

# ALL HANDS



## The Warsash Association Journal

### Iconic Ships



Colorization by Daryl LeBlanc

## SS France

Built 1960 at Penhoet, St. Nazaire as FRANCE Yard #G19 - 66,348 GRT - 1,035 x 110.5 feet  
Quadruple Screw, geared CEM-Parsons geared turbines from builders  
Service speed 30 knots, max 35.21 knots - 160,000 shaft horsepower  
407 First Class, 1,637 Tourist Class passengers



Painting by Robert Lloyd



In New York with the United States other side berth

Photos courtesy – [ssmaritime.com](http://ssmaritime.com)

All Hands 2024-2 (UK Summer)





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

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

- **To increase the page size when viewing online;** in Adobe Reader View/Zoom/Zoom To/or Pan and Zoom
- Click a page number in the Table of Contents to jump directly to the relevant section.
- **Click on the email links & website links** e.g. [www.warsashassociation.net](http://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,

I hope this edition of All Hands finds you in good form and that you are having an enjoyable year. Those of you in the Northern Hemisphere and particularly the UK may wish to blame me for the appalling summer weather – Alison and I very cleverly went out and bought an air conditioning unit for our bedroom in the Spring and we have used it about three times so far! Let's hope that the weather improves and that I can report that it was money well spent!

The WA contact with the Officer Cadets at the Warsash Maritime School has proved to be challenging in the last few months as the appointed OC Liaison Representative experienced some personal problems and has had to withdraw from the WMS and her career ambitions. We are trying to fill this void as soon as possible but as you will appreciate, we do not have any control over the selection process for her replacement nor when we can expect an OC to take over the role. Suffice it to say, we are working on it.

Sadly, the Maritime Quiz which was organised for the OCs had to be cancelled at the last moment through lack of interest which was both embarrassing and expensive as we lost the deposit which we had paid to reserve a room in the Star Hotel in Southampton. Our experience with this event will cause us to review how we liaise with the OCs in the future, but I send my sincere thanks to the organising team and to Angela Winteridge who took her role as Quiz Master very seriously. It was an unsatisfactory outcome.

Our Social Event 2024 is fast approaching, and we will be gathering in London in the area of The Tower and St Katherine's Dock on 3<sup>rd</sup> October for a tour of Tower Bridge followed by a dinner at The Dickens Inn. On 4<sup>th</sup> October we will board the Thames Clipper for a trip down river to spend a day visiting Cutty Sark and the National Maritime Museum, Greenwich. London was chosen as the venue for 2024 because there was a strong feeling that we should move away from the South Coast, but the support for London has not been as good as I would have liked.

Alison and I had the opportunity to visit the National Memorial Arboretum ([www.thenma.org.uk](http://www.thenma.org.uk)) in May and if you have not been, may I suggest that you put it on your bucket list. We intended to spend one day there but had to return the following day as we had not been able to include all the memorials of interest. The Merchant Navy memorial is not spectacular, but the message comes across that the sacrifice made by seafarers in two world wars was unbelievable. The main memorial is a one-hectare wood comprising 2,535 Sessile oaks, each one representing a merchant ship or fishing vessel which was sunk during WWII. The wood commemorates over 46,000 merchant seafarers who lost their lives during conflicts in the 20<sup>th</sup> century.

After some investigation it became clear that the School of Navigation, Warsash was not remembered on any memorial even though there was a joint memorial for other training establishments: Worcester, Conway, Pangbourne, General Botha (S.A.) and Mercury. I believe that we should consider presenting a School of Navigation memorial or have the School of Navigation included on the existing training establishment memorial. I am in discussion with the Hon. Sec. at the Old Worcester's Association to



establish if we can work together to add the School of Navigation to the existing memorial. This matter will be discussed at the next Executive Committee meeting and at the Annual General Meeting - there will be cost implications - but first of all we have to gauge the reaction from members as to what they would like to consider.

The OC Passing Out Ceremony and Dinner took place on 12th July and was attended by David Dearsley and Captain Mike Smith, respectively. The WA Cup and Certificate for Individual Achievement were presented to OC Amilia Busby, an HND Engineering student. As always this is a very happy occasion and is an opportunity for the WA representatives to meet with the OCs and their connections and to promote the Association.

You will be aware that the demolition of many of the buildings on the Upper Site of the former School of Navigation at Warsash is well advanced and there is a strong possibility that the Lower Site may be vacated for future residential development. The most likely new site for the emergency features is located on the Itchen, closer to the Warsash Maritime School.

As always, there is much to read in All Hands and the Table of Contents provides a good guide as to what is on offer. If you have any strong views as to how you would like to see the development of a memorial for the School of Navigation and the cadets and students who lost their lives in WWII at the National Memorial Arboretum, please let me know.

Don't forget to put the date of the WA Christmas Lunch in your diary for 7<sup>th</sup> December at the usual venue – The Royal Maritime Hotel & Club, Portsmouth. I hope to see you there in festive spirit.

With best wishes and happy reading!

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

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

**WA Website:** Webmaster's email: [wawebmast@warsashassociation.net](mailto:wawebmast@warsashassociation.net)

WA Membership worldwide currently is 612 (includes 211 Officer Cadets & Officers at sea after a number of fee defaulters were re-classified as Resigned). Of the total number, 97% are online.

