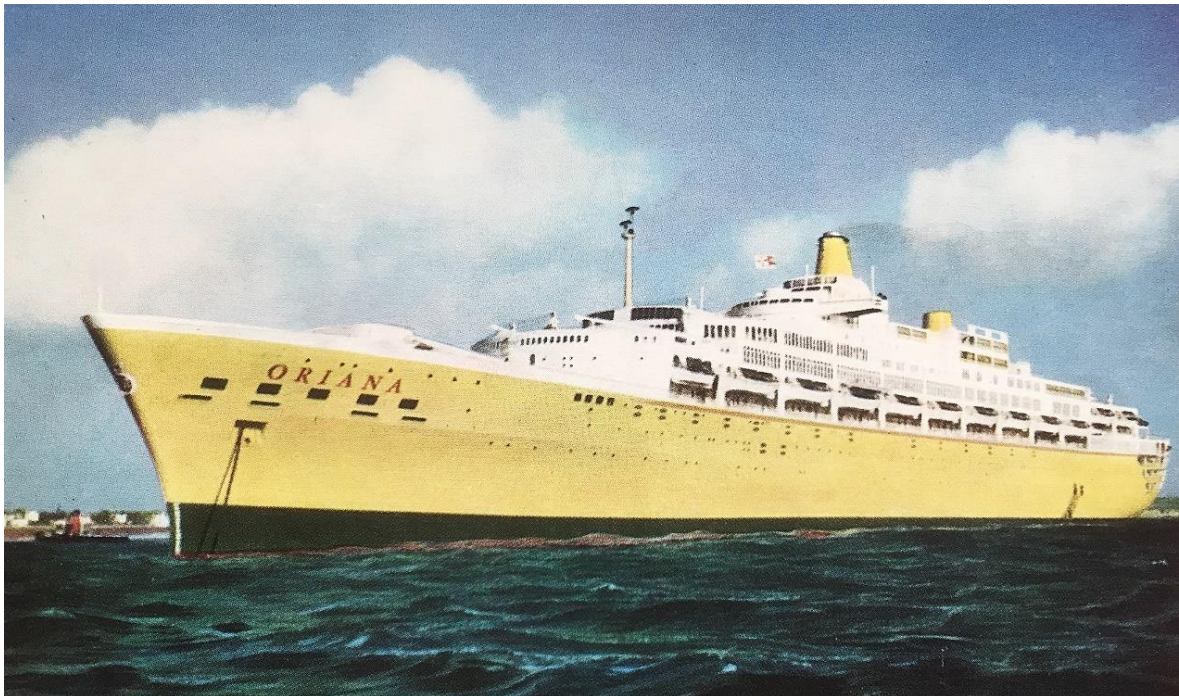


ALL HANDS



The Warsash Association Journal

Iconic Ships



SS Oriana

Built 1960 at Vickers-Armstrong Yard #1061

638 First Class, 1,496 Tourist Class passengers (1973, 1,750 one class) Crew 980. (1973, 780)



'The Big O' in 'Corn'

Photos from the Captain Joe Welch ([WelchJ58](#)) collection

All Hands 2025-1 (UK Spring)





Table of Contents

1	From the Executive Committee	1
1.1	Chairman's Message – Roger Holt (HoltR64).....	1
1.2	From the Webmaster – Stan Bowles (BowlesS69).....	2
1.3	From the Editor – Stan Bowles (BowlesS69).....	2
1.5	Australian Branch News – David Montgomery (MontgomeryD63) Hon. Secretary	3
1.6	New Zealand Branch Report – Larry Robbins (RobbinsL70) Hon. Secretary	3
1.7	North America Branch News – Co-Chair WANA Stan Bowles (BowlesS69)	4
2	WA Notices, News and Events	4
2.1	Social Event - Eastern USA - Gordon Cooper (CooperG66) - Co-Chair WANA	4
2.2	Fourah Bay Reunion by Captain Mike Thurman (ThurmanM62)	5
2.3	A Birthday Party at the White Swan for David Patterson! (PattersonD64) - our Secretary.....	5
2.4	2025 Bristol social Event – Jane & Richard Leedham (LeedhamR69)	6
2.5	Christmas Lunch 2025 - Jane and Richard Leedham (LeedhamR69)	7
2.6	Letter to the Editor of Seaways — Roger Holt (HoltR64) – Our Chairman	8
2.7	A Day Out Fishing with Captain Keith (MogerK69) off English Bay Vancouver, B.C. – Ed	8
3	Warsash Maritime School News	9
3.1	On the water Simulator Warsash Maritime School - Ed.....	9
3.2	Inmarsat Maritime Donates GMDSS Simulator to Warsash Maritime School.....	9
3.3	Friends of Warsash (FoW) – Ed.	10
3.3.1	Worcester by Captain Bill Tooley 1949 - FoW Vancouver, B.C.....	10
3.4	Members Writing In - From Gordon Steptoe (SteptoeG54).....	11
3.5	The Jubilee Sailing Trust, My Experience by John Gurton (GurtonJ69)	12
4	Graduation Photo – 1974 Phase 1 Autum Term – by Mike Waight (WaightM66)	13
4.1	2024 Graduation From Warsash Maritime School Facebook Page - Ed.....	13
5	Lighter Moments – Various Contributors (Ed.)	14
6	Iconic Ships	14
6.1	'SS' Oriana – from various sources including SSMaritime.com, Wiki, etc. Ed.	14
6.2	Oriana – A Cadet's Eye View by Roger Holt (HoltR64) – Our Chairman	17
6.3	Oriana Redux – Micheal Frost (FrostM61)	19
6.4	Memories of Oriana by Captain Joe Welch (WelchJ58)	21
7	The WA Wardroom – The World of Good Reads, Art & Volunteer Work	23
7.1	'MS' Selandia - From Wikipedia.....	23
7.2	Good Reads - Futility by Harry Howard, Daily Mail History Correspondent	24
7.3	Food for thought - The Net Zero Rules That Accelerated Global Warming.....	26
7.4	Interim Generic Guidelines IMO's Sub-Committee on Alternate Fuels & Technologies	29
8	Online Marine News – AH Ed.	30
9	Obituaries	30
9.1	Francis Dick (Roy) Allen (AllenR52) went aloft 15.06.24	30
9.2	Brian Victor Cox (CoxB55) went aloft 04.01.25	30
9.3	Captain John Brodie (Ian) Fairgrieve (FairgrieveJ62) went aloft 27.12.24.....	31
9.5	Alastair (Al) Henderson (non-member) went aloft on 00.06.2024	32
9.6	Captain John Alfred Leavesley (LeavesleyJ56)) went aloft 08.04.24	32
9.7	Daniel Milliken (MillikenD54) went aloft 18.10.24	35
9.8	Geoffrey J. Pegg (PeggG55) went aloft 24.10.24	35
9.9	Captain John de Renzy-Martin (Renzy-MartinJ62) went aloft 15.01.25.....	35
9.10	Captain Richard Keith Sturge (SturgeR55) went aloft 19.12.24	36
10	From John Millican (MillicanJ75) & Christopher Bond (BondC71) Walkabouts	37
11	WA Memorabilia	37



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

WA Secretary: David Patterson, Four Gables, Blacksmith Lane, Prestbury, Cheltenham, Gloucestershire, GL52 5JA, UK

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 and compliance with in-house standards. The author's approval may be sought in some instances e.g. questionable text, space restrictions, inaccuracy.

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

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1 From the Executive Committee

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

Dear Members,

Welcome once again to the latest edition of All Hands which I know you will thoroughly enjoy. Our Editor, Stan Bowles, has put together some very interesting articles as always and of course he picked the right ship to be labelled 'Iconic' – no, not a Shaw Savill & Albion ship - but none other than the former Orient Lines flagship 's.s. ORIANA'.

As you may know, there is quite a lot going on at the moment and a number of the projects being discussed by the Executive Committee are starting to move forward positively.

We now know that if we are to progress the idea of a School of Navigation memorial at the National Maritime Arboretum then this will have to be done independently and using our own funds. We have a project leader who is putting the finishing touches to the final proposal and I am very encouraged by what I have heard.

At the last Executive Committee meeting it was agreed that we would support the financial burden of four Officer Cadets becoming members of the Maritime Volunteer Service and also to pay for them to be tutored for their Power Boat 2 (PB2) certificate. This will provide fantastic experience in power boat handling, something that we all took for granted as cadets, but which does not now form part of the curriculum at the Warsash Maritime School.

The main project underway which will have a lasting effect on the success of this Association for the future is called: Looking Ahead – 2025 and Beyond. This is the brainchild of Chris Clarke, formerly Webmaster and AH Editor, who has spent an incredible amount of time and effort putting together the raw data on the progress or otherwise of this Association over the years and has created a task-oriented summary of his findings. The Executive Committee will be looking for volunteers to step forward and assist with converting the action plan into reality. More information on this will follow.

The biggest on-going challenge will be to locate former students and cadets and encourage them to join the Association as paying members. It goes without saying that unless we can start to recover the missed decades of potential members, this Association will cease to exist due to the combined efforts of the Grim Reaper and Anno Domini. This would be a great shame and need not happen if volunteers will present themselves to me (wachair@warsashassociation.net) so that the various tasks can be allocated. Once we have volunteers in place, we can start to make progress. Please give this some serious thought. The future of the Association is in your hands.

Our next Social Event will take place in Bristol, 4th – 6th September. Jane and Richard Leedham, who have jointly taken on the role of Social Secretary, have put together a fantastic program and I urge you to sign up if you have not already done so. If you have misplaced the booking form or were not able to download it from the various electronic circulars which have been sent out, please be sure to contact Jane and Richard on office@leedham-marine.co.uk. They will be only too happy to help. Why not make contact with your cohort year and 'swing the lamp' in company with like-minded members? I should also mention that the Christmas Lunch will be held on 13th December at the Royal Maritime Hotel, Portsmouth – please add it to your diary for 2025.



As was mentioned in my previous Chairman's Message, there has been a radical change of personnel at the Warsash Maritime School and a meeting has been arranged in May to review how the Officer Cadets and ourselves can work together to achieve a closer relationship. It is vitally important that the Officer Cadets know that we exist and that we can pass on to them those nuggets of information which can only be acquired through experience. We are not in a position to mentor Officer Cadets or Junior Officers nor can we fund sponsorship but there is much else that we can do.

If you are reading this in the Northern Hemisphere, I hope that you are enjoying the beautiful Spring weather as we move towards Summer.

Stay safe and I look forward to hearing from you as one of the several volunteers with whom we are expecting to engage.

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

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

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

WA Membership worldwide currently is 592 (this includes 206 Officer Cadets & Officers at sea. Of the total number, 98% are online.

Please update your own personal details in your website Profile. The website allows members to update their own details but if you have issues carrying out this function please let the Membership Secretary Martin Greenwood (wamemsec@warsashassociation.net) or the Webmaster know so that accurate records can be maintained.

Also, some members fail to notify the Membership Secretary Martin Greenwood (greenwood287@btinternet.com) when they change their email address or other details. When we send a Notice out from the Website and it is rejected due to an 'invalid' address, it takes a lot of time corrected a list such as the one below for All Hands with the Member's current address. Please ensure that when logging, to update and save your new personal details. Thanks for your attention to this and again should you have an issue correcting your profile please let Martin Greenwood know.

In spite of our efforts to track down the following they remain MIA: Patrick Taylor(HK); Denis Mason (NZ); Alan Cooke(NZ); Tom Branley; Gerard Coleridge; Lindsey Clubb, Chares Schofield & LW Hall.

If you know or have contact with these members, please kindly inform them we need their new email address.

The website continues to support and help grow the Association. Nevertheless, additional assistance is needed. Our Tech Support company is in the USA so there is no need for anyone supporting the Webmaster to reside in the UK.

If you are computer literate and would be able to handle some of the admin-type duties please contact Stan or David at wawebmast@warsashassociation.net.

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

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

This edition of All Hands has been memorable. A number of members sailed on Oriana with Orient/P&O, myself included. I actually didn't 'sail' as such on her as was only appointed to her during a maintenance spell in Southampton. 'My ship' was Canberra but did enjoy my time on Oriana even if it was checking ongoing work and fire rounds!

She was cherished by many but there was always rivalry between both ships and I came across passengers who had strong feeling regarding which was the better ship to sail on. I hope you enjoy this edition.

You will also notice that this edition is in 'full colour'. We have deliberated making this move for some time and hope that you find the presentation more pleasing – please let me have your feedback as there is an increased cost to doing this and we need confirmation that the membership dues are being spent wisely.



1.4 New Joiners Since AH 2024-3 – (Webmaster)

We wish a very warm welcome to the following new members who have joined since the last All Hands. Officer Cadets who joined the Warsash Association on 11/02/2025

Ahmed Alawlagi AlawlagiA27	Alhassan Alrefae AlrefaeA27	Samuel Alway Dean AlwayDeans28
David Baer BaerD28	Sultan Bahhah BahhahS27	Benjamin Baker BakerB28
Liam Bignell BignellL28	Henry Booth BoothH28	Dan Briscoe BriscoeD28
Teoman Cakir CakirT28	Matthew Chandler ChandlerM27	Chris Collins CollinsC27
Hollis Crane CraneH28	Tomas Donnellan DonnellanT28	Aaron Edmunds-Lamb Edmunds-LambA27
Shawn Fernandes FernandesS28	Samuel Frowde FrowdeD28	Saffron Hall HallS28
Peter Hamlyn HamlynP27	Elliot Harwood HarwoodE28	Keean Haslam-Collins Haslam-CollinsK28
Louey Holden HoldenL28	Elliot King KingE28	Alexander Lamb LambA28
Eleanor Lomas LomasE28	Euan Moss MossE28	Hazim Mousa MousaH27
Thomas Puddiphatt PuddiphattT28	Craig Robertson RobertsonC27	Lewis Robinson RobinsonL28
Luke Romaine RomaineL27	Toyah Saunders SaundersT28	Jack Savage SavageJ28
Daniel Stevens StevensD28	Noah Jude Taylor TaylorN28	Wilfred Temple TempleW27
Rupert Todd ToddR27	Douglas Woolley WoolleyD27	

1.5 Australian Branch News – David Montgomery ([MontgomeryD63](#)) Hon. Secretary

The year of 2025 has seen an horrendous start with extensive flood damage to the coastal areas of South Queensland and northern New South Wales as a result of Cyclone Alfred. The first cyclone to travel so far south for over fifty (50) years. Whilst over in Western Australia extreme heat wave conditions have existed for the first three months. Those in the know suggest it has something to do with “global warming”. Fortunately, I am not aware of any lasting damage caused to any of our membership as a result.

Our membership numbers have remained at forty (40) with everyone having paid their Annual Dues on time. In an effort to reduce the costs of maintaining the Branch we are attempting to reduce our operating costs by printing our “All Hands” in black and white this year instead of full colour which has allowed us to maintain our membership fee of \$40 Australian dollars.

Our search for new members continues in the hope we will find some but, in common with most societies here in Australia, we have not met with any success to date.

This is Federal Election Year in Australia with the polls taking place on Saturday 3rd May, 2025 will elect members of the 48th Parliament of Australia. Among the possible election promises are intentions to rejuvenate the Australian Merchant Service with the building/purchase of ten cargo vessels to maintain services between ALL the States in the case of road/rail closures caused by weather conditions.

