at the controls of the drones succeeds in his mission, the seafarers, once again, become just the collateral in this conflict, as they always are.

It might be that these days there is rather more humanity being shown by ship operators, who have demonstrated their reluctance to see their ships and crews hazarded by high explosive. We have probably learned a bit since the 1980s "tanker war," when the crews were the collateral when the heroic aviators of Iran and Iraq attacked their ships, but they were expected to just keep on sailing into these hazardous waters, regardless. At least with these latest attacks, there has been something of a pause, as the navies got their protection together and people checked with their insurers.

There is rather too much in the way of man-made hazard facing seafarers as they sail into 2024. The Black Sea is no place for faint hearts, with mines, missiles and real danger in a trip to the ports of the Ukraine. The hostage takers seem to be gathering their forces in the shambles that is to be found in the Horn of Africa and they have never gone away in the Gulf of Guinea, despite the efforts of the coastal states. There are attacks by sea-robbers and maritime thugs in the waters of South-East Asia, a function, it is said, of economic deprivation in their coastal communities.

And something which seafarers in an earlier age never had to face is the insidious increase in the power of the narcotic gangs of South America, who treat merchant shipping as one of their favoured supply chains. Enormous quantities of cocaine and other hard drugs are being funnelled into the major European ports in legitimate cargoes, as well as in underwater hiding places.

Often the seafarers, whose ships are thus utilised, will have to prove that they are innocent of collusion; invariably there will be delay, inquisitions and grief, people held for months or even years, while investigations proceed. Ships crews will be just collateral in another sort of war. We ought to remember what they are facing when our supply chain lengthens in 2024 and wish them smooth seas, fast passages and freedom from all this man-made misery on their voyages.



Marlin Luanda - Photo Indian Navy

The Marlin Luanda, carrying Russian naphtha, January 27, 2024 after it was struck by a Houthi missile in the Gulf of Aden.

13 Online Maritime News – AH Ed.

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

Subject Link	Source
Amendments to the Limitation of Liability Act Through the Years https://gcaptain.com/amendments-to-the-limitation-of-liability-act-through-the-years/?subscriber=true&goal=0_f50174ef03-952530110d-170254293&mc_cid=952530110d&mc_eid=2bec9004fe	
New Study Looks at Impact of Weather on Container Stack Stability https://gcaptain.com/new-study-looks-at-impact-of-weather-on-container-stack-stability/	
Sub-Committee on Human Element, Training and Watchkeeping (HTW 10), 5-9 February 2024	



<https://www.imo.org/en/MediaCentre/MeetingSummaries/Pages/HTW-10th-session.aspx>

Baltimore Bridge Strike – NTSB Recovers VDR

<https://professionalmariner.com/ntsb-recovers-ships-vdr-after-baltimore-bridge-strike/>



14 Obituaries

14.1 Captain Roy Wadham (non-member) went aloft 13.08.2023

Reported by Christopher Bond ([BondC71](#)) Eulogy by Tanya Howard (Roy's Daughter)

Christopher writes: It is with great sadness to report that Captain Roy Wadham crossed the bar on 13th August 2023. Roy lived in Bournemouth and first met him at Warsash when he was a B&C Cadet in Bell Term MAR/MCR in 1969.



Time!



Roy doing what he loved



Captain Royzee

Tanya's Eulogy - Captain Roy Slater Wadham/Dad/Grandpa/Capt. Royzee

Dad was a light-hearted adventurer and long-standing optimist. He'd say things like, "worry when it happens". Which has proven to be my life long mantra and will continue to stand me in good stead. And "you've got two chances, some and none". Well dad, you'll be pleased to know those bulbs we recently planted are beginning to bloom, or at least will do next year. I wish you could be here for me to prove you correct, or me wrong, can't remember which we had a bet on.

He was creative not only with his stories and sense of direction but also at cooking. It did not always turn out well - those of us who were there to enjoy it will never forget his cardamom Christmas gravy, which we all lavishly applied only for everything on our plates to then taste like curry. We had a huge laugh at his expense and even poor old Auntie Vera who at the tender age of 101 tried to eat it.