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

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

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

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

The handover of Webmaster duties continues and David Fairweather ([FairweatherD69](#)) is now installed as Deputy Webmaster. Chris Clarke continues in his support role as the duties transition to Stan Bowles as Webmaster.

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

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



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

**All Hands Journal:** Email [waahed@warsashassociation.net](mailto:waahed@warsashassociation.net) with articles or suggestions about future editions.

This edition tells the story of SS France/Norway – some would say the last ocean liner of a bygone age. I hope you will enjoy reading about her and if you have a particular ship of notable distinction let me know and let's see how much information there is about her 'out there'. It's a pleasure doing the research.

All Hands continues to be a joy to produce and editing all the submitted articles is not only very interesting but also educational. I would implore our Officer Cadet members to submit articles highlighting their onboard-time throughout the voyages and especially their wellbeing and experiences. For many of us including me, our time at sea was in the 50s through to the 80s when seafaring was quite different. No matter what part of the industry you are in or ended up in, please let us know. Learning about seafaring today is as much of reminiscing the past.

### 1.4 New Joiners Since AH2024-1 – (Webmaster)

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

| Name             | Website Username             | WA Year | Country | Joined    |
|------------------|------------------------------|---------|---------|-----------|
| Archie Morant    | <a href="#">MorantA25</a>    | 25      | UK      | June 2024 |
| Gordon Alexander | <a href="#">AlexanderG69</a> | 1969    | UK      | July 2024 |

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

We are currently planning a Reunion/AGM to be held in Geelong in mid-November. Full details of the proposed gathering will be circulated to all members in August and it is hoped that there will be sufficient interest to proceed with the gathering.

Again, if any members of the Warsash Association and planning a visit "Down Under" please let us know and we would be happy to arrange a gathering in their honour and hopefully be able to renew old friendships.

### 1.6 New Zealand Branch Report – Tony Peacock ([PeacockA60](#))

For our latest get together in April, we headed about an hour north of Auckland to the picturesque market village of Matakana. Twelve members and partners gathered outside, by the stream flowing adjacent to the lunch venue, before entering the Matakana Market Kitchen. In a private part of the restaurant we enjoyed a leisurely lunch together accompanied by the numerous stories that are such a feature of our get togethers.



At the Matakana Market Kitchen



Tony Peacock, Bill Cobb and Mick Bullock

Planning is underway for our next together in July, when discussions will take place about the venue for the AGM later in the year.



Dee Pigneguy, Tony Peacock, Adair & Barbara Craigie-Lucas', Robyn & Bill Cobb



Jane and Larry Robbins, Mike Pigneguy

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

For the past little while the weather has dominated the news, reporting heat waves, fires, floods and hurricanes. It is necessary to think hard about any forays outside our local areas. North America is a big continent and as such, unless you are undertaking a road trip, flying is a must.

With that, the thought of holding an AGM in North America has been under consideration for at least two years now and as the time flies by, it is a struggle to nail anything down. The latest is a get together in the UK for an AGM next year. Hopefully, in Southampton to tour what is left at the SON upper site and see how the lower site has developed. Many have not seen the Maritime School in Solent University so there will be an opportunity to set up a tour of the facility, especially the simulators.

We could make a block booking at the Meon Valley Hotel, Golf & Country Club, Sandy Ln, Shedfield, Southampton SO32 2HQ for three (3) nights. If you have any thoughts on this and making it an expanded get together with UK Members including Excom, please let me know.

## 2 WA Notices, News and Events

### 2.1 2024 Social Events – So Far! – Ed!



Bill Dancer , Stan Bowles, Roger Purdue

Yours truly assisted at the Nautical Institute Arctic Waters Conference in Victoria, B.C. and took the opportunity to meet with WANA members Bill Dancer and Roger Purdue, the Branch Secretary, at the Bard and Banker pub downtown. We managed a few pints discussing the Branch and most importantly our AGM which has been a struggle to get going.

Consensus is that it would be wonderful if we could set the AGM for Southampton in 2025 taking in a tour of the present school at St. Mary's and a visit to, or what will be left of the School in Warsash with a stop at the Riser!

If anyone has further thoughts on this I would really like to hear from them. For my 1969 Cohort, I would like to put together a reunion whilst in the UK during this time.



Above is a representative attendance of the 3<sup>rd</sup> Arctic Conference held in Victoria, B.C. Canada.



President of the NI, Captain Andre LeGoubin ([LeGoubinA88](#)) and COE Captain John Lloyd ([LloydJ80](#)) attended. John resigned from the Association but I am trying to persuade him to rejoin! Ed.

The Conference theme as Best Practice, Best Technology, Best People. It was a topic with many levels of resonance within the Canadian and global maritime communities.

Post-COVID, and in response to continuing effects of 'open waters' in the Arctic, traffic is increasing. In Canada, this takes place against a backdrop of augmented environmental concern, advancing maritime regulation, and complexities of resource development in austere locations.

Globally, commercial shipping looks warily at the prospects for more economical routes, while cruise lines and adventurers seek what they imagine, are the last locations of untouched natural splendour. At the same time, the north is regaining prominence in calculations of geostrategic advantage and competition/conflict. This made the conference subject ever more topical.