The Branch once again wishes to express their appreciation for the assistance it receives from the U.K. and the ever welcome next edition of “All Hands”.

1.6 New Zealand Branch Report – Larry Robbins ([RobbinsL70](#)) Hon. Secretary

The WANZ membership of 23 is currently thinly spread across the whole of New Zealand, from Whangarei in the north to Dunedin in the south. This makes it a little difficult to get a significant number of members in one place at any time. Attendance numbers, however, are boosted by the presence of our partners who are an essential part of WANZ.

12 folk attended the AGM which was held in Hamilton (in the middle of the North Island) in November. The dinner meeting featured an informative talk on ‘Mercy Ships’ by Larry Robbins who had served as a member of the Mercy Ships New Zealand (MSNZ) Board and undertook five three-month tours of duty as a volunteer deck officer aboard the Africa Mercy.

A visit to the Hamilton Gardens next day was popular, as was a Chinese banquet that evening followed by a local cabaret evening.

At the AGM Adair Craigie-Lucas was re-elected as the Chairman, and Bill Cobb as Treasurer. Our long serving Honourable Secretary, Tony Peacock (Life Member), who was unable to attend due to poor



health, stood down and was accorded a warm vote of thanks with many complimentary comments made. Larry Robbins was elected to replace Tony, a hard act to follow.

Our next gathering will be a lunch in Auckland in April, with our Social Secretary, Mike Pigneguy, arranging a suitable venue in Auckland.

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

There is little to report from North America again. We are reeling along with the rest of the world from the antics of the leader of our cousins south of the border causing havoc with travel between Canada and the US. The distances remain vast but now the canyon of discontent developing between Canuckleland and the good old USofA surpasses the Grand Ditch. Those in the know only hope that it will be short-lived and as good neighbours, we can get on with life again. Nuf of politics! Good thing we all have a sense of humour!

2 WA Notices, News and Events

2.1 Social Event - Eastern USA - Gordon Cooper ([CooperG66](#)) - Co-Chair WANA



The Stamford Watering Hole! "Ts"

Our WA NAB NE (Warsash Association, North American Branch, North East) Regional Xmas Lunch took place on Wed, Dec 18th, 2024 @ T's Wine Bar & Pizza Kitchen. (523 Pacific St., Stamford, CT.)

Not a salubrious spot in Stamford, but well reviewed for good food, good wines, good ambiance AND well located for us all to meet, myself off the train from Grand Central Terminal in NYC.

We enjoyed camaraderie, old stories, catching up, good food and wine and a very pleasant afternoon. No WA NAB business was discussed, other than a willingness by all three to retain membership, and look forward to another AGM, physical or Zoom, if a physical assemblage is too difficult to arrange.



L-ta-R - Martyn Reynolds ([ReynoldsM62](#)); Steve Pinney ([PinneyS60](#)); Self: Gordon Cooper ([CooperG66](#))



We had hoped to have Captain Peter Swift ([SwiftP78](#)) join us, but he was in the sickbay that day.



T's Wine Bar & Pizza Kitchen



The Bar!

The three of us also occasionally gather at a more general maritime luncheon event called the Connecticut Carnivore Club. It also meets monthly in Stamford and was started by several members of the Connecticut Maritime Association, who desired to find a restaurant serving Steak Tartar some 25 years ago, when Mad Cow Disease made raw meat, an unpopular, even illegal menu item in parts of USA.

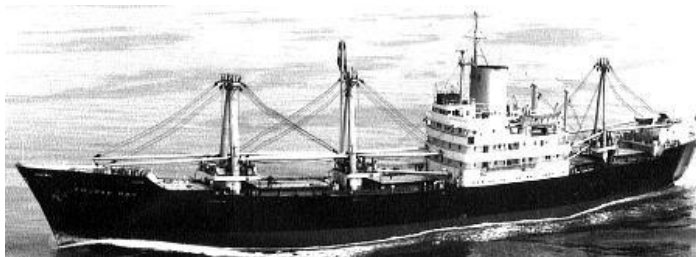
2.2 Fourah Bay Reunion by Captain Mike Thurman ([ThurmanM62](#))

Mike writes - I am one of the organisers of what used to be known as the Fourah Bay Reunion, a get together of cadets who had served on the Elder Dempster Cadet Ship, Fourah Bay (FB).

This is the Link to the 2022 Reunion <https://glang.me.uk/fbreun22.html>.

The reunion was started in 1996 by a couple of the lads from the "FB" and was held at the Adelphi Hotel in Liverpool. It was originally a biennial event, but, recently, we have decided to hold it annually.

As you can well imagine, numbers have dwindled through various reasons, going aloft being one of the main ones, so we decided last year to open up the admission criteria to any Officer who had sailed with Elder Dempster (ED) Lines, Alfred Holt (merged with ED in 1967), Glen Line, Paddy Henderson and any other associated companies which became Ocean Fleets.



Fourah Bay - George Lang's Home Page

This was received very well and we managed to have a marvellous evening (three course meal, wine and port provided) with 70 attendees.

I am now looking to get up to 100 for the next one to be held on Wednesday, October 15th 2025 at the Liner Hotel, Lord Nelson Street in Liverpool and anything you could do, maybe with the Spring Edition of "All Hands" would be greatly appreciated.

Put it in your calendar Lads and contact Mike at mike.thurman@btinternet.com! – Ed

2.3 A Birthday Party at the White Swan for David Patterson! ([PattersonD64](#)) - our Secretary

The White Swan pub is in Jack the Ripper territory (so a bit dark)!

The pub is in the East End of London at 21 Alie Street and has been operated on the site from at least 1825 when Claus Helmcken (1781–1839) became the licensee.

An earlier public house may have been rebuilt around 1825 having a greater depth and rising to four full storeys. The pub stayed with the Helmcken family until 1864 and German proprietorship continued into the twentieth century.



The White Swan



David Dearsley standing at the very back against the window. Others present included Guy Platten Gen. Sec. ICS (ex-Warsash - I am working on him!); middle first standing row - Stephen Cotton, Gen. Sec. ITF; Mark Dickinson, Gen. Sec. Nautilus International; Gemma Griffin, Vice Pres. Global Crewing DFDS and Donna Stevens, MNTB. What an esteem crowd!

The White Swan's history includes Dr. John Sebastian Helmcken (1824–1920) who was the founding President of the British Columbia Medical Association and grew up in the London neighbourhood, His parents were the landlords. He described the Alie Street of his childhood in memoirs, deeming it 'highly respectable', with 'a number of houses that at some distant period had been occupied by grand people'.

The White Swan was reconstructed in 1988 when it came to be linked to Central House, the adjacent office building to the east. The front wall was rebuilt in crude but conservative form, rear parts were demolished and a second entrance was formed in the office block into which a ground-floor bar extends

2.4 2025 Bristol social Event – Jane & Richard Leedham ([LeedhamR69](#))



2025 UK SOCIAL EVENT INFORMATION & BOOKING FORM

EVENT INFORMATION – BRISTOL – 4th to 6th SEPTEMBER, 2025

The 2025 Social Event this year is based in and around Bristol docklands. There are a number of hotels available including the Bristol Marriott Royal Hotel (where the WA dinner will be held), although other hotels, including the Ibis and Travelodge are in close proximity. All these hotels have on-site parking facilities. The Bristol Marriott Royal is situated about one mile from Bristol Temple Meads Station and approximately 12 miles from Bristol airport.



A summary of our activities and programme of events are:

Thursday 4th September - Arrival and optional visit to the Bristol Aquarium.

Thursday 4th September - Reunion Dinner at the Bristol Marriott Royal Hotel in the Lancaster Suite, with complimentary drink on arrival after dinner talk on the Clifton Suspension Bridge.

Guided tour of the Historic SS Great Britain and Museum with optional lunch onboard in the Hayward Saloon. Casual dining together in the evening.

Saturday 6th September - Avon river cruise (upstream) on the "Bagheera" with optional Cream Tea.

OTHER OPTIONAL ACTIVITIES

- Brunell's famous Clifton Suspension Bridge
- Bristol Docks
- Bristol Cathedral dating from 1140 AD free entry

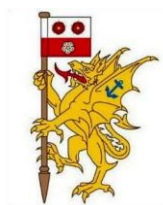


SS Great Britain

For more information and a booking form contact Jane and Richard Leedham at office@leedham-marine.co.uk or call the mobile on 07515251958

Please note that Bristol has a "Clean Air Zone"; most modern cars don't need to pay, but you may need to if your vehicle doesn't meet the zone's emission standards. You can use the government's checking tool <https://www.gov.uk/clean-air-zones> to check if you will be charged to drive your vehicle in Bristol's Clean Air Zone.

2.5 Christmas Lunch 2025 - Jane and Richard Leedham ([LeedhamR69](#))



Save the Date!

Warsash Association UK 2025 Christmas Lunch

Saturday December 13th 2025 – 1200 hrs.



Come and experience the splendour of The Royal Maritime Hotel and Club at Portsmouth, UK for our Christmas Lunch and meet up with your Warsash Association friends in a convivial atmosphere.

The hotel is steeped in maritime history and is just a stone's throw from the Historic Dockyard of Portsmouth - HMS Victory & HMS Warrior to name just two ships of interest and is close to the Portsmouth Harbour railway station.

Lunch will be taken in the Nelson Lounge and we will meet in the bar from 1200 hrs. for a sit down lunch three course Festive Lunch at 1300hrs.



The Royal Maritime Hotel & Club Portsmouth

Special discount rates are available for those wishing to stay overnight in the hotel.

For more information and to register your interest, please email Richard & Jane Leedham at office@leedham-marine.co.uk or call the mobile number 07515251958.



2.6 Letter to the Editor of Seaways — Roger Holt ([HoltR64](#)) – Our Chairman

To: The Editor, Seaways Nautical Institute Monthly Journal - Alumni Associations and Mental Health

During the last 12 months, the Nautical Institute has published a number of articles in Seaways which touch upon the subject of psychological safety i.e. mental first aid. In November 2023, the Mental Health and Resilience Workshop was highlighted and I applaud the Nautical Institute Academy for working to develop its new course on managing mental health and well-being at sea. This is a very serious issue for seafarers and needs to be given as much publicity as possible. However, as positive as this development clearly is, I think that there is something missing from the agenda. I would argue that there is a lack of interaction at the personal level for seafarers and that the use of social media in all its forms does not fill the gap.

As we all know from our seagoing experiences, loneliness both ashore and afloat is a major issue and with ships being manned by fewer crew, this can only get worse. The use of electronic systems on board leading up to quasi and full automation will only exacerbate the situation. Any seafarer will know that it is very difficult to stay in touch with his or her training cohort and GDPR has not made that any easier. Of course, social media and personal contact via IT has opened up channels of communication unheard of until the last decade but nothing beats physically meeting up with friends and colleagues for informal discussions. We have often heard about 'swinging the lamp' which refers to stories which inevitably get embroidered with each passing year but there is good purpose in this activity.

One way in which seafarers can stay in touch with each other is through alumni associations. I would urge any seafarers who have spent time at a pre-sea training college anywhere in the world to consider joining their association. If the establishment does not have an association in place, then create one as soon as possible. A simple website can be put together very quickly and can be used to maintain the names and contact details of the members.

I have mentioned one of the benefits of membership as being social integration but there are many others. An alumni association is not an employment agency but since its members have extensive knowledge of both seagoing and shore-based careers, there is a wealth of knowledge to be tapped. Some associations may also be able to mentor cadets and junior officers and provide valuable practical assistance.

Travelling large distances to meet up for social events can be a major problem and so the answer in such cases is for local branches and groups to be set up which can meet independently, and gatherings planned to coincide with periods of shore leave.

In short, my message is: Do not ignore the many benefits which membership of an alumni association can bring to you. Social integration is a great way to assist with coping with the negative effects of poor mental health for seafarers. It should not be ignored.

Kind regards,

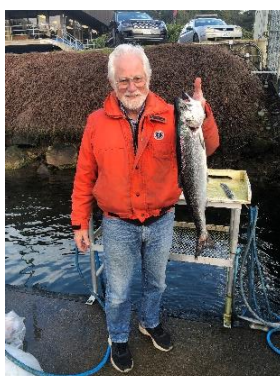
Roger Holt - Chairman, Warsash Association (www.warsashassociation.net)

2.7 A Day Out Fishing with Captain Keith ([MogerK69](#)) off English Bay Vancouver, B.C. – Ed

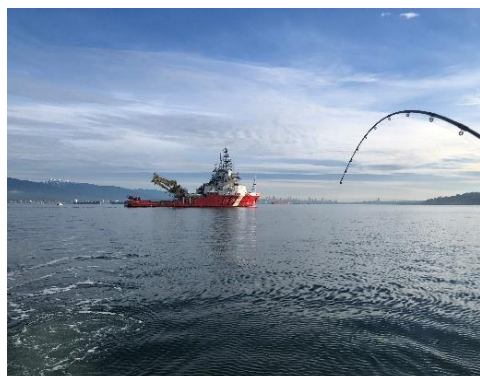
What a perfect day to go fishing! Licence in hand, Keith and I set off in his boat to try our luck! We got one but you should have seen the one that got away!!



Captain Keith at the helm



The catch of the day! –
your Ed.



Canadian Coast Guard buoy tender



3 Warsash Maritime School News

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

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

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

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

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

3.1 On the water Simulator Warsash Maritime School - Ed.

Keen to hone your azimuth propulsion ship handling skills in 2025? Warsash Maritime School is been busy converting their popular 1:25 scale ship model Resolution (modelled on a real 365 metre,



13,300 TEU container ship) to twin pod azimuth drive propulsion so she'll be the perfect vessel on which to perfect your azimuth slow-speed ship handling technique. Check out the 'before' image of Resolution above. At her helm is former Warsash Maritime School senior lecturer in ship handling, Gordon Maxwell, accompanied by Admiral The Right Honourable Lord West of Spithead. Lord West was former Chancellor of Southampton Solent University and stepped down in 2018. We're looking forward to sharing an 'after' image of Resolution following her fit-out in the New Year. Please get in touch to let us know if you'd like to join the waiting list for the new Azimuth Drive Ship Handling (Manned Models) course and get the first pick of dates when they're released.

3.2 Inmarsat Maritime Donates GMDSS Simulator to Warsash Maritime School

The simulator will allow students at Warsash Maritime School in Southampton, to experience realistic distress situations in a safe and controlled environment. Inmarsat Maritime, a Viasat business, has donated the bridge simulator with hardware and screens allowing students to familiarize themselves with realistic weather, traffic, and ocean conditions.

The simulator, which was previously located at Inmarsat's former headquarters on City Road, London, will allow students to rehearse their responses to distress situations in a realistic but safe and controlled environment. It is capable of displaying Global Maritime Distress and Safety System (GMDSS) operations, which Inmarsat Maritime provides for life saving emergency services across the world.