He taught us courage and determination in everything we put our minds to. Often confused with stubbornness, sorry about that everyone, his fault. Never waiting to be asked, he was always ready and eager to help. Although he'd say, "look busy and don't stand still for too long, someone will ask you to do something". I believe he would have been miserable if he ever actually tried.

Frustrating but utterly endearing, his grandchildren are going to miss him terribly. Cheeky Grandpa, who gave the best cuddles and could always be relied upon to windup mummy and provide cake.

I will remember dad as being very brave, social and always seeking the silver lining. Rarely appropriate and annoyingly accurate, I'm astounded to find out that his terminology of a bun fight is actually correct and you're all invited to his after this! He'll be gutted to miss it.

He taught me so much, how to tie a fast bowline, make a strong G&T, appreciate lardy cake and to always take a good pinch of salt with everything. It's hard to imagine going on without him but "just get on with it" we must.

Roy's Passage Plan

Roy grew up in the Queen's Park area before it was so highly developed and where he and his black Labrador 'Blackie' and his lifelong friend from school, Mike Butter, could roam the open fields and explore post war derelict buildings and craters left by American GIs on the Stour floodplains.

As a child and young man Roy loved cycling and explored all around the New Forest on his bike and was passionate about collecting post cards, tea and cigarette cards. He had lots of little collections which continue to be found, including secret stashes of sweets around the house, garage, cars and boat. Roy had a very sweet tooth and it was often said that his constitution comprised part sea water part lardy cake.



Despite a historic family background of working in and around the water, a many times great grandfather being a Poole Harbour Master and 'Wadham's' being some of the first to navigate the virgin waters of Newfoundland, Roy's first passion was the air! He'd grown up with his father engineering sea planes and Concorde at Bournemouth airport. Upon trying to enrol as a pilot he found that due to an inner ear problem it was not meant to be. So, in 1966, Roy set off for Warsash School of Navigation - where he became a deck cadet and learned many essential skills for joining the British Merchant Navy. He was extremely proud when, many years later, Jonathan followed in his footsteps and attended Warsash Maritime Academy too. Roy qualified and sailed in the merchant navy for 16 years gaining his tickets enroute. He sailed an array of different ships ending up in Tanzania with his young family as Marine Superintendent.

Deb met Roy on the 19th of February 1974. She had just started as nursing sister on RMS Pendennis Castle on which Roy was Second Mate. It was snowing during a boat drill which Deb had to attend wearing a floppy hat and very short hemmed uniform - which didn't escape Roy's notice. He came down to her cabin a couple of days later to introduce himself properly, sat down on her bunk promptly pulling out a draw to rest his feet on and exclaimed "Oh, it's your knicker drawer" hoisting aloft a pair of knickers to Deb's horror!

As well as being bawdy (the man in charge of the daily dirty ditty which was broadcast over the Tanoy) he was also quite a romantic soul. They met under the navigational star Capella and later named their house, boat and business Capella.

Roy and Deb were married at Bray Church, Berkshire, on the 31st of July 1976 (that long hot summer). This day started off a history of good laughs with the organist turning out to be three sheets to the wind and had to made to stop playing.

Roy loved cars and he had a series of sports cars including an MGB with the numberplate BAD707. At the reception Deb's dad Len sneaked the keys to the MGB and the car was subsequently covered in shaving foam and pebbles were put in the hubcaps - all the traditional shenanigans - to be discovered as they set off on honeymoon to Roy's absolute horror. They travelled anticlockwise around Europe to avoid the weather sleeping in a two-man tent. Deb was in charge of hitting the MGB's fuel pump with a mallet every so often to unstick it and get the car running again. A metaphor for their life together!