## 2.2 Warsash Remembers D Day plus 80.

Three '58 ers, - Paul Bowes, Keith Javan and Tony Catesby and wives attended this event at the Memorial and afterwards in the Rising Sun.



Keith & Celia, Paul & Penny and Tony & Andrena  
before the service



The local crowd who attended

British and Allied Naval Commando Units sailed from the Hamble River on the night of 5<sup>th</sup> June 1944 for the D Day landings on the Normandy beaches. The memorial was erected on the 40<sup>th</sup> Anniversary, now itself 40 years ago.



The Vicar of Warsash, the Trumpeter and RAF wreath layer, and  
young Beavers and Squirrels



Dinner in The Rising Sun

Having enjoyed lunch at The Rising Sun in May we became aware of this event planned for the evening of 5<sup>th</sup> June, and booked tickets for the celebration 'pre-D Day 'dinner'.

The Warsash Veterans Association together with Sharron at the Rising Sun had arranged this event to celebrate the 80<sup>th</sup> Anniversary of the 3,000 Special Forces who sailed from Warsash on the evening of 5<sup>th</sup> June 1944.



It seemed appropriate that we should make the effort to attend this event, and we duly arrived, booted and spurred and accompanied by our wives, to join the procession down from the top of Shore Road to the waterside car park outside the Riser, and join the Service at the Memorial, led by the Vicar, and attended by a large number probably 200 villagers, WW2 Veterans, and tiny children in what we learned to be Beavers and Squirrels!

When the Service - with Last Post and Reveille played on the trumpet was completed we adjourned to the hostelry, where a magnificent three course meal with drinks was enjoyed, joining together with the Veterans.



Two photos above, shared at the meal, showing troops embarking in the landing craft and Fairmiles in 1944. The School of Navigation pier can be seen in the background, when the establishment was the naval establishment HMS Tormentor.

2.3 Stephen Strowger our former Liaison Officer Cadet - Carnival UK from David Dearsley ([DearsleyD64](#)) via LinkedIn from Stephen ([StrowgerS24](#))

It has taken a while to let this sink in. Last Wednesday, I passed the OOW Unlimited Oral exam.

It has been an amazing three years, with no end of trials and tribulations. As an older cadet, I have been accepted under the wing of some incredibly inspiring Officers, some more than half my age, who were just incredible people, wonderful mentors and friends. Their help (you know who you are!) will never be forgotten.

Thank you so much to Angus at Onboard Maritime and his team who helped me in the last stages with exceptional one to one support. Thank you to Suzanne Galloway, Bryan Simpson, Branimir Pantaleev and Sriram Rajagopal at Warsash Maritime for their endless support and Giuseppe for believing I could do it but above all, my family, my wonderful family who have supported me through thick and thin. This is for you all.



Stephen with his newly minted CoC.

### 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 Important Days to Remember - From the Warsash Maritime School Website. Ed.

June 25<sup>th</sup> was Day of The Seafarer. The Warsash Maritime School, Solent University, Southampton proudly joined with colleagues worldwide to recognise seafarers' contribution to making our maritime workplaces safer every day. The theme for the day was Safety Tips at Sea. So! do you have a top tip? Is there something you or your crew do every day or each time you sail that reduces risk and contributes to a safer environment? If so, please share it and spread the benefit of your experience with the marine community.



This is a cracking photo of Warsash Phase 5 Officer Cadet Ella Gambell, taken on her last ship with Eilidh Barry, 1<sup>st</sup> Officer to her left and in front, Warsash alumni Molly Seymour and Jasmine Johnston - both on their first trip as Third Officers and overseeing Ella's time on board.

Well done ladies on the IMO International Day for Women in Maritime on May 18<sup>th</sup>.

### 3.2 Friends of Warsash – 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).



David Whitaker's (Conway) report:

Our lunch in April was well attended, more than usual in fact and we were obliged to be split up. One group, occupying a booth, is seen below:

From the left are: Jackson Marriott (First Year BCIT Cadet Officer), Don Tranter (Conway 52-53), Stan Bowles (Warsash'69), Richard Smith (South Shields'72), Bill Tooley (Worcester'47-49) and David Read (Conway'54-56).

The photographer, Ed Monteiro (Dufferin'56-58), can be seen in the mirror, over Stan's shoulder.

### 3.3 Association of Old Worcesters 2024 AGM by Chris Bostock, Honorary Secretary

The AGM was held on Wednesday 17th April at Sudbury House Hotel, Faringdon and was well attended, in fact numbers have been steadily increasing these past couple of years.

After the introduction there was the customary reading of the names of those OWs' who have 'crossed the bar' since the last meeting. The minutes of the last AGM were discussed and approved followed by a report from the Honorary Secretary on membership numbers, website, events in the past etc.



Union is  
Strength



Most of the topics in the agenda would be discussed in more detail during the meeting.

The Honorary Treasurer presented his report and briefed all on end of year (2023) accounts for both the general and benevolent funds.

Then followed the formal process of approving those standing for Council and election of the Honorary Secretary, Honorary Treasurer and Honorary Auditor.