The company no longer requires the simulator following its move to a new state of the art facility in London, earlier this year. Students will be tasked with navigating a ship out of a potentially life-threatening situation, learning not only how to operate a vessel in distress but how to take charge in a challenging, high pressure scenario. This helps to ensure students are technically and mentally prepared for practical maritime situations. Kunal Anand, Director, Warsash Maritime School, says: "As an industry



standard GMDSS bridge, Inmarsat Maritime's incredibly generous donation is a welcome addition to our maritime simulation centre. Giving students a teaching experience that brings them as close to the real world as possible is our top priority, and thanks to Inmarsat, our offer continues to grow".



Participants at the donated GMDSS Simulator

"We will use this bridge as part of our GMDSS course, which will allow students to gain first-hand knowledge of how to interact with GMDSS equipment in the context of a ship's bridge and build their confidence in effective distress and radio communications at sea. Inmarsat's donation will hugely benefit our learning community, and we are grateful to them for underpinning our future-ready ethos."

Following the donation, the Inmarsat Maritime Safety Team is working with the International Maritime Organization (IMO) to include the simulator in the Global Integrated Shipping Information System (GISIS) which would make it the first UK-based GMDSS simulator registered with the GISIS. John Dodd, Director of Safety Services, Inmarsat Maritime, says: *"This donation reflects our commitment to promoting maritime safety at every level – not only through our work with the GMDSS and our safety-focused connectivity services, but also through seafarer education and training. We believe that the simulator will provide students with invaluable knowledge that will ultimately save lives at sea, and we hope that everyone at Warsash Maritime School can benefit from this donation for many years to come."*

In October 2023, the Inmarsat Maritime Safety Team won the International Maritime Rescue Federation Award for Innovation and Technology in Maritime Search and Rescue. The award acknowledged the team's efforts to ensure – through technology, training, and expert support – that global satellite search-and-rescue capabilities are maintained to a level beyond what is expected by the IMO.

3.3 Friends of Warsash (FoW) – Ed.

We have created a separate category going forward to link our organisation with other like-minded training institutions of the past.

Here on the Westcoast of Canada and in Australia some of us are meeting with the Conway/Worchester/Pangbourne and, like myself, taken up membership as a Conway Companion here in the Vancouver area. As previously reported we continue to meet once a month at watering holes convenient to member locations. Below is one such meeting in North Vancouver as reported by David Whitaker (Conway Club organiser).

3.3.1 Worcester by Captain Bill Tooley 1949 - FoW Vancouver, B.C.

Bill is our most senior member of the FOW group. And was born in Great Yarmouth, Norfolk on April 4, 1932.

1940-45: Evacuated to St John's School in Abergavenny, Wales with my older and younger brothers;

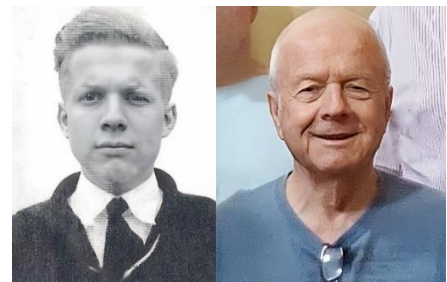
1947-49: HMS Worcester, Greenhithe in Kent as a Cadet;

1949-51: Apprenticed to Ellerman Hall Lines;

1951-52: Promoted to uncertificated 4th Officer;

1953-57: Served as 3rd, 2nd & 1st Officer with Ellerman Hall;

1957-60: Worked in New Zealand for Union Steamship Company as 2nd & 1st Officer.



Bill



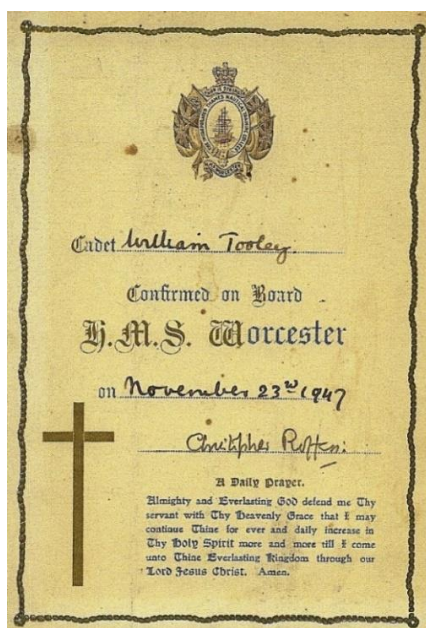
In 1961 I returned to the UK and joined J&H Bunn Limited, a private family company dealing with farmers in East Anglia supplying fertilizer and animal feed to the farming community while volunteering in the Royal Naval Auxiliary Service holding the rank of Skipper for 13 years during which time we had the use of inshore mine sweepers based at Chatham in Kent.

In the 1970s the company started manufacturing blended fertilizers with plants in Great Yarmouth, Scotland, Cornwall, Bristol and Humberside and during this time I became a director of the company responsible for the shipping of all raw materials while overseeing the manufacturing process.

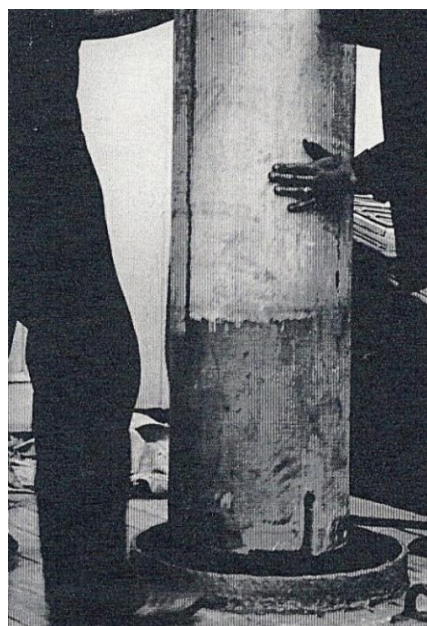
As the company expanded I assumed the position of Joint Managing Director with my older brother, during which time we grew to become one of the foremost fertilizing companies in the UK. I also held directorships in our various subsidiary companies, as well as Great Yarmouth Stevedoring Company and Great Yarmouth Port Authority. I also served as President of the Fertilizer Manufacturing Association of UK.

In 2002 I retired at age 70. The company was almost 200 years old and the younger generation was in line to step into our shoes and carry on, leaving me to spend more time in North Vancouver, snow birding to California and returning to UK to visit family.

In 2022, at age 90, obtained the rank of Canadian citizen!



Bill's Confirmation of joining Worcester



Stepping Worcester's mast

3.4 Members Writing In - From Gordon Steptoe ([SteptoeG54](#))

Thought I would share times at the school in Warsash. In regular Saturday work parties which included Boiler Suit washing, reporting state of play to Billy Blyth with fictitious numbers at lunchtime and working on shovelling mud at LW on foreshore using cadet powered Kon Tiki. The Burma Road from rear foreshore to below parade ground. It took forever to make progress - I suppose it's now finished!!

Remembering Divisional Officers Rose and Eric Clubb, the latter had much younger wife who parked her baby's pram starboard side of parade ground which distracted much attention from cadets under watchful eye of Billy Blyth CSI

Remembering CCC R. Turner and Hutson, also the Mott twins and Lauritzen along with many others. Where are they now I wonder?

I did my time with Royal Mail - now long gone along with most of the rest British Mercantile Marine!

School of Navigation Warsash 1953-54, then apprenticeship with Royal Mail Lines and the Royal Navy Volunteer Reserves (RNVR). I swallowed the anchor and joined Esso Petroleum Marine and spent 32 years in a variety of operational management roles. My pastimes are golf, cycling, Probus Cub, charities



and other local voluntary groups. I also dabble in the stock market trading and have an interest in keeping up to date with business finance. Best wishes!

3.5 The Jubilee Sailing Trust, My Experience by John Gurton ([GurtonJ69](#))

Upon retiring from Medway Pilots in 2014 I resolved to take a voyage with the Jubilee Sailing Trust. I'd known about them for years plus was impressed when a representative gave a talk at our Rotary Club. In November 2014 I flew out to La Corunna in Spain to join, this turned into a couple of days waiting in a hotel whilst the ship battled across the Bay of Biscay. A further two days was spent there whilst we were weather bound. Time not wasted as we were all set to "knowing the ropes" and furling sails. That's me in the yellow jacket on the starboard side.



Furling anyone!



Some nifty rigging!

The vessels are designed for a mixture of able and disabled passengers. This featured such aids as heaving wheelchairs aloft and an audible compass. She's a beautiful pinewood constructed barque and very comfortable in a seaway. Our oldest passenger was a delightful American lady of 91, a sprightly tall ships enthusiast. We were divided into watches on a rolling timescale and soon got used to our various duties, including galley rat! much like being on the Halcyon again but with better accommodation.

Because we had lost part of the cruise to bad weather we mostly motored down to Cadiz, cancelling Lisbon, so just two days under proper sail was achieved. What struck me was the easy camaraderie that developed with the passengers, aided by the permanent crew of bosuns and officers. But I guess we all know that from years afloat!

My next experience was to join the Lord Nelson in Southampton for a weekend of training to become a Watch Leader, very practical course giving an insight on demands that may arise with the various disabilities we could encounter. It's also surprising how much one's nautical skills become "rusty" since our passing first Efficient Deck Hand (EDH) then through to Masters?

Part time work, holidays and just being retired intervened so I did not use my skills on the Tenacious until 2018.

An interesting train and bus ride took me down to Dartmouth to join during the town's regatta week. Moored nearby happened to be two Warsash 69ers, Dave Balderston and Paul Tucker, we did manage an evening aboard Paul's yacht for a session of salty yarns.



This voyage was far more interesting, along the South coast, finishing in Portsmouth. One night I recall anchored off Chapmans Pool, Dorset, a katabatic wind got up to about 6/7, I was on 12-4 with a 75-year-old couple. They were getting a bit agitated. The old man popped his head in the wheelhouse, saw it was me and said only call me if you have to!, that calmed them down. We had more days under full sail and called in to Brixham and Poole for a little R'n'R, again the crew morale was the key to the trip.

My recent experience however has just been to donate to their various appeals to keep going. Sadly even with the sale of the Lord Nelson it appears not enough. I would have dearly liked to have joined up on one of the Caribbean or Pacific runs.

4 Graduation Photo – 1974 Phase 1 Autum Term – by Mike Waight ([WaightM66](#))



Phase One Autum Term 1974

L to R:

Top row: C. Hewitt; C. Renault; K. Hazen

Middle row: R. Wickham; M. Light; M. Wilde; R. Coulson; B. Beisly; E. Giffith; D. Thompson; S. Blair

Bottom row: M. Coysh; S. Doughty; S. Smith; S. Shomail; S. Offia; F. Ogewo; C. Imonike

4.1 2024 Graduation From Warsash Maritime School Facebook Page - Ed

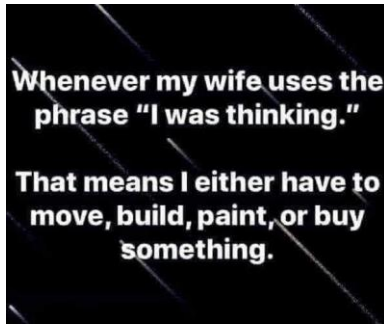
Celebrating graduation is a highlight in the Warsash Maritime School and Solent University, Southampton calendars, providing an opportunity to applaud the dedication and commitment of all students while also recognising some exceptional individuals with special Awards. We were delighted to host this summer's Warsash Officer Cadet Passing Out and Gala Dinner celebration on Friday 12 July.

Guests included Jan Wilhelmsson, COO Digital & Decarbonisation, VPS who delivered an inspiring and thought-provoking dinner address. Graduating cadets Ella Gambell, James Whittle and Felix Pichler provided the vote of thanks on behalf of their peers.

Amongst a group of more than 60 cadets, it was a pleasure to recognise some exceptional individuals with several prestigious awards. Huge congratulations to all the Award winners and graduates passing out this summer. We wish you the best of luck as you take the next steps in your maritime careers!



5 Lighter Moments – Various Contributors (Ed.)



This is why I have trust issues



6 Iconic Ships

6.1 'SS' Oriana – from various sources including SSMaritime.com, Wiki, etc. Ed.

Oriana was the last of the Orient Steam Navigation Company's ocean liners. She was built at Vickers-Armstrongs, Barrow-in-Furness, Cumbria, England and launched on 3rd November 1959 by Princess Alexandra.

Oriana first appeared as an Orient Line ship, with a corn-coloured hull until 1966, when that company was fully absorbed into the P&O group. Faced with unprofitable around-the-world passenger routes, the P&O white hulled Oriana was operated as a full-time cruise ship from 1973. Between 1981 and her retirement from service five years later, Oriana was based at Sydney, Australia, operating to Pacific Ocean and South-East Asian ports.

Deemed surplus to P&O's requirements in early 1986, the vessel was sold to become a floating hotel and tourist attraction, first in Japan and later in China. As a result of damage sustained from a severe storm whilst in the port of Dalian in 2004, Oriana was finally sold to local breakers in 2005.

History

In May 1954, the Orient Steam Navigation Company began planning to replace the Orontes and RMS Orion on the United Kingdom to Australia route. One ship was called for, named Orbusus in the early stages of planning, before Oriana was settled on. A poetic reference to both Queen Elizabeth I of England and the recently crowned Queen Elizabeth II.

Oriana's maiden voyage was from Southampton to Sydney in December 1960. During this voyage the Oriana was the first ocean liner to berth at the Fremantle Passenger Terminal. At 41,915 GRT and with capacity for more than 2,000 passengers in two classes (first and tourist), Oriana was briefly the largest passenger liner in service on the UK to Australia and New Zealand route, until the introduction of the 45,733 GRT Canberra in 1961.

PRESS RELEASE

Ref. No.: OLE/28.

SS ORIANA



BADGE OF ORIANA

THE NAME "ORIANA"

The name of the new vessel was chosen in the face of a formidable array of conditions which had to be fulfilled to conform to the Orient Line pattern. The greatest difficulty was to find a name beginning with the letters "OR" which had some romantic appeal and on which could be based the of a badge which would symbolise the link between the first and the second Elizabethan eras.

The name "ORIANA" was chosen because – according to the Oxford Companion to Literature – it was the name applied by Elizabethan poets to Queen Elizabeth the First. Recently some doubt has been cast on the name "ORIANA" having been bestowed on the first Elizabeth, but it is not disputed that "ORIANA" did appear in the madrigals written at the time of the first Elizabeth, and although Thomas Morley's collection was not published until after her death, it has been commonly accepted that they were composed in her honour.

The badge – a double monogram symbolising the two Elizabethan eras, surrounded by the letter O for Orient and capped with a formalised interpretation of an Elizabethan eight-arched pearl crown – was designed by Mr. Milner Gray, R.D.I. The badge will be displayed prominently on the ship and will be used as a general motif in wall decorations, curtain fabrics, floor coverings and tableware; it will also be embodied in the design of menus and such incidentals as book-matches and soap wrappings.

SUPERSTRUCTURE LETTERING

The name "ORIANA" will be positioned on the superstructure on each side of the ship levelled with the compass platform, and will be contained within an aluminium box. The letters forming the name will consist of translucent acrylic sheet faces held in narrow aluminium channels. The acrylic sheet will be red on the port side and green on the starboard; the letters will be lit from behind with cold cathode lighting.

The style of letter will be a classical Roman letter which will be used for the titles of public rooms and principal signs throughout the ship.