After their honeymoon Deb continued to sail with Roy as supernumerary, sailing around the world for three years. Shortly after Sarah was born in 1979, Roy left for sea. Deb taking the opportunity to visit him when he was nearby in Avonmouth found herself, Sarah (only 3 weeks old) and the beloved MGB being hoisted aboard and travelling with the general cargo for 3 weeks! The MGB was OK for one baby but when Tanya arrived in 1981 a more sensible option was needed. In 1985 Jonathan came along and their family unit was complete. The children were initiated to the sea at an early age. Roy fitting a baby bouncer to the boom above cockpit which he'd filled with sea water on their first little boat 'Ginny Rose'.

After leaving the Merchant Navy Roy became an independent financial advisor and then started a home-based chandlery, yacht charter and surveying business.

Roy was born here in Bournemouth on the 1st November 1948, an only child to Ivor and Edna Wadham. He was only 74 and reportedly passed away doing what he loved as was alone at sea on his yacht when taken ill & was found by HMCG/RNLI after a search of Poole Bay. Roy was in a group of former shipmates who met from time to time at Warsash Sailing Club.

Roy and Deb shared 47 years of marriage, together they lovingly raised Sarah, Tanya (Chris) and Jonathan (Dani). His funeral took place at Bournemouth Crematorium on the 6th September, followed by a wake at Freemasons Hall, in Bournemouth.

14.2 Captain Edmund John Clinton Carr ([CarrE51](#)) 25.06.1933 went aloft 13.02.2024
Reported by [David Montgomery \(MontgomeryD63\)](#) – Secretary Australia Branch

Edmund (Eddie to his friends and colleagues) was born and raised in England but educated at schools in both England and, due to wartime evacuation, in Ireland. He attended the School of Navigation Warsash in 1950 and was accepted by P&O S.N.Co. for an apprenticeship.

Upon completing his apprenticeship with P&O in 1954, he obtained his 2nd Mates Certificate in London, and joined the New Zealand Shipping Company (NZS), a sister company to P&O. At NZS as 3/O he did a spell on the Cadet Ship "Rakaia" and voyages on the Manz Run to the US and then obtained his 1st Mates Certificate in London in 1957.



Promotions followed to C/O then passing Masters in London in 1960. He became engaged to his future wife Helen, who lived in Adelaide, and decided to swallow the anchor and emigrate to Australia.

After a five-year spell as a Stevedoring Supervisor with the Adelaide Stevedoring Co. he moved into the Surveying business from 1968 - 1977 as the State Manager of Cargo Superintendents Co. (A' Asia) an International Cargo Inspection & Surveying business - an organisation representing many Maritime/Insurance companies etc.



Captain Eddie

In 1977 he joined the Marine Surveying Co. of J.M. Taylor & Associates and in 1980, he took over the business under his own name which he continued until his retirement in 1999.

At the time of his "official" retirement he held the following appointments: -

- Principal Australian representative for International Cargo Gear Bureau of New York;
- Nautical Inspector to Bahamas Maritime Authority;
- Nautical Inspector to Barbados Ships Registry;
- Acting Surveyor to International Ship Classification Society Nippon Kaiji Kyokai, Japan;
- Non-exclusive Surveyor to International Ship Classification Societies: Germanischer Lloyd, Hamburg, Germany, Registro Italiano Navale, Genova, Italy. Bureau Veritas, Paris, France. Korean Register of Shipping, Korea.

Captain "Eddie" Carr crossed the bar on 13th February 2024 and will be remembered as a very efficient & likeable operator by those who knew him.

14.3 Captain Michael Plant ([PlantM62](#)) 25.08.1940 went aloft 27.12.2023
Reported by David Montgomery ([MontgomeryD63](#)) – Secretary Australia Branch

Captain Mike crossed the bar on 27 December 2023 after a brave battle against cancer. He was 83.

In 1956 Michael signed his 4-year indentures with the British India Steam Navigation Company (BI). He studied for his 2nd Mates Certificate at Warsash and continued to work for BI until April 1965 when he moved to Australia and joined another P&O associated company, the Eastern and Australian Steam Ship Company (E&A)

In November 1965 he joined the Ararufura, a traditional cargo ship as Acting 2nd Officer. He passed his Masters FG Certificate in Sydney on 7th March 1966 and was appointed to another traditional cargo ship the Nankin as 3rd Officer. E&A disposed of all its traditional cargo ships in 1970 and in July/September Mike stood by the final construction and fitting out of the company's second container ship the Ariake.