The Honorary Secretary of the Old Worcester Yacht Club (OWYC) presented his report stating that numbers of members and permit holders continue to decline and there will come a time when they reach a point when a decision will have to be taken on closure. Meantime this year's rendezvous will be held at the Royal Southern Yacht Club, Hamble.

The Chairman's wife assisted by the Chairman then gave a lengthy presentation on our final event in 2026 which signifies the end of the AOW and start of the new Worcester Association (WA). The event which is known as 'Sunset 2026' takes place in Portsmouth on 19<sup>th</sup> and 20<sup>th</sup> May and consists of a reception on the Mary Rose on the first evening followed by time the next day to visit the various naval museums nearby and in the evening the formal dinner onboard H.M.S. Warrior.

The Director of the Worcester Merchant Navy Cadetship Scheme (WMNCS) presented an update on the progress of our seven cadets currently undergoing training. The first three to join the WMNCS have completed their first phases at college and at sea and are now at college on their second phase. It is hoped to recruit two more cadets starting in September, then there may be a pause in recruitment depending on income to the scheme. The first three cadets who were present at the AGM. Each gave a brief talk on their experiences at sea during the first phase, each one was extremely enthusiastic and between them had served on cruise ships, a sail training vessel, a superyacht and Trinity House buoyage tenders.

The Honorary Secretary then read out a brief statement on behalf of the Editor of the Dog Watch (DW) who was not able to attend. The Editor reminded all that at Easter the DW celebrated a centenary continuing in print, however as all are now aware, due to dwindling resources the DW will now only be issued as a pdf and eventually will also be available on the new website.

One of our Council members who has been working on the new website assisted by our Archivist gave a presentation on progress of the site and the challenges and reasons for the delay in going live. It is hoped to go live soon once the website designer and developer has time to assist with the final parts of the process.

The Vice-Chairman outlined the process and plans for the closure of the Association in 2026 and the transition to the Worcester Association.

Finally, after AOB the date and venue for the next AGM were discussed.

#### 3.4 P&O Luncheon – 17 May 2024 Southampton – Ed.

Once again my wife Christine and I attended the annual P&O Pensioners Reunion Luncheon on 17<sup>th</sup> May at the Novotel Southampton.

The usual excellent fare was laid on and as always at such events with 200 + attending, there is never enough time to chat with old shipmates and management. David Brock ([BrockD69](#)) also attended along with Captain Ian Walters (shipmate from my Canberra and Pando Cove days).



**Quis Nos Separabit  
Who will separate  
us**



**Stan and Ian  
Shipmates/Cadets on  
Pando Cove and Canberra**



**Ian, Peter Cutmore and Stan.  
Peter was the Personnel Manager back in  
the 60-70s who interviewed both of us at  
Beaufort House when entering P&O**



Christine, and Stan - Ed



L to R: Barbara Purnell, Vivian Walters, Kate Hill, Charlie Hill, David Brock

### 3.5 Palm Line Reunion by Graham Hobbins and Jerry Batte – non-members

For all the Palmies!

So, that's it for another year. The 75th Anniversary Reunion has come and gone in the blink of an eye and is memorable in a few ways. 64 attendees, 32 sea-going staff sharing memories and stories of voyages, people and adventures.

Thanks are also due to Brett Metcalfe and the Carmet Tug Company LTD for sponsoring this event for a 2<sup>nd</sup> year.



Thank you to Les Brown for bringing along and displaying his fantastic model of the Apapa Palm which was complimented by a wonderful display of memorabilia shared by various members of the group.

Thanks also to Susan Gillone and Michael Kelly acting as official photographers.

It was also memorable because Jerry Batte has decided to hand over organising control to Alan Weekes. We must thank and acknowledge Jerry because he took the event over when its popularity grew with awareness of it being spread via The Palm Line Facebook page which now has 975 followers. Numbers attending the reunion have expanded from around 20 - 30 to at least 80 people expressing an interest in going along and sharing memories. A new venue needed to be found and organising done and Jerry did it. It just remains to say "Thank you" Jerry and good luck and thank you too to Alan Weekes for agreeing to take over.



(Left to right) Bob Ellsmoor, Mike Scott (bottle), Jeff Friar (bottle), Steve Holloway, Bob Rankin (stick), Gordon Nisbett (behind), Peter Winsor (behind), Captain David Fleming Miller (front), John Moore (behind part hidden), Jerry Batte, Mike Kelly (behind), Jimmy Hughes (front), Brett Metcalfe (almost hidden), Andy Dixon (behind), Ian Hillier, Seth Holden, Les Debnam (behind almost hidden), Peter Perry, Mike Harthern, (behind part hidden), Ted Thompson, Harri Williams, Mike Jennings, Pete Stanley (back), Alistair Gillone, Alan Peden (back), Brian Kenny.