SOME INFORMATION ON ORIANA'S 'GOLDEN COCKEREL'

MR JOHN HILL
THE EDITOR
WAVELENGTH
P40SNC0
4TH FLOOR, DORLAND HOUSE
14/16 REGENTS STREET
LONDON SW1Y 4PH

DEAR SIR,

REFERENCE YOUR NOVEMBER ISSUE NO.275 PAGE 4 - ARTICLE 'CALLING ALL BIRD WATCHERS'

THIS WAS A QUERY FROM A MR KEN LACEY (RETD GSNC) ABOUT A PHOTO HE TOOK ABOARD THE OLD ORIANA SHOWING A BIRD MOUNTED ON THE BRIDGE WING.

THIS BIRD WAS A TROPHY CALLED 'THE GOLDEN COCKEREL' AND WAS THE AUSTRALASIAN EQUIVALENT TO 'THE BLUE RIBBON ON THE ATLANTIC'. IT WAS AWARDED FOR THE FASTEST PASSENGER SHIP CROSSING THE TASMAN SEA BETWEEN AUSTRALIA AND NEW ZEALAND (SYDNEY TO AUCKLAND).

I WAS SERVING ABOARD THE OLD ORIANA AS A NAVIGATING CADET WHEN THIS AWARD WAS ACHIEVED ON THE TRANS TASMAN PASSAGE IN DECEMBER 1961 AND THE SPEED WAS WELL IN EXCESS OF 30 KNOTS AND THE PASSAGE TOOK JUST OVER 2 DAYS. I REMEMBER IT BECAUSE I CELEBRATED MY 21ST BIRTHDAY ABOARD AT THAT TIME.

AS FAR AS I AM AWARE THE OLD ORIANA'S RECORD CROSSING STANDS TO THIS DAY. THIS PROBABLY DUE TO THE FACT THAT THIS WAS BEFORE THE OIL CRISIS DAYS WHEN OIL WAS RELATIVELY CHEAP. THE OIL CONSUMPTION OF THE OLD ORIANA'S STEAM TURBINE ENGINES WAS MASSIVE BY TODAY'S STANDARDS BEING SEVERAL HUNDRED TONNES PER DAY AT FULL SPEED.

THE SHIP WAS COMMANDED BY THE LATE CAPTAIN CLIFFORD EDGEcombe WHO WAS A GREAT CHARACTER AND A VERY SUCCESSFUL SHIPMASTER ON THE LINERS, RESPECTED BY SHIP'S COMPANY AND ADMIRER BY THE PASSENGERS. I HAD A MOST ENJOYABLE TIME ON THE OLD ORIANA, WHICH WAS JUST A YEAR OLD THEN - VOYAGE NUMBER FOUR AS I RECALL.

I AM NOT SURE WHAT HAPPENED TO THE TROPHY. PERHAPS SOMEONE ELSE MAY KNOW AND HAVE WRITTEN IN WITH FURTHER INFORMATION.

I HOPE THE ABOVE MAY BE OF SOME INTEREST

YOURS SINCERELY

J.W. Welch

CAPTAIN J.W. WELCH
MASTER OF M.V. 'PENINSULAR BAY'
AT SEA



Captain Rory Smith and Nick Carlton

The Canberra could never match Oriana, the 'Queen of the Seas' as she was known in the '60s, for speed, however, the latter having achieved 30.64 knots during her pre-hand over trials in 1960 and held the Golden Cockerel trophy for the fastest ship in the P&O fleet which she retained until she retired in 1986, when it was handed back to the Canberra (in spite of the fact that Canberra's speed had by then been reduced to 23 knots). During Canberra's final cruise, the Golden Cockerel was handed over to the new (MV) Oriana when both ships were anchored off Cannes sending boats out to perform the handover.



Oriana alongside Sydney, Australia



Oriana at Los Angeles after colliding with USS Kearsarge, Dec. 1962



Oriana as a museum Beppu, Japan.

In 1962, the Oriana collided with the [USS Kearsarge \(CVS-33\)](https://law.justia.com/cases/federal/district-courts/FSupp/231/469/1444890/), resulting in damage and an eventual court case with the United States government, Orient Steam Navigation Company v. United States. Case can read here - <https://law.justia.com/cases/federal/district-courts/FSupp/231/469/1444890/>

USS Kearsarge was one of 24 Essex-class aircraft carriers completed during or shortly after World War II for the United States Navy. The ship was the third US Navy ship to bear the name, and was named for a Civil War-era steam sloop. Kearsarge was commissioned in March 1946. Modernized in the early 1950s as an attack carrier, she served in the Korean War, for which she earned two battle stars. In the late 1950s she was further modified to become an anti-submarine carrier (CVS). Kearsarge was the recovery ship for the last two crewed Project Mercury space missions in 1962–1963. She completed her career serving in the Vietnam War, earning five battle stars.

In August 1970, the Oriana caught fire while steaming out of Southampton. This serious fire occurred when the boiler room caught fire at the beginning of its journey across the Atlantic on its way to USA, New Zealand, and Australia.



From 1973, Oriana was converted to operate as a one class cruise ship and from 1981 until retirement in March 1986 was based in Sydney. After a layup of two months at No. 21 Pyrmont Wharf, Sydney, the ship was sold and moved to Osaka, Japan, to become a floating hotel.

The ship served as a floating museum at Beppu, Ōita, from 1987 but this venture was ultimately not successful, and she was subsequently sold to Chinese interests in 1995. The ship served as a floating hotel and tourist attraction in Shanghai until 2002, when she was moved to Dalian. Repairs took more than two weeks.

In 2004 Oriana was damaged in a storm. Repairs proved to be unfeasible, so she was towed to a ship breakers yard and dismantled in 2005.



Boiler Room fire leaving Southampton

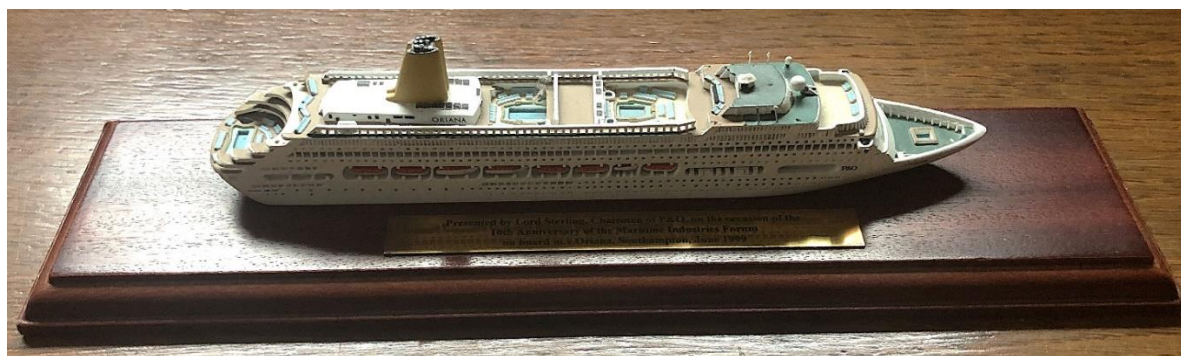


Immediately after the storm passed through Dalian after being holed on her port bow and lower decks flooded



After righting and on her way to be scrapped in the Wayou Breakers scrapyard, Zhangjiagang, China

In 1995, the name Oriana was assigned to the P&O Cruises ship MV Oriana.



Both of the above picture are from the Editor's private collection



6.2 Oriana – A Cadet's Eye View by Roger Holt (HoltR64) – Our Chairman

How on earth, you might ask, did a Deck Cadet ever get sent to a ship such as Oriana to complete their indentures? Well, I have been asking that question ever since the appointment letter appeared from P&O Head Office with my name on it in the summer of 1966. At the time I was on Mid Apprenticeship Release (MAR - Lecky Term) and I was coming to the end of a very pleasant six months of doing remarkably little and certainly with no exams to spoil a delightful period of my life. My term had all just about recovered from what was supposed to have been an arduous cycle trip to the Loire Valley which turned out to be an exceptional exercise in wine tasting. However, that is another story for another day. Then the letter arrived!

It said that I had to present myself duly kitted out by a certain date for 2 trips on Oriana which would complete my indenture time in readiness for BoT 2nd Mates. Little did I imagine that Oriana would be the worst possible ship from which to embark on 2nd Mates and you can be sure that the Examiner for Masters and Mates at orals had a lot of fun at my expense – Capt Freaker was his name, I believe, but I may be wrong!

Mike Hall-Thompson was Snr. Cadet on my first trip and we got along fine except that he was learning to play the guitar and the only song he could sing was Bob Dylan's 'Copper Kettle'. His rendition lacked both tunefulness and accuracy and repetition did not enhance the performance! Never mind, he was great company and he knew all the wrinkles for an eager understudy like me to learn. On my second trip, David Patterson joined me and quickly picked up the thread of what was required to keep out of trouble but have a lot of fun.

When we were called to Stations for entry and leaving port, our role was to loiter on the Bridge and to keep out of the way until called upon to pass on messages and run errands. Passengers joining the ship had to be acquainted with boat drill and at the appropriate time we were required to assist with the donning of life jackets and providing explanations as to the procedure at the embarkation deck for the lifeboats. I was always quite amazed how dull intelligent people could be when it came to rehearsing something that they thought would be most unlikely to happen.

Our daily routine started with checking every clock in the ship to make sure that they were on local time and to check that the night watchmen had indeed covered every safety check point. Not an exacting task but one that had to be done for the safety of the ship and all on board. The rest of the working day was spent in the Chief Officer's office pushing paper – my memory completely fails me at this point since I cannot recall that we accomplished any worthwhile tasks but no doubt they were important at the time.

Third Officer, Les Morrow was very diligent and looking through my Cadet Record Book, I am staggered to read that in fact we covered quite a lot of ground in our training programme. I have much to thank Les for in the cold light of day because he did encourage us to cover the work required of us by the Merchant Navy Training Board (MNTB). Another member of the ship's company who was a great tutor was Quartermaster Hughes. When on lookout duties he was for ever testing me on the Rule of the Road and also with Signals. His speed of send with the 10" lamp was staggering and I pitied any passing ship that we were talking to by lamp.

One of our duties was to accompany passengers on their Bridge visits and this was always quite an enjoyable task. In fact, we were encouraged to fraternise with the passengers at appropriate times and were usually 'on parade' for Scottish Dancing sessions, Sunday Service, Race Nights and anything dreamt up by the Entertainment Staff.

One or two notable occasions spring to mind! The first was when David and I were dressed up as an elephant. David being somewhat taller was in the front with a bucket of water and a piston operated spray gun to project water out of its trunk and me with a basket of buns being ejected out of its rear, all the time being paraded around the Tourist Ballroom by the Snr. Second Officer Roger, dressed up as, (from Jungle Book) in a lungi and turban. All went well until one delightful child took a flying leap onto the elephant's back and nearly did some serious damage to me!

Check out those painted nails on the seaboots!





The second notable occasion was on approaching Suva and just prior to Christmas Day. It was 35°C plus on deck and we were required to dress up as if it was mid-winter and sing carols to the passengers. Well, as usual the passengers assumed they were to be entertained so Oriana's choir did their best! The passengers were expected to join in but as usual, they didn't. And as Christmas Day never actually happened because we were sailing East and crossed the International Date Line moving from Christmas Eve to Boxing Day (a good quiz question!).

About the International Date Line

As we are crossing the 180th meridian of Longitude which marks the International Date Line, and in order to align date and time with that in the Eastern Hemisphere, it is necessary to advance our clocks twenty-four hours, thus omitting one whole day. The following notes may help to explain why it is necessary to do this.

The earth revolves on its axis once every twenty-four hours through 360 degrees in a west to east direction on its annual path around the sun. If a traveller "A" starting at Greenwich (Longitude 0 0) proceeds in a westerly direction he will find the sun rising at an ever later time each morning, unless he retards his clock proportionally to his speed. (Because he is travelling away from the sun). Eventually, having travelled half way around the world, he will arrive at Longitude 180 0 west of Greenwich and his clock will be half a day or twelve hours behind Greenwich Time.

Similarly, if traveller "B" starting from Greenwich at the same time as "A," proceeds in an easterly direction he will find the sun rising earlier each morning (because he is travelling towards it) and so must advance his clock at a rate proportional to his speed. Eventually he will meet his friend "A" half way around the world on the 180th meridian, but his clock will be twelve hours ahead of Greenwich Time. "A" and "B" therefore meet with their clocks twenty-four hours, or one whole day, different to each other.

We are in the same position as "A" westbound—behind Greenwich Time. Therefore, to align our time with anyone coming eastward from Greenwich we must put our clocks forward twenty-four hours tonight and omit Friday, 23rd December. Thus, we change our time overnight from 10 hours 30 minutes behind to 13 hours ahead of Greenwich and tomorrow will be Saturday, 24th December. The clocks being retarded 30 minutes during the night.

N.B. The Date Line itself does not, in fact, run directly from pole to pole along the 180th meridian, except in theory. Settled by international agreement for practical purposes, it follows a sea route and deviates from the 180th meridian in several places, in order that all islands of the same group remain together on one side of the line or the other, for the convenience of the inhabitants. An example of this is that of the Fiji Islands, all of which lie to the west of the Date Line, although some of them are actually situated east of the 180th meridian.

In order to preserve the Christmas season intact, the date has been altered earlier than it should have been. By rights, the day to be omitted would have been Christmas Day, but naturally this was not acceptable.

Sadly, the British deck crew were a motley selection because it was known that the ship would be away for Christmas. To satisfy the manning regulations, the Company had to sign on quite a number of undesirables who were constantly being logged for various misdemeanours usually involving the consumption of alcohol. On one occasion a number of them jumped into the Tourist Swimming Pool in their working clothes. The only way to extract them was to drain the pool and leave them there until they made an exit. By the time we reached New Zealand, the ringleaders had no more money in the ship due to the logging and so they absconded (jumped ship) and everything settled down once again. As Cadets, we were required to witness the loggings on behalf of the Company which in many ways was a rather sad experience as some of the miscreants were clearly mortified.

My last little story was probably the most amusing although possibly not for the person in question. When I joined Oriana, she was an Orient Line ship and many of the senior officers were still wearing the high collar white suits for the Tropics. However, the Master when I was on board was Commodore Dunkerley from P&O. The regular Master was Commodore Edgecombe from Orient Line but he had been transferred to Canberra. Here was the start of the integration of the Orient Line into The Peninsular and Oriental Steamship Company known simply as P&O. It was on my second voyage that the changeover took place and the Orient Line house flag was hauled down for the last time. This of course required a wake – and what a wake it was! Chippy knocked up a coffin and mauve crepe paper was summoned from somewhere to line the said coffin. A corpse was constructed and dressed in Orient Line high collar and Officer's cap and the whole draped with an Orient Line flag. The coffin was laid out by the lift doors to the Officer's accommodation above Stadium Deck in readiness for the



wake to commence. Just at the moment, an elderly lady pressed the wrong button and instead of stopping at Stadium Deck, she continued on up to the deck above. Whereupon the doors opened and she was confronted with a very realistic corpse lying in a coffin. It was all too much for her and she succumbed to the vapours and took a while to recover in sick bay.

I could go on with a number of other stories but probably it is best that I leave them for another day. Suffice it to say that I did pass my 2nd Mates ticket and returned to the General Cargo Division of P&O as 4th Officer and then 3rd Officer.