Micheal

Between February 1972 and October 1974 he sailed as Chief Officer on the Passenger/Cargo Ships Cathay and Chitral. In December 1974 he was promoted to Master of the Ariake. In 1976 E&O sold the Cathay and Chitral and Michael was demoted to Chief Officer on Arafura and Ariake. In April 1980 he was again appointed Master serving on the new container ships, Arafura, Ariake and Asian Jade.

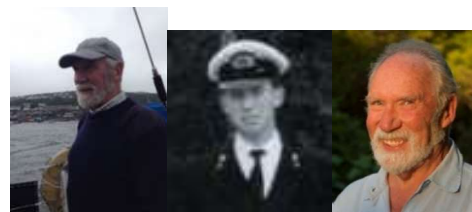
In 1984 Micheal joined the Queensland Coast and Torres Pilot Service and when the Service was privatised he joined the new Australian Reef Pilots. He retired in April 2013 after piloting 1368 ships through Queensland waters.

Whilst Michael never sailed with P&O, his ties to the company were close. Whilst he was not a 'choice pilot' he was nevertheless deemed as a 'passenger ship man', taking hundreds of P&O ships through the reef during which he became very well known to many of P&O's Deck Department. His flamboyant nature, wit and charming personality will be missed by many including the passengers who enjoyed the lectures he gave during the Reef passage.

14.4 Captain Richard Masson ([MassonR60](#)) went aloft 27.12.2013
Reported by AH Ed.

Whilst surfing the internet, AH Ed. (Stan) found that Richard Masson ex-member died on 19th November 2013.

Richard crossed the bar following complications during an operation for cancer.





14.5 Captain Stephen F.G. Herklots ([HerklotsS58](#)) 19.08.1940 went aloft 14.01.2024
Reported by the Australian Company of Master Mariners.

We've received sad news that Captain Steve Herklots crossed the bar on 14th January, 2024. Captain Steve Herklots was Deputy Sydney Branch Master, Company of Master Mariners of Australia. Capt Herklots was at sea with ANL.

The funeral service was held on Wednesday, January 24th at the Northern Suburbs Crematorium, East Chapel, 199 Delhi Road, North Ryde, Australia. His Eulogy – "Fair Winds and Following Seas" was read by Captain Ted van Bronswijk.

Stephen Francis Gerard Herklots, affectionately known as Captain Bomp, leaves beloved wife Janice, father of Amanda, Melinda and Rhonda, grandfather of Alexander, Phoebe, Jasmin, Amy, Adelaide, Edward and Chloe.

Stephen was born on the 19th August 1940 in Flixton (Lancashire) not far from Manchester, England. He went to Doncaster Grammar School followed by Pre-Sea Training at Warsash, near Southampton in 1958.

Stephen started his sea career with an apprenticeship as a Cadet with Furness Withy & Co. Ltd. from September 1958 to August 1961 serving in ships Mandagala, Egyptian Prince and Bardic. While serving on Bardic trading on the Australian Coast, Stephen and Janice met on the 1st December 1960 at the old Flying Angel Club on George Street, Sydney City, Australia at a dance at the club that evening. After obtaining his 2nd Mates in the UK, Stephen emigrated to Australia and married on 16th November 1963.

In Australia Stephen was fortunate to start a 13-year career with Union Steam Ship Company of New Zealand joining Wanaka on 30th July 1962. In addition to Wanaka he sailed on Kootara, Tatana, Kamona and Koonya until July 1965, mostly trading in Trans-Tasman voyages between Australia/New Zealand and along the coasts.



Captain Bomp

He returned to the UK later that year to complete his 1st Mates Certificate. Once qualified, Stephen resumed working with Union Steam Ships on the Risdon and various other vessels until the Seaway Queen in May 1969. Stephen then spent some time ashore studying, before obtaining his Master's Certificate in 1969 in Sydney.