Sponsor Brett Metcalfe & Organiser Jerry Batte



Clockwise from front) Les Debnam, Peter Winsor, Yvonne Holden, Seth Holden, Jimmy Hughes, Gary Woollam, Carol Woollam, Keith McMahon, Razlan Alayanka



(Clockwise from left) Ted Thompson, Andrena Thompson, Rachael Thompson, Anne Batte, Jerry Batte, Michael Harthern, Daleta Harthern



(Left front clockwise) Mike Kelly, Bob Rankin, Sue Rankin, Steve Gross, Ian Hillier, Ann Hillier, Alan Peden, Kathryn Peden



Some of the memorabilia displayed) Palm line crockery, flag, shield, drink mats, tie, glasses case, silver toast rack, photos of Tommy Parkin, station pointers, 1971/2 Lloyd's Registers, boiler suit, Parker pen



Some more memorabilia displayed - Palm line towel, pennant, the last Red Ensign lowered from a Palm Line ship, the Matadi Palm), silver butter knife, crockery, teapot & tankards, silver tray, cap and badge.

### 3.6 Mini-Reunion at the Riser 17 May 2024 – Ed.

Once again after the P&O Luncheon a number of members including our Chairman and Europe & Cadet Recruitment Joint Secretary joined in sampling the delights of the Rising Sun in Warsash.

It was a good turnout and one, if developed, will need a reservation to hide away in the galleries. Some will remember sneaking out of the Dorm and partaking in a pint upstairs in the hope that no one, especially staff, would see us!



Fun at the Riser the only thing missing was the lantern

**Left to right around the table:**

David Dearsley Recruitment Joint Secretary  
Mike Smith - Cadet Liaison Officer  
Roger Holt - Chairman  
Stan Bowles – AH Ed/WM, NAWA Co-Chair  
John Gurton - Member  
Simon Daniels - Member  
David Brock - Member  
Gordon Alexander – New Member  
Christine Bowles- North American Support!

After we drank the Riser dry we then went to the Silver Fern to try the same and get some food to soak it all up! This was an event in itself – not to be repeated but fun as there was a significant match on between Southampton vs. West Bromwich and the place was heaving!

### 3.7 The Wayward Son Found After 55 Years by John Gurton ([GurtonJ69](#))

Gordon Alexander and John Gurton met up with David Hewitt in Orpington on 30<sup>th</sup> May. Dave has been missing in action for 55 years. Nevertheless he hasn't been slacking! He jacked in the marine career before finishing his apprenticeship and became an articled accountant and moved down-under to Oz in 1986.

Our two hour lunch was not enough time to get all the scuttlebutt but he will be back regularly in UK visiting his grandchildren and is keen for any reunion in the future.



**Left to right: The 69'ers**

Gordon Alexander ([AlexanderG69](#))  
Dave Hewitt ([HewittD69](#))  
John Gurton ([GurtonJ69](#))

### 4 Graduation Photo – 1973 Induction Sep/Dec - source Dick Atkin – non-member.





**Top Row:** 4th from left is John Davies, Ellerman City Liners (ECL) and I understand that John sadly drowned in a dredger sinking off Belgium in the early eighties... 5th from left is Robert Siddall (P&O I think); 3rd from right is Steve Harris; 2nd from right is Bruce Townsend I think (ECL).

**Second Row:** On the left is Dick Atkin (Blue Star); Second from left is David Fielder (Texaco).

**Third Row:** 5th from left is Mark Stevens; 4th from right is Graham Goodall (P&O); 3rd from right is myself; John Gorman-Charlton (ECL) then known as John Gorman.

**Bottom Row:** On the left is Steve Smith; 5th from the left is Tom Barwis (Shaw Savill); 3rd from the right is John Hosty (P&O); 2nd from right is Peter Whittle (Clan Line?).

Five Cadets from this group were OND Cadets and we had to transfer to Plymouth for Phase 1 & 3: John Gorman-Charlton, Tom Barwis, Peter Whittle, David Fielder and one other.

Names supplied by John Gorman-Charlton ([Gorman-CharltonJ73](#))

#### 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!



**And the Winners Are!!!**

#### **Not in order:**

1. Shannon Billy (METO HND, Sep'21), Royal Fleet Auxiliary (RFA) the Isambard Brunel Engineering Cup.
2. Amilia Busby (Engineer HND, Sep'21), Cosco Maritime UK Ltd. Warsash Association Commendation for Individual Achievement.
3. Jennifer Kavanagh-Blatt (Deck HND, Sept'21), Royal Fleet Auxiliary (RFA). Deck Officer Cadet of the Year Award
4. Tom Welch (Engine HND, Sep'21), Carnival UK. Marine Engineer Officer Cadet of the Year Award.
5. Tom Welch (Engine HND, Sep'21), Carnival UK. Marine Engineer Officer Cadet of the Year Award,
6. Hannah Jones (Deck BSc, Sep'21), Maersk Supply Services. The John Milner Prize for Navigation.
7. Connor Hunter (Deck HND, Sep'21), The Maritime Education Foundation, The Matthew Flinders Navigation Cup.
8. Callum Stupple (Deck BSc, Sep'21) The annual Clyde Marine Training Deck Cadet of the Year Award.
9. James Whittle (METO HND, Jan'22). Clyde Marine Training Engineer Cadet of the Year Award.
10. At sea - Scarlett Barnett-Smith (Deck HND, Jan'21) Trinity House and the Port of London Authority (PLA). The Higher National Student of the Year prize - Scarlett shared a video message with the audience.



## 5 Lighter Moments – Various Contributors (Ed.)



"Welcome back, sir. Are you planning on being our guest for one night only, or will this be your usual extended stay?"