6.3 Oriana Redux – Micheal Frost ([FrostM61](#))

In 1961 joined the P&O - Orient fleet, a company with a substantial, though not sole, claim to dominance of the UK- Australasia coterie of ships that by that year had successfully conjoined The Peninsular Steam Navigation Company with the Orient Line to become the nautical behemoth by common parlance as the P&O: in Somerset Maugham's contemporary literature it needed no further explanatory comment other than "The P&O": no further moniker was necessary to describe an entity complete unto itself.

I had graduated from the School of Navigation, whose campus lay in Warsash, Hampshire in 1961 and selected the P&O as my chosen employer in large part because of that company's sterling reputation and its ships' fleet, trading routes and apparent fussiness in selecting its officers (from that College - nominally a part of Southampton University, and which is now perhaps UK's leading educational nautical institution - wherein during classes one could hear the magnificent Queens (Elizabeth and Mary) exchanging salutes as they passed each other in the Solent, well within the hearing on the assemblages of students feeding or attending classes.

Along with most other big ships from the world's major merchant navies, their deep sonorous tones could be both elemental and stirring, especially to us callow cadets, the majority of whom could barely suppress their anxiety to get aboard their chosen targets (of which, of necessity, there were of course, several hundred choices, some eminent (P&O, Cunard, French Line and the like) and some smaller nations with only aspirations to offer to their native sons (when I was attending The School of Navigation, two fellow students were of Iraqi nationality, but notably few Europeans, though with one Swiss lad, even non-nautical countries' youth could aspire to join a merchant navy somewhere!).

I had been brought up by my parents basically in South-East London, namely in Woolwich, (from where as teenagers my brother and I attended boarding school in Kent) and in that last-named London suburb we lived in a confectionary shop (candies and tobacco mainly) which was immediately opposite the Royal Albert Dock, and across the River Thames from the Royal Docks, at the time the main entrepôt in UK for all goods from all over the world. My brother David and I had spent much of our youths visiting the docks just to see how things over the river worked); Our Mother's father had been a stevedore for many years in the Royal Albert Dock. Thus, we had gained an appreciation of many things nautical: from our bedroom located over our father's confectionary shop on Powis Street we two could witness the world's freighters and a number of passenger liners, both great and small. (When I had first joined a P&O ship, I had literally walked under the Thames to join an ancient P&O's ss Khyber (a rather forlorn Victory ship) awaiting me at berth No.1 in the Royal Albert Dock: that evening I had also walked home for dinner!).

It has to be recalled now that in that in the 1960's Britain's foreign commerce was carried almost exclusively by ships, all of whom had to load and discharge their cargoes (and passengers, of course) in ports, the largest single agglomeration of which was course centred around these very Royal Docks and downriver at Tilbury. Today, the scenario is utterly different, the vast majority of cargo being carried in large containers, which are more often than not stowed deep within the hull or piled like skyscrapers on the deck of ungainly barge-like vessels which barely look seaworthy, and often are not even that! For the most part, the glamorous passenger trade operated from Tilbury and Southampton, as indeed it still does.

As a navigating officer student I had attended the School of Navigation, which was at the time appended to Southampton University: I had decided while at that institution that I would like to join P&O as a deck officer (i.e. navigating officer): the company possessed a very fine fleet of all types of ships, and being accepted as a cadet by that particular company was, by itself, needless to say, notoriously difficult. To me this was recommendation enough by itself.



The nature of shipping and world trade being what it was in 1961/2, my application to a shipping company (only one ... I didn't intend to be turned down, as I had been to a Public School where one took only one 'A Level' at 14, before most schools even considered that possible for one so young). The company that I selected was P&O (a dubious nomenclature for a long time, as each component of the company seemed intent on holding on to its singular identity. The P&O name being what it was, several people wanted to apply from Warsash, and I was very pleased to be one of four applicants who were selected.

Needless to say, to deck (i.e. navigation) Cadets, the stepping stones to higher ranks included serving on a variety of "lesser" vessels – I had served on two tankers, two cargo vessels and two older passenger ships, and when I was advised that I was to join the virtually new liner "Oriana" this was, to me, in all respects a marked improvement in my future employment. P&O, as it became, was, in all respects, the future leader in all things in the world of maritime trade (and, of course, especially in passenger ship design). Naturally, the world has not turned out to be quite as kind to the shipping community as we neophytes might have projected, even in 1964.

But, upon coming aboard this fine vessel, my first duty, as a deck Cadet, was to report to the Chief Officer, one of whose duties was to oversee the welfare, education and company suitability of neophytes such as I.

More importantly, as at least he saw it, was for me to make the acquaintance of the Captain. This, I knew, might be a harder task, as Commodore Edgecombe (he having been the senior Captain of Orient Line before the companies merged) had a rather formidable reputation: apparently actually working under his tutelage was to be no sinecure.

I was confronted by a very large man whose presence, to an unknowing Cadet, was somewhat disarming. He resided, I could not but note, in a large cabin that was very new and possessed of very stylish fixtures, designed, no doubt, to impress not only lowly mortals such as myself, but distinguished passengers, or indeed national potentates who might be expected to visit his Magnificence. It was a welcome enough greeting that he imparted, of course, but I gathered that this was about as close as I could get to a welcome to a mere cadet. It was manifest that the 'guiding presence' of my time on this vessel would be the Chief Officer (the Mate) and/or the 3rd Mate, the officer to whom the Company deferred as He Who was responsible for Cadets' education and welfare. In fact, I soon discovered that others also mattered: the Captain almost deferred to the 2nd Mate (designated as the vessel's Navigator) one Malcolm Rushan, one of the finest officers with whom I was fortunate to later sail while in that company's employ.

It is perhaps opportune at this stage to declare that I have a diary full to the brim with notes and commentary on ships, personalities and events (accompanying shoreside tours was for cadets a pleasurable and infrequent pleasure: even Chief Officers, I found, liked to find out, through their Cadets' visits ashore, whether Disneyland or Fijian tours were worthwhile expenditures for the ever-curious passengers and exploring and/or naïve travel agents).

In sum, I was very glad to have been appointed to "Oriana": I learned a lot, necessarily as much about what not to do as to actually do!



Michael 'fraternising' on Oriana's Bridge

I was left with an impression that, while I was entering this new and unknown world, I was actually fortunate in my background inasmuch as I did not find the new environment intimidating; certainly the personnel differed, but I had previously served on other and older P&O vessels, namely "Arcadia" and "Himalaya", both of less than 33,000 GRT and each with P&O's internal anomalies (ancient long-term seamen, operational internal anomalies and the like, such as one crew cabin harbouring an ancient 'sailmaker' with decades of experience who resided in a seamen's home near London's Royal Docks.

I also made the acquaintance of the Mate, who gloried in the soubriquet of 'Black Mac' (McGowan was his name), but whom I found to be quite inappropriately described: I found him to be an excellent leader and instructor and one whose habits it would be wise to follow, the excellent 2nd Mate



notwithstanding. Our voyage was to be much to my taste: around the world via Australia and the Panama Canal. And it commenced well. I describe in my diary an evening meal before we sailed as 'splendid'. We cadets enjoyed the company of a group of other officers (Radio Officer, female Assistant Pursers [FAPs, as they were known], Nursing Sisters and the like): all lesser breeds like myself.

Thereafter, I noted how life was changing. In my diary I noted, a bit too colloquially perhaps, "what a speed this thing goes at!" as we sped towards Gibraltar at 27 knots. Gibraltar, as I always found it, then and later, was quite dull. But two days later, we were welcomed into Naples, which actually wasn't up to much for a 'tourist' such as I was becoming.

Changes that became oddly significant were such things as uniforms. I had not known previously that Orient Line had from its time-immemorial favoured a 'choker type of white (tropical) uniform for its officers, while P&O had enjoyed conventional open-necked jackets with ties: the former I had long thought was the *raison d'être* for the term "stuffed shirt" (which I thought quite apt, though now I know that I was mistaken, despite the upper-bodily stiffness that the tightness mandated). This sort of feature was just one obvious manifestation of the two companies' 'half-baked' merger; another was that this vessel employed a Sail-maker, an Ancient Mariner, possibly of no fixed abode other than this ship; his only job now seemed to be to mend the flags of all of the nations that we were to visit.

The majority of the officers being Orient men and women created a certain distance between proles such as I. The Orient Officers still regarded their company as the last word in nautical expertise.

It seems trivial to say that much of the rest of that voyage was anti-climactic, but that would really only be true with respect to the routine aboard the vessel, for the ports were all new to me, I previously only having visited the somewhat tired ports of the Far East and those of a few choice Mediterranean ports best left to the cruise vessels, which group Oriana had yet to join.

The main interest of the remnant of the voyage was the visit to P&O's second most important city, the entrepot of Sydney, and this port we entered after a brief two-day visit to Suva, the principal 'port' of Fiji, where I enjoyed the dubious pleasure of consuming a coconut shell half full of a rather disgusting drink called Kava (perhaps it has a more glamorous name, but I urge my readers not to sample it!)

Thus, back to Sydney. That first evening I joined a few old School of Navigation chums who happened to be in port in other companies' ships. We went to a night club, had a jar or two, and stepped out into the cool Sydney night air ... and, almost literally, bumped right into The Beatles, who were shortly later that evening to give their first concert in Australia! We didn't introduce ourselves, just gawked!

Here endeth my tale. the rest is just half a century of getting older, if not much the wiser!

6.4 Memories of Oriana by Captain Joe Welch ([WelchJ58](#))

I was on voyage four in 1961/2. P&O had only just absorbed the Orient Line ships under their umbrella. Together with the late Cadet, Val Church ([ChurchV59](#)), we were the first cadets that Orient line had ever seen because up to P&O takeover all navigating Officers had to have a Master's Certificate. They were unsure how to treat us at first. It was quite amusing to be sometimes called 'Sir' as a lowly nav cadet.

My memory of Captain Clifford Edgecumbe, was him being a bit of a character and one for the ladies!. The passengers loved him! At sea he used to come down to the ballroom and take the Sunday Devine Service and always read the lesson, taking great delight in quoting obscure passages from the bible such as 'and there shall be no fornication amongst you' whereupon he would take a long pause and slowly look around the gathered multitude!

Every night he would have a plate of sandwiches sent to his cabin. He usually sent the left-overs to the bridge for the OOWs to share. When entertaining, the sandwiches did not appear and that was a signal he was not to be disturbed!



Joe at the helm 1961



HRH Queen Elizabeth



Joe looking for the sun!

Will try and send a newspaper pic of Oriana's fire, and a pic of her bow after the aircraft carrier collision that happened after I left the ship. Also a few others: quite a few pics are mine but there are some that I have no idea after all these years from whence they came. Also, a pic of Sydney Opera house under construction.

6.5 Memories from Oriana' the Engine Room - Chief Engineer David Jewkes

Oriana entered service with a total 80,000 SHP (giving 30.64 Kts on her trials). In 1978 they fitted economy props and if I remember the maximum was then limited to 55,000 SHP. We worked to the rule of maximum 25 kts.

Part of the deal for the props was that the old ones were valued at £60k for scrap and had to be returned but cut up into smaller pieces. As I was 'Dock Bottom', I looked after the lads who turned up to break them down to be removed for scrap. They were under very strict instructions that no one was to get any bits! As I looked after them, they gave me a little piece from the blade tip. I later machined it with difficulty as it was tough stuff material, then mounted it onto a piece of wood. Once we got away from Southampton and things settled down, I told the Chief, Tony Mazonowicz, that I had a piece. He was miffed because I was the only one!



Oriana props removed for the fitment of the new 'Eco-Props' and David's chunk of the old!

The photos above are from the dock bottom when the props were being changed, one showing the starboard prop on a buggy before being lifted out of the dock bottom. They weighed 80 tonnes each. The ship carried two spares in the number five hold. P&O never purchased any new spare economy ones working on the principle that if required, due to damage, they could fit an old spare while the damaged economy one was being repaired. I had to do that on the Sea Princess in Vancouver once, remove a damaged economy one and fit the old one.



Obviously, we had to be careful that we did not exceed the rated output of the new props. We would always manoeuvre on basic turbine nozzles which would give us around 22 kts. maximum. There were extra nozzles which we could open if we required higher speeds. The extra nozzles from memory were, 5, 9 and 17. I never saw the extra 17 opened but did see 5 and once 9! After the new props were fitted pad locks and chains were fitted to the extra 9 and 17 nozzle valves so that they could not be opened.

I very much enjoyed my years on the old Oriana. One could say, I cut my teeth on the old lady!

7 The WA Wardroom – The World of Good Reads, Art & Volunteer Work

7.1 'MS' Selandia - From Wikipedia

History

Name: MS Selandia

Namesake: Sjælland

Owner: East Asiatic Company

Route: Scandinavia, Genoa, Italy & Bangkok, Thailand

Builder: Burmeister & Wain, Copenhagen

Yard number: 276

Launched: 4th November, 1911

Completed: February 1912

Fate Wrecked: Omaisaki, Japan 26 January, 1942



Selandia

General characteristics

Tonnage: 6,800 dwt; 4,964 GRT

Length: 370 ft (112.8 m)

Beam: 53 ft (16.2 m)

Installed power: two x eight-cylinder, four-cycle, 1,250 hp diesel engines

Propulsion: twin-screw

Speed: 12 knots



Selandia

Selandia (after the Latin name for the Danish island of Sjælland) was the name of three ships of the Danish East Asiatic Company, the best known of which, the first MS Selandia of 1912, was the most advanced ocean-going diesel motor ship of her time.

Construction

Selandia and sister ship Fionia were results of negotiations between the Danish East Asiatic Company's president, Hans Niels Andersen, and Burmeister & Wain shipyards, Copenhagen, Denmark which had been introduced to the concept of marine diesel engines by engineer Ivar Knudsen, who led the ship's development. Negotiations were also underway for the Scottish firm of Barclay, Curle & Company to build Diesel motors on the Danish system and a third ship, to be a counterpart of Selandia and Fionia, named Jutlandia.

She was built at Burmeister & Wain in Copenhagen, and launched on 4th November, 1911 before embarking on her maiden journey from Copenhagen to Bangkok on 22nd February, 1912. Selandia did not have a funnel; instead exhaust from her engines escaped through exhaust ports in the aft mast. Built for cargo and passenger services between Scandinavia, Genoa, Italy, and Bangkok, Thailand, Selandia had "very ample and rather luxurious" cabins for 20 first class passengers, single-berth cabins of "exceptional size, with toilet and bath for every two cabins, and an extra feature is the servants' rooms, arranged in connection with private cabins".

She is frequently referred to as "the world's first large ocean-going diesel-powered ship, an experiment", as previous powered vessels were driven by steam. The new motorships were described as "smokeless" and caused some to describe them as "phantom ships" with an incident during the trials for Selandia in which a captain of another ship ignored warnings and ran across her bows because he "saw no smoke." Some onlookers in London, perturbed by this new system, called it the "Devil Ship".

The ship attracted curious crowds from London to San Francisco that were often sceptical of a deep ocean ship not powered by the commonly used triple expansion steam engine; yet within ten years there



were over 2,000,000 deadweight capacity tons in commerce powered by diesel engines and British experts calculated the motorship had a 40% advantage in fuel costs, with fewer crew and steadier sea speeds.