Stephen returned to sea in January 1970 and continued to work with Union Steam Ships on Koonya and Poolta until April 1975. He then joined the Australian National Line at the beginning of May 1975 and served on Jeparit, Melbourne Trader, Tolga, Australian Pioneer, Lake Sorell, Sterling Range, Anro Australia. In July 1991 Stephen was promoted to Master of the Transtaz Trader continuing voyages near coastal and trans-Tasman. Stephen sailed as master for another six years on A.N.L. and A.S.P. ships Transtaz Trader, Australian Trader, Bass Trader, Searoad Tamar, Searoad Mersey, Endeavour River and Fitzroy River.

Stephen held Pilot exemptions for Launceston, Port Phillip Bay, Hobart, Port Jackson, Botany Bay, Devonport and Auckland, which allowed him to manoeuvre his ship without having to take a local pilot each time. His final voyage before retiring was on Iron Carpenteria from December 1997 to February 1998.

Stephen joined Master Mariners in November 1997 and has been a very valued member for 26 years. He was Deputy Branch Master and represented the Company on many occasions. He was also a member of the League of Ancient Mariners and the Merchant Navy Association. Fair Winds and Following Seas Stephen.

14.6 Captain Anthony David Charles (Tony) Payne ([PayneT56](#)) 21.06.1939 went aloft 24.12.2023
Reported by Tony Peacock – NZ Branch

Captain Tony Payne crossed the bar on 24th December, 2023 peacefully at Meadowbank Retirement Village. Tony was the beloved husband of Margaret, father of Wendy, Ruth and Ian. Rest in Peace Tony.

Tony was Warden, Auckland Branch NZ Co of Master Mariners.





14.7 Captain Ian William Sterling FNI RD ([Sterling151](#)) non-member went aloft on 22.12.2023
Notification through The Cachalots

Captain Sterling was born in Bristol of a Scottish family in 1934 and received his (wartime) education at various schools in Gloucestershire, Scotland and Bristol. He attended the School of Navigation at Warsash as a cadet in 1951 and served a cadetship with Clan Line until 1955.

He subsequently sailed with United Baltic, NZS and SafMarine, gaining his Masters certificate in 1961. He was RNR from 1956-1984, his involvement there encompassing Sub's courses, Dartmouth Training Squadron, Submarines, HMS Bulwark and NCS.

His first job 'ashore' was as a Junior Hydrographic Surveyor with the Port of Bristol in 1968. He became a self-employed Trinity House loW Pilot in 1970 and a Trinity House Deep Sea Pilot in 1980. During 1981-82 he worked for 6 months as Master for Gardline Surveys. He continued his Pilotage career in Southampton, through the transition to ABP in 1988, until 1995, and Deep Sea Pilotage until 2000.

He was a self-employed marine consultant and expert witness from 1982 and occasional honorary Master of the steamship Shieldhall. Ian was a Fellow of the Nautical Institute and member of the Chartered Institute of Logistics & Transport, of the Institute of Petroleum, of the Institute of Management and of the Academy of Experts. Ian joined the Club in 1994 and was Captain in 2002 and he and his wife Mavis, who pre-deceased him in July 2022, were regulars in the Club room and at Club functions.



Captain Sterling

Our condolences go to their daughters Claire and Caroline.

Ian was a Past Captain (2002) of the cachalots. He crossed the bar at 89.

15 WA Memorabilia



Checkout the website at <https://www.warsashassociation.net/site/about-products.htm>





Buries Markes



Buries Markes Cap Badge



Petersfield in Port Alice B.C.



Silverray, 1933, photo by Walter E. Frost



Silverbeece 1943 photo by Walter E. Frost



Silverash – 1915 © unknown



Silverbelle 1941 photo by Walter E. Frost



Silverpalm – from the Allen Collection



Silvercedar 1924 from the Wrecksite

All Hands 2024-1 (UK Spring)