## 6 Iconic Ships

### 6.1 SS France – SS Norway edited from SSMaritime.com – Ed.

The SS France was sold to Norwegian Cruise Lines (NCL's)/Star Cruises' to become the SS Norway and finally sold to the breakers - Bridgend Shipping & Priya Blue's Blue Lady. She had the distinction of being and remained the longest liner until the completion of Cunard's Queen Mary 2.

With the loss of the Normandie in New York Harbour in 1942, the Ile de France became the only French Liner and the largest Trans-Atlantic liner. However, the German liner Europa, which had been captured by Allied troops towards the end of World War II was awarded to the French Line, who renamed her Liberte. This liner kept the French line afloat throughout the 1950s.



Builders Chantiers de l'Atlantique, Saint Nazaire



Normandie



Ile de France



Europa/Liberte

The Ile de France seen above with her third (dummy) funnel removed after being partially rebuilt in 1949.

Cunard was operating the pride of their fleet, the 83,673-ton Queen Elizabeth, so French Line directors decided to up the stakes and build the longest passenger liner ever to replace both the aging the Ile de France and Liberte. Both of which were taken out of service by 1960. The 66,348-ton SS France was to be the last French liner to be built for the Trans-Atlantic service.

The France entered the grand era of ocean-going liners being launched on May 11, 1960, when she became the longest Trans-Atlantic liner at 1,035 ft and one of the most beautiful and graceful passenger liners ever built.



Her sea trials began on November 19, 1961 after which she departed January 19, 1962 on her maiden voyage, which was a cruise to the Canary Islands. On February 3, 1962 she departed on her first Trans-Atlantic crossing from Le Havre to New York.

For the next twelve years, the France was the French icon of national maritime pride. However, even prior to her departure for New York, air travel had already gained favour with the travelling public, thus by the time she departed on her first voyage to New York sea travel had already declined to the point that the French Government had to subsidise her with massive amounts to keep France the pride of the country in operation, especially as Cunard Line was about to launch the Queen Elizabeth 2 in 1969.

The France was designed to make 46 Trans-Atlantic crossing per year as well as a series of winter cruises.



Departing to the Canary Islands on Jan'62  
Photo - Getty Images

On January 9, 1974, France departed New York on a world voyage. She was too long for the Panama Canal locks, so sailed via South America, Papeete Tahiti, Auckland, and Wellington New Zealand to Australia.

Her visit to Hobart Tasmania was cancelled at the last minute due to her length. She arrived in Sydney, Australia with a great fanfare on February 16 and returned to New York via South Africa.



France in Sydney, Australia on 16<sup>th</sup> February 1974

The following photographs are sourced from a French Line brochure & SSMaritime author's collection.



The Lady at full Ahead



First Class Grand Salon



Tourist Class Smoking Room



First Class Restaurant



Cinema



Patio Provençal

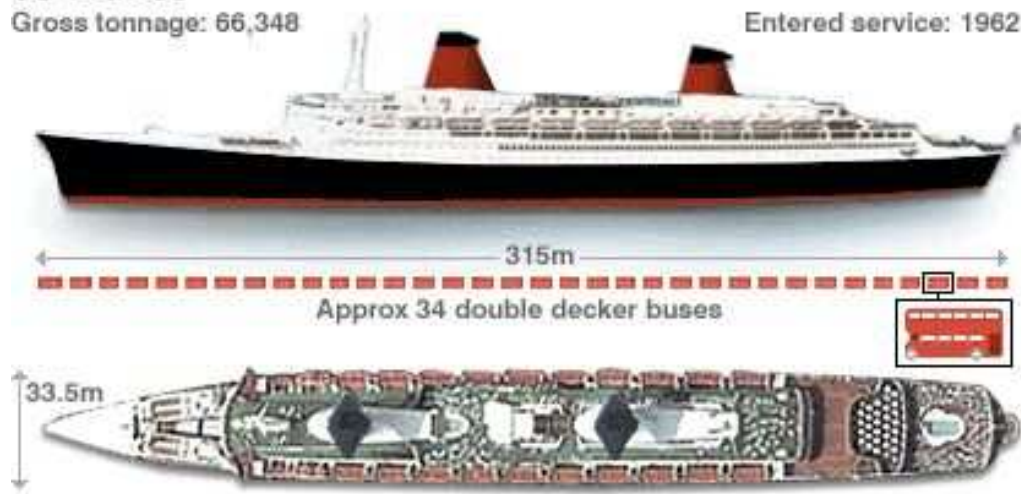


French Line official Postcard

## SS France

Gross tonnage: 66,348

Entered service: 1962





**Engine Room and the builder's plaque on the main turbine control panel**

In July 1974 the French Government announced that it was not prepared to provide any further subsidies. Soon after this the French Line made it known that they would withdraw the flagship from service on October 25, 1974.

Upon her return from New York in September, the French maritime trade union took things into their own hands, and took control of the ship anchoring her in the fairway, protesting against the threatened loss of jobs.

All passengers were taken ashore by tender. In October the striker's enthusiasm had waned and the France was duly berthed and laid up at Le Havre where she remained idle for five years.