There is evidence to say that the engine installation in Selandia was a world-first on numerous points, but she was not the world's first diesel-driven ocean-going ship, having been beaten to it by the Dutch tanker Vulcanus two years earlier.

Service

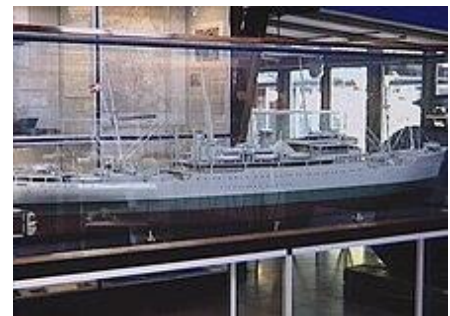
Selandia was the largest and most advanced diesel-driven ship at the time of her maiden voyage by way of Aalborg to London in January 1912 after completing trials in Øresund. She arrived in London on 27 February at West India Docks during a coal strike where she attracted attention as the first large transoceanic ship independent of coal and was visited by Winston Churchill, then First Lord of the Admiralty.

On her passage upriver assistance had been offered as none had before seen a large ship without a smokestack and thought she had suffered damage. From London Selandia sailed for Antwerp with cargo and a number of the prominent guests that had visited the ship in London as well as members of the press. From Antwerp the ship began a voyage to east Asian ports and was noteworthy for burning only 800 tons of fuel from Copenhagen to Bangkok whereas a coal burning ship would have required fuel taking up greatly more cubic space and dead weight.

She was sold to Panama in 1936 and renamed Norseman, and Tornator in 1940/41: Chartered to Yamashita Kisen (Steamship Co.) K.K. of Tokyo. The Finnish crew stays on board. Referred to in all official Japanese records as Tornator GO. Assigned to the Japan-Darien, Manchuria line.

Later ships named Selandia

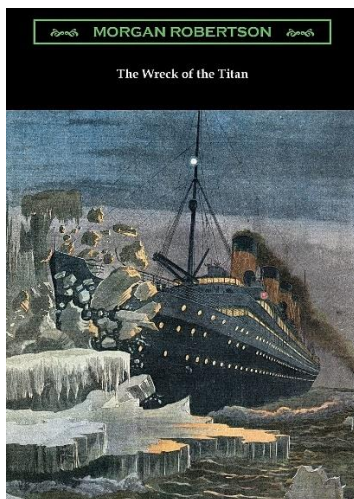
A second ship of the same name was built in 1938 and scrapped in 1962. The third Selandia, built in 1972, was sold to USA in 1994 and renamed USNS Gilliland in 1998. Eitzen Maritime Services owned and operated a third vessel named Selandia.



MS Selandia ship model in Frihedsmuseet, Copenhagen

The Ship that Changed the World is a 60-minute drama documentary about the first oceangoing diesel-driven ship, M/S Selandia. The film was produced in 2012 by Chroma Film ApS, with executive producer Anders Dylov for the 100-year anniversary on 17th February, 2012 and directed by Michael Schmidt-Olsen.

7.2 Good Reads - Futility by Harry Howard, Daily Mail History Correspondent



On the eve of the Titanic disaster an interesting book surfaced called Futility by Morgan Robertson - A novel of The Wreck of the Titan foretold the disaster.

The book that predicted the Titanic disaster. An eerie 1898 novel about 'unsinkable' ocean liner 'Titan' hitting an iceberg and sinking was published 14 years before tragedy claimed 1,500 lives. She was 'unsinkable' and 'indestructible', the 'largest craft afloat and the greatest of the works of men'. And then in 1912, the ship hit an iceberg and sank in the North Atlantic with appalling loss of life.

You would be forgiven for thinking that this vessel was the Titanic, whose tragic story has captivated the world since disaster struck 112 years ago this week. But you would be mistaken. For this was the Titan, the vessel prophetically dreamed up by American author Morgan Robertson in his little-known 1898 novel.

The 1898 novel 'The Wreck of the Titan or, Futility', by American author Morgan Robertson, eerily foretold the sinking of the Titanic. Weird ghosts and the tragic family history of the Queen Mother, The Duchess of Windsor died alone and isolated on this day. Big Ben's clock stops working for more than an hour, prompting jokes.



His novel began: 'She was the largest craft afloat and the greatest of the works of men'. In her construction and maintenance were involved every science, profession, and trade known to civilisation. On her bridge were officers, who, besides being the pick of the Royal Navy, had passed rigid examinations in all studies ... they were not only seamen, but scientists.' He went on: 'Unsinkable - indestructible, she carried as few boats as would satisfy the laws. These, twenty-four in number, were securely covered and lashed down to their chocks on the upper deck, and if launched would hold five hundred people. She carried no useless, cumbersome lifeboats but because the law required it each of the three thousand berths in the passengers', officers', and crew's quarters contained a cork jacket, while about twenty circular life-buoys were strewn along the rails.'

Robertson, an American, was a former sailor who published dozens of novels and also claimed to have invented the periscope. Like the Titanic, the Titan hit an iceberg in the North Atlantic, off Newfoundland Banks, around 1,000 miles off the coast of New York. Both the fictional disaster and the real tragedy happened in relatively calm sea, at night, in April. The similarities do not end there. The dreamed-up vessel and the real ship were both going too fast, and each was holed on the starboard side.

Robertson's imaginary ship was owned by a steamship company whose main shareholder was a rich American. The Titanic was part of the White Star Line, whose main stockholder was wealthy American J. Pierpont Morgan. Both were passenger liners that were proclaimed as the largest and most luxurious afloat, as well as being 'unsinkable'. When the Titanic sank, more than 1,500 people lost their lives. There was similarly appalling loss of life when Robertson's Titan went down, though he did not specify numbers.

The Titanic departed from Southampton and was bound for New York. Its sinking has become the subject of global fascination. Robertson gave the Titan 19 watertight compartments and bulkhead doors which closed in the presence of water. The Titanic had 16 watertight compartments and bulkhead doors which were designed to do the same. The Titan was described as having three propellers. The Titanic was the first ship to have this innovation.

'I was gradually getting frozen up': Moving words of Titanic crew member who survived sinking on this day in 1912 after being pulled into a lifeboat by a woman he had helped with her life jacket. Further Robertson wrote:

- The Titan had 40,000 horsepower and a top speed of 25 knots.
- The Titanic had 50,000 horsepower and the same maximum speed.
- The Titanic carried 3,360 people, whilst the Titan had 3,000 on board.
- The White Star liner was 882 ft. long, versus 800 ft. for Robertson's creation.
- The Titanic had 20 lifeboats with a capacity of 1,176 people, while the Titan had 24 boats, enough to save 500 passengers.

In his depiction of the disaster, Robertson wrote: "Ice" yelled the lookout; "ice ahead. Iceberg. Right under the bows". 'The First Officer ran amidships, and the Captain, who had remained there, sprang to the engine-room telegraph, and this time the lever was turned. But, in five seconds the bow of the Titan began to lift, and ahead and on either hand could be seen, through the fog, a field of ice, which arose in an incline to a hundred feet high in her track.

'The music in the theatre ceased, and among the babel of shouts and cries, and the deafening noise of steel, scraping and crashing over ice... with her keel cutting the ice like the steel runner of an ice-boat, and her great weight resting on the starboard bilge, she rose out of the sea, higher and higher—until the propellers in the stern were half exposed—then, meeting an easy, spiral rise in the ice under her port bow, she heeled, overbalanced, and crashed down on her side, to starboard.'

Robertson wrote *Futility* - his first novel - as a warning to humanity amid his fury that shipping companies cared more about profits than passenger safety. He claimed to believe that, in writing his novel, he was being controlled by a spirit and had heard 'whispered orders' from a 'Master' in the 'great silence beyond'.

The author was born in 1861 in Oswego, New York. The son of a Great Lakes shipmaster, he went to sea aged 16 after the sudden death of his mother and sister. At the age of 25 he started working as a tobacconist and odd-job man before deciding to write. Because of his strange beliefs about spirit guides, newspaper editors considered him to be mad. He spent two months on a ward for psychopaths in New York Bellevue Psychiatric Hospital but was released after gaining a certificate that vouched for his sanity.



By his early 50s, Robertson was working regularly for the New York Saturday Evening Post. He sold serial rights to two novels and two short stories were later made into silent films - *The Closing Of The Circuit* in 1914 and *Masters Of Men* in 1923. The money he received from large advances went on nice clothes and visits to bars.

In 1909, he wrote about a war between the US and Japan, triggered by a surprise Japanese attack on American naval vessels. The story appeared to predict the bombing of Pearl Harbour in 1941, which prompted the US to enter the Second World War. In other stories, Robertson wrote of submarines, airships and rockets involved in wars between Britain and Germany. The *Titanic*, before it set sail for New York, was the most luxurious liner ever built.

The author also turned his hand to non-fiction, predicting the rise in favour of the submarine over battleships. In 1915, when he was 54 and British and German submarines were engaged in the First World War, Robertson began to suffer from severe rheumatism and needed a stick to walk. In March that year, he decided to visit Atlantic City, New Jersey, to rest but was found dead a day later in a hotel.

He was discovered standing up with his hand resting on the side of an oak dresser. The author died while staring at the Atlantic Ocean through an open window. Days before, he had told his friend Bozeman Bulger, baseball editor of the *New York Evening World*: 'I am a sailor who has been transformed into a writer and inventor. 'From the deck I was put at a desk, from the desk I was shoved into the laboratory, and now I feel myself going back to the sea where I belong.'

In 1998, the then little-known work was discovered by banker Simon Hewitt, who re-published it. The novel is now available in various formats from booksellers and online.

Disaster in the Atlantic: how more than 1,500 lost their lives when the *Titanic* sank. The RMS *Titanic* sank in the North Atlantic Ocean on April 15, 1912, after colliding with an iceberg during her maiden voyage from Southampton to New York. More than 1,500 people died when the ship, which was carrying 2,224 passengers and crew, sank under the command of Captain Edward Smith. Some of the wealthiest people in the world were on board, including property tycoon John Jacob Astor IV, great grandson of John Jacob Astor, founder of the Waldorf Astoria Hotel.

Constructed by Belfast-based shipbuilders Harland and Wolff between 1909 and 1912, the RMS *Titanic* was the largest ship of her time. Millionaire Benjamin Guggenheim, heir to his family's mining business, also perished, along with Isidor Straus, the German-born co-owner of Macy's department store.

The ship was the largest afloat at the time and was designed in such a way that it was meant to be 'unsinkable'. It had an on-board gym, libraries, swimming pool and several restaurants and luxury first-class cabins. There were not enough lifeboats on board for all the passengers due to out-of-date maritime safety regulations.

After leaving Southampton on April 10, 1912, *Titanic* called at Cherbourg in France and Queenstown in Ireland before heading to New York. On April 14, 1912, four days into the crossing, she hit an iceberg at 2340 hrs. local time. James Moody was on night watch when the collision happened and took the call from the watchman, asking him: 'What do you see?' The man responded: 'Iceberg, dead ahead.' By 0220 hrs., with hundreds of people still on board, the ship plunged beneath the waves, taking many, including Moody, with it.

Despite repeated distress calls being sent out and flares launched from the decks, the first rescue ship, the RMS *Carpathia*, arrived nearly two hours later, pulling more than 700 people from the water. It was not until 1985 that the wreck of the ship was discovered in two pieces on the ocean floor.

7.3 Food for thought - The Net Zero Rules That Accelerated Global Warming

This article is from Jim Norton of the *Daily Telegraph*. We all hear the term 'Global Warming' and how the planet is succumbing to climate change. This article provokes discussion and, to a certain extent, challenges the direction that the industry and IMO is going. Let's have your feedback! Ed.

In 2020 strict laws were put in place to slash cargo ship emissions. Five years on the folly of these actions has become clear.



Just five years ago, it was championed as a landmark victory for the environment - the introduction of new rules that would ensure cleaner skies and healthier lungs, and bring the world one step closer to net zero. For decades, the globe's 60,000-strong fleet of cargo ships had been belching out up to 13 million tons of sulphur every year, contributing to devastating acid rain and untold numbers of premature deaths from pulmonary diseases.

Something had to be done, officials at the International Maritime Organisation (IMO) decided, and the answer seemed obvious: cut emissions. In 2020, with little public fanfare, the UN agency responsible for regulating global shipping introduced strict new regulations requiring Captains to drastically slash their vessels' sulphur pollution by nearly 80%. A win for the environmentalists it seemed.

"The sulphur limit is just one tool in the IMO's efforts to ensure a more sustainable and greener shipping industry - and in particular the decarbonisation of shipping," boasted Edmund Hughes, the IMO's head of air pollution and energy efficiency at the time. And a year on, the agency announced the "extremely smooth" transition had been a resounding success - *"ushering in a new era of cleaner air"*.

Yet fast forward to 2025 and its impact on the planet looks decidedly less helpful. Studies have found the vast amounts of sulphur particles spewed from cargo ships had in fact been reflecting sunlight away from the Earth, creating a temporary cooling effect on the planet. Without this man-made sunscreen, what started out as a well-intentioned green initiative has, in fact, accelerated global warming.

What is most surprising is that climatologists had in fact been aware of the phenomenon, known as global dimming, for more than 50 years. It's likely that policymakers at the IMO were, too (though their focus at the time was on public health and air quality). So why were such tough green measures introduced given the lingering doubt? It seems it wasn't until the shipping industry's layer of pollution was taken away that scientists realised the true scale of the protection the sulphate aerosols afforded.

Last week, the climate scientist Prof. James Hansen published groundbreaking research suggesting that the change to shipping regulations has caused the planet to heat up as much as 0.5 watts per sq. metre - the rough equivalent of around a decade of global carbon dioxide emissions at today's levels. A startling impact, and a critical factor behind the world's record-breaking temperatures over the past two years, it claimed. *"Humanity made a bad deal,"* the former Nasa scientist ominously told a UN briefing earlier this month, explaining how we have for decades effectively relied on air pollution to offset global warming. Only now it was gone would we see the extent of climate change, he warned. *"The Faustian payment to the devil has come due."*

For net-zero critics, Hansen's work raises serious questions over the rush to push out green initiatives without fully scrutinising the wider impact they might have. The 2020 shipping regulations are certainly not the first ill-thought through climate policy, to have a damaging hidden cost on the environment, says Lord Mackinlay of Richborough. *"All we're often doing is just shifting emissions, not cutting them",* he tells the Telegraph. *"They are the by-products of a rush to stupidity."*

The former Conservative MP, who left the Commons last year, highlights Drax power station in North Yorkshire, a converted coal plant that now burns wood pellets and provides 5% of the UK's electricity. It is classed as renewable and emission-free and a key part of the Government's drive to meet climate targets. In fact, it emits about 12 million tons of carbon dioxide a year, but under international rules the UK doesn't have to cut these emissions. According to a recent BBC Panorama investigation, all of the 6.5 million tons of wood pellets burnt each year are imported from overseas and the timber is allegedly harvested from some of the world's most precious.

In fairness to the IMO, there was little argument the shipping industry needed to clean up its act. While invisible to the vast merchant fleet carries around 80 per cent of all goods worldwide, accounting for 3% of global greenhouse gas emissions. If it were a country, the shipping industry would be the seventh-largest carbon emitter. The biggest vessels - stretching up to four football pitches long and carrying up to 200,000 tons of goods in 24,000-plus containers - guzzle up to 5000 gallons of fuel daily. The problem lies in the heavy fuel oil - dirty, thick, and full of sulphur - which generates ships' heat and power. When burnt, the vast amounts of sulphate aerosols released into the atmosphere have a devastating effect on air pollution. To address this, the IMO committed in 2008, to capping sulphur content in fuel from 3.5% to 0.5% by 2020, forcing the shipping industry to adopt cleaner fuels or install exhaust-cleaning systems. *'Humanity made a bad deal... the Faustian payment to the devil has come due'.*



"The new limit will mean a 77% chop in overall sulphur dioxide emissions from ships, equivalent to an annual reduction of approximately 8.5 million metric tons," the IMO said, a fortnight before the rules came into force. "As a result, reductions in stroke, asthma, lung cancer, cardiovascular and pulmonary diseases are expected. Cutting sulphur emissions from ships will also help prevent acid rain and ocean acidification, benefiting crops, forests and aquatic species."

Priority number one for the IMO was always to protect public health and the environment, it seems. The IMO is committed to reduce air pollution from ships to improve air quality and human health notably in coastal areas and ports - thereby also supporting the work of the World Health Organisation (WHO) and the United Nations (UN) Environment Programme," an IMO spokesman says.

"The triple planetary crisis, which looks into climate change, pollution and biodiversity loss, is another key area we follow. The IMO is increasingly looking into the climate impacts of air pollutants like sulphur." Yet, it's hard to believe the agency was of the shipping industry's rather paradoxical effect on protecting the planet. Scientist had well understood it since the mid-20th century. In 1991, the world had been presented with a real-life example of its power when Mount Pinatubo erupted in the Philippines. The volcano blasted 20 million tons of sulphur dioxide into the stratosphere, creating an "aerosol parasol" - cooling the planet by about 0.5°C over the next year, before the droplets settled back to Earth.

According to Hansen, one reason for the oversight may have been that the cooling effect has, until now, been underestimated. It was only as a result of the 2020 shipping regulations that scientists were provided with the perfect real-world data to determine the effects with more precision.

Analysing the busy shipping corridors in the Pacific Ocean, his team from Columbia University Earth Institute and the Nasa Goddard Institute for Space Studies found that the lower air pollution had not only increased the sun's ability to permeate the atmosphere, but was also likely to have been a critical factor in the record global temperatures recorded in 2023 and 2024.

But the broader implications of his findings are even more worrying - if correct, they suggest the cooling effect of air pollution has been masking exactly how much greenhouse gases are warming the world. Hansen - a particularly credible source given he's best known for alerting the US government to global warming in the 1980s - warns it means the climate is much more sensitive than we thought to rising levels of emissions. The result? We are reaching climate tipping points, such as the collapse of the West Antarctic ice sheet, far quicker than predicted.

So, what can be done about it? An increasing number of scientists - including Hansen - have called for more research into the controversial practice of solar geoengineering; in other words, finding man-made ways to reflect the sun back into space. Options include marine cloud brightening, a technique that involves spraying sea salt particles into the atmosphere to enhance cloud reflectivity.

As early as 1974, the Russian climatologist Mikhail Budyko suggested sending aircraft or rockets to eject sulphur dioxide into the stratosphere to counter global warming. This technology, he wrote, "should be developed without delay".

Studies suggest that blasting enough sulphate aerosols into space could indeed slow global warming and potentially even cool the planet a bit - around a quarter of a Pinatubo eruption would be enough to block between one and 2% of sunlight. It would cost only a few billion dollars annually, and it is claimed the effects would be felt in a few months. In contrast, the transition away from fossil fuels is expected to take decades. Essentially, it would buy the world - and governments - time.

Yet any talk of the potential use of solar geoengineering has for years been met with a fierce backlash within the scientific community. It poses extreme risks, critics say; including noticeably whitening the blue sky, drastically changing weather patterns, and weakening the ozone layer that protects us from UV rays. In 2022, more than 400 scientists signed an open letter urging governments to enforce a worldwide ban on it being used as a climate policy option. Many fear it would provide an excuse not to cut emissions.

Indeed, several scientists have sought to play down Hansen's latest conclusion that cutting shipping emissions, and in turn improving air pollution, was a primary driver of global warming. The British scientist Gavin Schmidt, director of the Nasa Goddard Institute for Space Studies, said the modelling was too simplistic and *"very likely an overestimate"*. Five other recent studies suggest the 2020 regulation change had a more limited impact - heating the planet by 0.07 to 0.15 watts per sq. metre



compared with Hansen's figure of 0.5. Still significant, but not necessarily the sole reason for the recent extreme heat.

Known for his crucial testimony to the US Senate in 1988 that global warming *"is already happening now"*, Prof. Hansen has a reputation for sounding the alarm early. But at 83 years old, he indicated last week how the work would need to be left to future generations. It's a feeling reflected among his team. When contacted via email asking to discuss the findings, his colleague Dr. Makiko Sato simply wrote: *"I am sorry but I retired last month and I wouldn't like to think about science for a while"*.

7.4 Interim Generic Guidelines IMO's Sub-Committee on Alternate Fuels & Technologies

Many training establishments and industry have been concerned about the surge of alternate fuels and technologies in the global fleets without adequate training for the crews. In February, 2025 the IMO's Sub-Committee on Human Element, Training and Watchkeeping (HTW) agreed on draft interim generic guidelines for training seafarers working on ships powered by alternative fuels and new technologies.

The draft guidelines will be submitted to the Maritime Safety Committee for approval in June. Meeting in London from 10 to 14 February, the Sub-Committee recognized the industry's growing need for such guidance due to the increasing use of alternative fuels and the associated safety risks.

The Sub-Committee agreed that such guidance should be provided through both:

- generic interim guidelines applicable across the whole industry and relevant to all alternative fuels and new technologies; and,
- individual sets of fuel/technology-specific interim guidelines, closely aligned with safety provisions developed by other IMO bodies.

With the draft interim generic guidelines finalized, the Sub-Committee has now begun developing specific training guidelines for seafarers working on methyl/ethyl alcohol-fuelled ships. This effort will continue interessionally under the Correspondence Group on the Development of Training Provisions for Seafarers on Ships using Alternative Fuels and New Technologies. Development of fuel-specific training guidelines. The Correspondence Group has been tasked with developing interim training guidelines, including individual sets of guidelines for:

- the use of methyl/ethyl alcohol as fuel, taking into account MSC.1/Circ.1621 on Interim guidelines for the safety of ships using methyl/ethyl alcohol as fuel;
- the use of ammonia as fuel, taking into account MSC.1/Circ.1687 on Interim guidelines for the safety of ships using ammonia as fuel;
- hydrogen fuel cell powered ships, taking into account MSC.1/Circ.1647 on Interim guidelines for the safety of ships using fuel cell power installations;
- the use of LPG as fuel, taking into account MSC.1/Circ.1666 on Interim guidelines for the safety of ships using LPG as fuel;
- the use of hydrogen as fuel; and,
- battery powered ships.

The Correspondence Group will submit a report on its progress to the Sub Committee at the forthcoming 12th session of the Sub-Committee (HTW 12). Other key outcomes of the HTW 11 meeting In addition the development of these interim guidelines for training of seafarers on ships using alternative fuels and new technologies, the Sub-Committee addressed several other important matters:

- Completion of Phase 1 of the comprehensive review of the STCW Convention and Code, with a work plan agreed for Phase 2;
- Draft MSC resolution on the accessibility of information on seafarer medical certificates and recognized medical practitioners;
- Validation of revised model courses for seafarer training; and,
- Reports on fraudulent certificates.

For more details, read the [full HTW 11 meeting summary](#).



8 Online Marine News – AH Ed.

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

Subject link	Source
First naval Victoria Cross of First World War could fetch £260,000 at auction https://www.standard.co.uk/news/politics/victoria-cross-royal-navy-africa-george-vi-edinburgh-b1168336.html	
Collision avoidance close at hand https://oceannavigator.com/collision-avoidance-close-at-hand/?mc_cid=0f6bbd5696&mc_eid=8d2c590110	
Decarbonisation's negative impact on seafarer workload and stress – ISWAN survey https://vesselperformance.info/2024/06/26/decarbonisations-negative-impact-on-seafarer-workload-and-stress-iswan-survey/	
Professor John McDermid, director of the Centre for Assuring Autonomy, a partnership between the Lloyd's Register Foundation and the University of York, kicks off 2025's Contributions section - Steering through the challenges of maritime autonomy - Splash247	

9 Obituaries

The Old Sailor (Crossing the Bar) – Author Unknown

*He was getting a little older, and his hair was falling fast,
And he sat around the Naval Club telling stories of the past.
Of a war that he had fought in, and the deeds that he had done,
In his exploits with his buddies – they were heroes every-one.
And though sometime to his neighbours, his tales became a joke
All his navy buddies listened, for they knew whereof he spoke.
But we'll hear his tales no longer, for our shipmates passed away,
And the world is a little poorer, for a sailor died today.
He was just a common sailor, and his ranks are growing thin,
But his presence should remind us, we may need his kind again.
For when countries are in conflict, then we find the sailor's part,
Is to clean up all the troubles that others often start.
If we cannot give him honour, while he's here to hear the praise,
Then at least let's give him homage at the ending of his days.
Perhaps a simple notice in a paper that would say,
Our country is in mourning, because a sailor passed away.*

9.1 Francis Dick (Roy) Allen ([AllenR52](#)) went aloft 15.06.24

Roy's son Peter Allen wrote from Australia advising his Father died in Australia on June 15th 2024. An obituary will be sent in due course. SCC Stbd Graduation: 1952/3.

Peter was unable to meet this edition publication cutoff but will send an obituary later and we will publish hopefully in the next AH Journal.

9.2 Brian Victor Cox ([CoxB55](#)) went aloft 04.01.25

Brian's daughter, Karen Cutting informed the Association that her father Brian crossed the bar on 4th January, 2025. Brian was a member of the Association for 14 years or more.

Born on 8th March, 1938, Brian's working life started in the Merchant Navy as a Cadet at the age of 17 attending the School of Navigation, Warsash, University of Southampton from 1954/5, studying further to progress in this period at Sir John Cass College.



Brian worked for the Blue Star Line from 1955 until 1961 when gaining his Master's Certificate of Competency. Strong in character and working in a very tough environment, Brian rose quickly through the ranks to become 1st Officer.

Looking through his old passports and travel documents he travelled the world in those early years visiting Argentina, Brazil, Uruguay, Australia, New Zealand, Canada and South Africa to name a few places.

These years definitely cemented his love of the sea and travel which played such a large part in his later years.



Brian at the helm of Reprieve!

Having left the merchant navy to start a family, Brian managed a successful career in the automotive and engineering industries at Director level, which allowed him to continue his passion for global travel; at least a further 50 countries during his career. Brian carried on with his pursuit for his love of sailing and the sea, owning several boats, culminating with a full restoration of a Poole Pilot Cutter, Reprieve.

Brian will be deeply missed by his family and friends.

9.3 Captain John Brodie (Ian) Fairgrieve ([FairgrieveJ62](#)) went aloft 27.12.24

From Ian's daughter Rhona - Dad won the Schermuly Prize in 1962. The panel is pasted into the Ashley Book of Knots, which would have been the book he'd have taken with him to Radio 4's Desert Island, if he'd ever been cast away.

Captain John Brodie Fairgrieve (Ian), crossed the bar on 27th December, 2024 at Raigmore Hospital, Inverness. A Master Mariner, dearly loved father of Rhona and Craig, father-in-law of Sara and very proud grandpa of Kate and Alex.



Ian

A funeral ceremony was held on Saturday 18th January, 2025 in the Inverness Crematorium. Donations can be made to Raigmore Hospital Renal Unit, in memory of Ian.

9.4 John Matthew (Matt) Harger - VRD, 106474, Lt. Cmdr. RNZNVR went aloft 08.02.25

Matt was a non-member who came from Mosgiel and who suddenly passed away on 8th February, 2025 at home. He was 83 years old.

Dearly loved husband and best friend of Denise, loved and respected father and father-in-law of Helen and Bence (United Kingdom), Honor and Konstantin (Singapore), Simon and John (Waiheke), and loving Pop to Olivia.

His daughter, Honor wrote - My Dad died yesterday. He was an amazing father to me and an incredible, devoted husband to Mum, who is, of course, bereft.



Matt

My Dad was kind, wise, and steadfast, a man whose love and presence shaped the lives of me, and I am heartbroken.



His funeral was held on Thursday, 13 February at Hope & Sons Funeral Directors in Dunedin, New Zealand followed by private cremation.

For those who knew and loved him, more words will come later about his life and how wonderful he was. But for now, I just miss him.

9.5 Alastair (Al) Henderson (non-member) went aloft on 00.06.2024

It was reported by Elwyn Williams ([WilliamsE79](#)) having heard from Christine Henderson, Alistair's wife, that Al as he was known collapsed suddenly while out walking in the Lake District with her. He fought for life at Carlisle Hospital but subsequently died in Christine's arms in the intensive care unit there.

After leaving the sea from Shaw Savill, Al went to work for the inland revenue, where he was still working, Christine and Al had many plans for his retirement later this year.

RIP Al you were one of the best!



Al

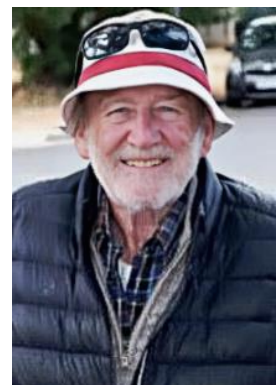
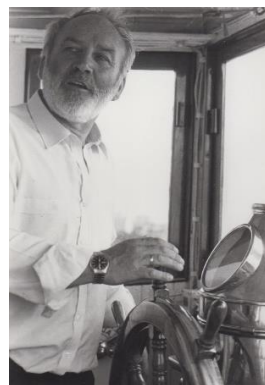
9.6 Captain John Alfred Leavesley ([LeavesleyJ56](#)) went aloft 08.04.24

If you had ever met John Leavesley, you would have known he was a seafarer within the first five minutes.

Described by his neighbour, somewhat unkindly, as a social butterfly, he always had a ready smile and a cheerful "hiya" ready to greet. Coming next was a robust discussion on issues of concern, backed up with a seafaring anecdote to illustrate his point.

If he met a fellow mariner, you could be sure he would be occupied for the rest of the evening, settling down to interrogate in detail the state of the industry, corner-cutting by shipowners, dodgy deals on the docks and the failings of politicians to do anything about it.

Attending Warsash School of Navigation in September 1955, he attained his Foreign-Going Masters ticket in 1968, married an Australian woman the same year, migrated to Australia in 1972 and then came ashore in the mid-1970s to be closer to his young family.



John through the years

Despite coming ashore his heart and mind never left the sea, working in the School of Air and Sea Navigation at the Royal Melbourne Institute of Technology, later side-stepping into a lectureship in international trade, checking the compass of Sydney to Hobart racing yachts, setting up the South Channel sailing school, designing a new marina on Port Phillip, earning extra money operating the night bunker barge in the Port of Melbourne, completing a business case for a shipping line in Vanuatu and volunteering to skipper the steam tug Wattle on Port Phillip Bay.