**France seen laid up at Le Havre from 1974 to 1979**

One passenger recalled her last voyage on the France. *"In the 1970s my parents took my siblings and myself, in my teen years, and sailed on the France. My time on this beautiful ship has remained one of the best memories of my life and love recalling the sights and feelings of fun and laughter. I have even retained several menus from our last cruise with her. I recall Elizabeth Taylor and Richard Burton were on the ship because while my mother was sitting on the deck she looked up to see me being escorted by a very handsome man. She could see that I had been up to some mischief and she was so embarrassed that Mr. Burton had his hand firmly on my shoulder and returned me to my mother for trying to look in his cabin. He was not too forceful but he did demand the respect of a father and I sure followed and apologized. I was wrong but the story has given us countless hours of laughter ever since."*

#### Specifications - SS France

- |                   |                                                        |
|-------------------|--------------------------------------------------------|
| 1. Built by:      | Chantiers de l'Atlantique, Saint Nazaire               |
| 2. Tonnage:       | 66,348 GRT – Gross Registered Tons                     |
| 3. Dimensions:    | 1,035 X 109 ft (315.5 X 33.7 m)                        |
| 4. Draught:       | 34 ft 4 in (10.80 m)                                   |
| 5. Propulsion:    | Parsons Steam Turbines, built by the builders          |
| 6. Screws:        | Quadruple                                              |
| 7. Service Speed: | 30 knots (35 maximum)                                  |
| 8. Stabilizers:   | Two pairs                                              |
| 9. Passengers:    | 407 First & 1,637 Tourist (250 interchangeable cabins) |
| 10. Flag:         | France                                                 |

In 1979 France was sold to Klosters Rederi A/S, for the Norwegian Cruise Line" (currently owned by the Malaysian Genting Casino group, who also operate Star Cruises and own Orient Line). France was turned into a grand but glitzy cruise ship, renamed Norway and commenced cruise duties in the Caribbean.



The France, the way we should remember her!

### France as Norway



In her Norwegian Cruise Line Livery



Rubbing shoulders with her Majesty QE2



Proud announcement



Starboard Quarter presented

### As the Blue Lady (Wiki)

Norway was sold in April 2006 to Bridgend Shipping Limited of Monrovia, Liberia, and renamed Blue Lady in preparation for scrapping. One month later she was again sold, to Haryana Ship Demolition Pvt. Ltd., and was subsequently left anchored in waters off the Malaysian coast after the government of Bangladesh refused Blue Lady entry into their waters due to the onboard asbestos. Three weeks later, the ship began its journey towards Indian waters, though it was announced that she had left Malaysian waters for the United Arab Emirates for repairs and to take on new crew and supplies.

Upon learning of the ship's destination, Gopal Krishna, an environmentalist and an anti-asbestos activist, filed an application before the Supreme Court of India to ensure that the ship, reportedly containing



asbestos, complied with the Court's 14 October, 2003 order which sought prior decontamination of ships in the country of export before they could be allowed entry into Indian waters. On 17 May 2006, Kalraj Mishra expressed his concern to the Indian Parliament over possible hazards Blue Lady presented, and requested that the government put a halt to the ship's entry. As the Indian Supreme Court had lifted any ban on the ship's entry, Blue Lady was anchored 100 km off the Indian coast in mid-July, coming from Fujairah, UAE.

This also cleared the way for her scrapping at Alang, in Gujarat, pending an inspection of the on-board asbestos by experts from the Gujarat Pollution Control Board (GPCB). After GPCB Chairman, K.Z. Bhanujan, said the Board had constituted an experts' committee for inspection, Blue Lady was docked in Pipavav, Amreli district. On 2 August, 2006, after a five-day inspection, the experts declared the ship safe for beaching and dismantling in Alang. This prompted a fury of controversy over the legality of such an act, including a press release from the NGO Platform on Shipbreaking that critiqued the technical report, alleging that the Technical Committee was under undue pressure to allow the ship to be beached, and had failed to follow the Basel Convention and the Supreme Court of India's order that ships must be decontaminated of hazardous substances such as PCBs and asbestos, and in any case, must be fully inventoried and formally notified prior to arrival in the importing country. No such notification was made by either Malaysia (last country of departure) nor Germany.

The NGO Platform on Shipbreaking also announced that it was prepared to launch a global campaign against Star Cruises and their subsidiary Norwegian Cruise Lines for corporate negligence in this case.

Gopal Krishna again moved an application seeking compliance with the Basel Convention, and three days later the Indian Supreme Court decided that the scrapping was to be postponed, stipulating that the Technical Committee, which earlier approved the scrapping, were to write a new report to be submitted before the Court's final decision. That decision was reached on 11 September, 2007 (the 33rd anniversary of France's last day plying the Atlantic), when the court ruled that Blue Lady was safe to scrap, a decision that was received negatively by environmentalists.

By 4<sup>th</sup> December, 2007, it was confirmed that the tip of Blue Lady's bow had been cut; a ceremonial move done to most ships that end up in Alang just prior to the full-scale breaking of a ship. It was confirmed on 20<sup>th</sup> January that Blue Lady had commenced scrapping. Scrapping began on the forward part of the sun deck. The suites added during the 1990 refit were gone by March, briefly returning the ship to her pre-1990 profile.