Other maritime adventures included making the TV news for sitting out a storm behind Gabo Island after the Lakes Entrance bar became too dangerous to cross; being invited into the cockpit of a 747 to help the captain land the plane and having the situational awareness to twice call ambulances ahead of heart attacks so that that he could be immediately resuscitated.



Early Life and Warsash

John was born in Nuneaton, Warwick, United Kingdom on 18 October 1938 and died peacefully in his sleep in Castlemaine, Victoria, Australia on 8 April 2024.

Coming from a coal mining family, it is not clear what attracted him to the sea, but at school he joined the Combined Cadet Force in the naval section, rising to Petty Officer and attending annual camps, one year at Portsmouth aboard the battleship HMS Vanguard, sleeping in hammocks, boating, scrubbing the decks and visiting the guns. Another camp was with the Fleet Air Arm in Helston, Cornwall when the highlight of the trip was a flight in an old wood and canvas Dragon Rapide aircraft.

Maybe the shortage of money and constant moving of his childhood made seafaring enticing. The family moved eight times from Nuneaton to Newton-le-Willows, Feltham, Retford, Ordsall, Bournemouth and Kinson before John left for Warsash, attending for three terms from September 1955 to August 1956. Most of John's tuition fees at the college were paid for by a charity the Marine Society and he suspected that another donor paid for his uniform which was made by the tailor Miller Rayner and Haysom in Southampton.

Warsash made a big impression on the 16-year-old John. His memoir paints a vivid picture, from the buildings, the staff, the daily routines, the food, his fellow students and the events of the day it reads like he was there yesterday and he describes it as the time of his life. A notable lowlight was judo lessons with a sadistic instructor who delighted in seriously injuring a student every week.

A particularly notable event was the loss of the Warsash ketch the Moyana, which won a Tall Ships race from Dartmouth to Lisbon, but then sank in a storm on the way back. Luckily the crew were saved by a passing cargo vessel.

First Voyage with Shaw Savill

John finished at Warsash in July 1956 and started a cadetship with Shaw Savill in August. In his memoir he says he remembers a lot about his first voyage but only odd incidents about subsequent voyages.

"My first trip was in a vessel named "Taranaki". Built in 1928, with twin diesel engines, she would have been very 'up-to-date' at her launch. In 1956, she was one of the oldest vessels in the Shaw Savill fleet at that time. The ship was a typical cargo-liner of her age, though rather ancient and slow by the mid-1950s', with a speed of 13 knots."

"The Taranaki sailed from London's King George V dock on the 5th of September 1956. We arrived back in London on the 12th February 1957 after five months and eight days, following a circumnavigation of the globe, going east-about. The ports we called at were Las Palmas (for bunkers), Cape Town, Fremantle, Adelaide, Melbourne, Sydney, Brisbane then to Auckland, Wellington, Napier, Christchurch and Bluff before sailing for the Panama Canal, then Genoa, Dunkirk and finally London. A memorable first trip."

"The first port was Las Palmas in the Canary Islands, a Spanish possession in the Atlantic. I remember that we bought a box of cigars between us and made ourselves thoroughly sick!!"

"From Las Palmas we sailed south, down the west coast of Africa to Cape Town. There was nothing to see on the way south, but with three brand new cadets on board, we had a "crossing-the-line" ceremony. I no longer remember which day it was, but the crew had a half day off with great fun for all but the three of us. The proceedings included a lot of water and a lot of dirty old sump oil and galley refuse. It took a lot of soap and water to get clean."

Leaving Cape Town, the ship sailed for Fremantle, Adelaide and Melbourne where John was able to leave and go home to his family who had emigrated from the UK and lived in Braxton near Sydney. He then re-joined the ship in Sydney and sailed to New Zealand calling at Auckland, Napier, Wellington, Lyttelton and Bluff.



Taranaki



"I recall Bluff because we were only going for a two-day visit that turned into about fourteen days due to the bad weather. Some local fisherman brought a sugar bag of oysters on board and stayed on board drunk for the time we were there. We put the oysters in the hospital bath (that had a salt water tap) and they stayed OK for days until one of the junior engineers turned off the water and they all died – what a stink. The cadets were blamed for it and we had to toss them over the side. Cadets were always blamed because the management would believe that it was always the cadets that got up to mischief and the rest of the officers scapegoated. We were usually paid off with a case of beer by whoever was really responsible."

"After Bluff we left for the passage across the Pacific Ocean to the Panama Canal. It must have been sometime in mid-December when we left. The trip took about twenty-three days at about thirteen knots, so we had Christmas in the middle of the Pacific Ocean. Christmas at sea is mainly about eating and getting drunk."

"The Panama Canal was significant of course, and ... in 1956 it was a really significant event for me. We anchored when we arrived in the evening, then commenced the passage when the pilot came on board early in the morning. It was a long day, but we cleared Balboa at the Atlantic end of the canal by the evening of the same day. We now headed for the Straits of Gibraltar and Genoa."

"I remember enjoying the feeling of being 'overseas' in Genoa, mainly because they did not speak English, so was 'foreign'. We were there for a few days whilst we discharged many bales of wool and went ashore a number of times during both daytime and evening. We sailed one mid-afternoon, with less than a complete crew. It was the first time I saw crew running on the dock as the ship was being pulled off the quay by the tugs." "Dunkirk was also interesting. My first French port. It remains in my memory because the port entrance was dominated by the German pill boxes and gun emplacements from the earlier decade. We also drank Belgian beer in an old French bar, that was dominated by the aroma of Gauloise cigarettes and anis."

"So back into the channel and the Thames to K.G.V Dock, London. After five months and one week away, I had earnt about thirty-eight pounds sterling. I had sent some money home to Mum and Dad in payment for some uniform, spent some ashore in various places and 'signed-off' the voyage with a little over five pounds that I received as one of those large white English five-pound notes. During my cadetship I made seven return voyages from Europe to Australasia."

Back to Warsash

In December 1959 John returned to Warsash to do his Second Mates Certificate of Competency. His memoirs says that for Deck Officers the examinations covered three parts.

"(a) Six written examinations in relevant subjects, (b) practical signals examination in morse and semaphore, and finally (c) an oral examination in topics such as rules of the road and collision avoidance, man-overboard routine, safety at sea, lifeboat and liferaft procedures, general safe conduct in seagoing and cargo operations."

Young deck officers at Warsash received payment from both the shipping company and the government unemployment scheme.

"We all went to the "dole office" once a fortnight and followed it by a night out. Some of us were flush others not so, but we all had enough for a good night out once a fortnight. It was of course mid-winter and country Hampshire was covered in snow. One of us had a very old American wartime jeep. Entirely without any kind of passenger comfort (only a seat for the driver), open to the weather. On "dole-days" up to eight of us would clamber onto (definitely not into) this vehicle and travel the eight miles or so to the dole-office in Southampton and back. I do recall retrieving it from a snow-filled ditch on more than one occasion."

"As part of a cadetship, shipping companies paid a salary for three months, plus a further one-and-a-half months "second attempt money" if you failed any part of the exam. Students often failed something easy such as signals in order to get another six weeks' pay at home. Some companies paid the six weeks as a bonus if you passed everything first time around and went back to sea. I do not really remember now, but Shaw Savill may have done this as I passed everything first time around, judging by the dates of passing in the Record Book."

McAndrews – Very Civilised Sailing

A couple of months after completing his Second Mate's certificate John joined the McAndrew Line vessel, Vargas. The company traded from London and Liverpool to the western Mediterranean, in particular to Spain including the Balearic Islands, but also to Portugal, Italy and North Africa; Tangiers, Casablanca, Ceuta and Melilla. One ship was wholly employed on the London to Lisbon route spending three days at sea and three days in port at each end. Most of the rest of the fleet was away for about a month at a time, with a month



between voyages. John describes it as: “*Very civilised sailing*”.

“I had a most enjoyable stint with the Vargas. Interesting ports that we regularly went to included Bilbao, Cadiz, Sevilla, Malaga, Alicante, Cartagena, Valencia, Palma de Mallorca, Tarragona and Barcelona. We would usually be in and out of most ports on the same day, but some would be an overnight stay. This often happened at weekends so that gave us the opportunity to go to the usual tourist destinations and to football or bullfights. We often loaded a full cargo of barrelled sherry in Cadiz. In January to March, we often found ourselves going up the Rio Guadalquivir to Sevilla to load the “bitter oranges” for marmalade, usually discharged at the jam factory in Dublin.”

Back to Australia

In November 1960, John decided to go back to his family in Australia and left the Vargas after six months. His passage home was via a delivery vessel, the Salajar which was lying in Stettin, Poland to be delivered to Djakarta, Indonesia. The voyage was memorable for getting drunk with the secret police in communist Poland, running out of food before reaching Djakarta and negotiating with Indonesian warlords for the return of cargo that was supposed to be re-loaded for another destination.

John travelled to Sydney via Darwin in a Super-Constellation which spewed sparks from the engines as it flew through the night sky. Reaching Sydney, he decided a break was in order and so ended his first stint at sea. This was a pattern he followed for the rest of his life though the stints ashore became progressively longer. His many interests ashore included steam locomotives, croquet, tree planting, his monthly weather column in the local paper, vegetable gardening, transport photography, the soccer scores and dreaming of a better world.

John's beloved wife Beryl died in September 2023 and he is survived by his children, Adam, Wendy, Matthew and Christian, seven grandchildren of five nationalities and one great grandchild. Some of his seafaring stories are preserved in his memoir and his love for transport is preserved in thousands of photos from ports and railways all over the world that he took to educate his students in Melbourne and Wuhan.

We hope that he is remembered as someone who knew what he was talking about. A celebration of John's life was held in the Church of Christ, Blakeley Road, Castlemaine on Monday 22nd April. If you wish to donate in lieu of flowers please consider the memory of John to the Smith Family Foundation.

9.7 Daniel Milliken ([MillikenD54](#)) went aloft 18.10.24

It is with deep sadness that we announce the passing of Daniel A. Milliken, aged 87. Dan was born on 6 November 1936.

He was a beloved Husband, Father, Grandfather, Friend and will be dearly missed by his family and all who had the privilege of knowing him. Rest In Peace.

9.8 Geoffrey J. Pegg ([PeggG55](#)) went aloft 24.10.24

The following was received from Geoffrey's family (Toshiko Pegg) advising that Geoffrey crossed the bar on 24th October, 2024.

9.9 Captain John de Renzy-Martin ([Renzy-MartinJ62](#)) went aloft 15.01.25

Captain John de Renzy-Martin born 17th August 1945, crossed the bar on the 15th of January 2025 at Musgrove Park Hospital, Taunton aged 79.

John graduated from Warsash and took to the water, working his way up through the ranks at P&O, and Mobil, moving to Kuwait Oil Tankers (KOTC) where he achieved his master's ticket and then on to Mitsui OSK.

He enjoyed the challenges of sailing VLCCs and would share stories of cyclones, gale force winds and dolphins bow-riding. John retired from the sea in 2009 at the age of 64. After more than 40 years traversing the high seas, he took a role at the Hydrographic office editing shipping charts.

He eased into retirement and life on dry land with his wife Sally in Watchet, Somerset.



His love for the sea never waned and he enjoyed any chance he got to get out on the water (especially if it were a booze cruise!)

John became more active in the local MNA and eventually became chairperson. He enjoyed meeting with other seafarers and sharing stories but also worked hard to recruit new members in Somerset.

John is survived by his three children, Rupert, Lisa, and Chloe, and his grandson, Wisdom.



John

His life was celebrated on February 2nd in his hometown of Watchet. His ashes will be scattered into the Bristol Channel this summer where he will be reunited with his wife.

9.10 Captain Richard Keith Sturge ([SturgeR55](#)) went aloft 19.12.24

Richard Keith Sturge, age 87, of New Smyrna Beach, crossed the bar on December 19th, 2024, at home, supported by Sandi, his wife of 37 years. Richard was born July 24, 1937, in Bristol, England to Harold and Frances Reay Sturge.

He spent much of his childhood and teenage years learning and enjoying sailing with his father. His passion for the water leading to a nautical career attending and graduating from Warsash School of Navigation in Southampton, England.



Onboard QM during NAWA AGM



Captain Richard

Richard began his career on cargo ships before transitioning to cruise ships. His career spanned 41 years where he experienced many unique opportunities and adventures including: sailing the final voyage of the Queen Mary to her permanent site in Los Angeles; supporting naval British defence of the Falkland Islands and captaining the ship that provided Rest and Relaxation for US troops in Kuwait during Desert Storm, to name a few.



During the NAWA AGM in 2019 Richard displayed his Queen Mary memorabilia



Queen Mary at her museum/hotel berth in Longbeach LA

Richard and Sandi came to the New Smyrna Beach area 33 years ago. During his time away from the ship and in retirement, he became a leader of the New Smyrna Beach Sea Scouts; a member of the New Smyrna Museum of History and the Marine Discovery Center, where he was a boat captain offering educational tours of the surrounding area. He loved sailing, traveling, and NASCAR, and was proud to



become an American citizen in 2006. He loved to read and was a history buff – always the one everyone wanted on their trivia team. He endeared himself to all through his kindness, generosity with his time and talent, and readiness to help someone in need at a moment's notice.

Survivors include his wife, Sandi; two daughters, Catherine Sturge and Jennifer Walker; two grandchildren, Danielle and Sasha Walker; brothers-in-law, Greg (Kim) Hoover, Rick (Cheri) Hoover, and sisters-in-law, Laurie (David) Heining and Diane Palmer. Richard is also survived by several nieces and nephews: Leanne and Darien Hoover; Katie Falcone (Heining) and Sarah Heining; Nathan, Nick, and Heather Palmer; and several cousins.

In addition to his parents, Richard was preceded in death by his grandson, Christopher Walker, and brother-in-law, Crist Palmer.

Celebration of Life was held on Saturday, March 8, 2025 at Hidden Lakes, with Chaplain Dave Whitman, Gentiva Hospice, officiating.

The family suggested memorial contributions to the New Smyrna Museum of History (120 Sams Ave., New Smyrna Beach, FL 32168) or the Marine Discovery Center (520 Barracuda Blvd., New Smyrna Beach, FL 32169).

10 From John Millican ([MillicanJ75](#)) & Christopher Bond ([BondC71](#)) Walkabouts



The chimney will remain.
Do you remember the end balcony standing a 'Bridge Watch'



Building work seems to be progressing well. The refurbishment etc of Shackleton looks to be about to start soon as people can be seen working inside.

The only part of the 'old' campus still standing is the electricity sub-station that stood below the Jellicoe teaching block. It is just waiting for Southern Electric to shut it down before it can be demolished.

11 WA Memorabilia



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



Oriana



Oriana - the 'Pretty Lady' in White Livery



Such a majestic ship! And alongside the Overseas Passenger Terminal (OPT), or Ocean Terminal, in Sydney's Circular Quay, across from the Sydney Opera House and iconic Sydney Harbour Bridge astern



A few Items from The Editors Oriana Collection



All Hands 2025-1 (UK Spring)