By 12<sup>th</sup> July, 2008 the bow and the stern of the ship had been removed, with little of the ship's famous profile still recognizable. By September 2008, most of what remained above the waterline had been cut away, and the ship's demolition was essentially completed by late 2008.

In 2009 the tip of the bow of Blue Lady was returned to the country of her birth as one of a catalogue of auction pieces removed from the ship before scrapping commenced. The auction was held on 8<sup>th</sup> and 9<sup>th</sup> February. Initially put on public display at Paris Yacht Marina, Port de Grenelle, Paris 15e, in 2018 it was acquired by the city of Le Havre and put on display near the fishing port.



The bow on display in Le Havre, 2018

In January 2010 one of the two sets of neon letters which sat atop the superstructure of France before her conversion was restored and put on display. The letters, which spell "France", were displayed at the Musée national de la Marine in Paris. After this they were returned to Le Havre and presented to the Musée Malraux, and now face the front of the harbour.

## 6.2 Ernest Shackleton's Quest – Mike Moore CBC Bureau in St. John's Journalist - Ed

Explorer Ernest Shackleton's last ship Quest has been found intact after striking ice and sinking in 1962 off Labrador's south coast. The Royal Canadian Geographical Society (RCGS) found polar explorer Sir Ernest Shackleton's final ship, Quest, in 390 metres of water.

A hushed buzz filled a mood-lit lecture hall inside Newfoundland's Memorial University's Marine Institute as anticipation grew amongst a crowd of naval enthusiasts ahead of the historic announcement.



Quest



Then it came: the last vessel helmed by famed Anglo-Irish explorer Sir Ernest Shackleton, lost for more than 60 years, was discovered on the ocean floor, less than half a kilometre off Labrador's south coast. RCGS Expedition leader John Geiger (CEO), said the wreck was found in the Labrador Sea lying at a depth of 390 metres. He added it was in the vicinity of where the ship had been reported to have sunk but took about 17 hours to pinpoint. He went on to say, *"This is a very important vessel. Historically it was the final expedition ship of Sir Ernest Shackleton, when he died during the Shackleton-Rowett expedition to the Antarctic. The Quest sank on her voyage exploring Canada coast."*

The discovery was six years in the making for the RCGS crew. Using sonar operated by Marine Institute staff, the international team finding the Quest off the coast near Battle Harbour on Sunday. It was five days into the expedition that left June 5<sup>th</sup> which was plagued by technological issues.

Shackleton died of a heart attack aboard the Quest in 1922, at the age of 47, near the island of South Georgia in the South Atlantic during a voyage to Antarctica.

The Quest, a schooner-rigged steamship, remained in service for decades afterward, including as a minesweeper in World War Two and as a sealing vessel. In 1962 it struck ice and sank off Labrador's coast.



Shackleton in dark suit - Getty Image

David Mearns, a marine scientist and Search Director said researchers plan to go back to the site this summer 2024 to better document the wreckage of the ship. "It's largely intact. We'll be very excited for the second phase of the expedition, which is to actually photograph and visually document the shipwreck and the artifacts. "This is now a part of Canadian cultural heritage, not just Newfoundland's but world cultural heritage. It's a very, very significant shipwreck."



The Quest lying in 390 metres

Firm dates for the return to the site have yet to be determined.

To find the wreck the team searched in an area of about 24 square nautical miles. Director Means went on to say "That search box was determined by our analysis of the uncertainty of the navigation position where the ship was lost. We only had a single position, just one position, for the sinking. When we go out searching for shipwrecks we don't search for X's, we don't go to spots, we search for boxes. And those boxes have to give us the highest possible chance of finding the shipwreck."

The pursuit of the Quest was part passion project and part milestone moment. This year marks 150 years since Shackleton's birth and Geiger said everyone involved in the expedition is simply a fan of the famed explorer.

The expedition is also a reason to tell great stories about Shackleton's life and how the Quest led different lives for years after its owner died.

The impetus to explore for the wreck came from rumours that another company was planning a voyage to claim the discovery.

Shackleton's granddaughter Alexandra Shackleton was a patron of the expedition to find the Quest stated, *"It is perhaps fitting that the ship should have ended its storied service in Canadian waters. I have long hoped for this day and am grateful to those who made this incredible discovery."*



Search for the Quest off the coast of Labrador

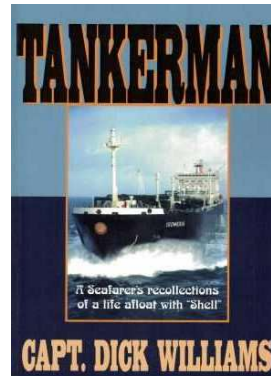


## 7 The WA Wardroom – Notices of Good Reads, Art and Volunteer Work – Ed.

### 7.1 Good Reads - Tankerman by Captain Dick Williams – reviewed by David Fairweather ([FairweatherD69](#))

I discovered this Shell master's autobiography in an Essex charity shop and wondered whether I could relate to a tanker man who went to sea just after WW2. How wrong I was as his experiences as a deck cadet on oil tankers in the late 1940s were eerily similar to my own in refrigerated cargo ships 25 years later. Nothing much appeared to have changed or improved for cadets as far as day work and pay were concerned.

Captain Williams peppers his nautical reminiscences with personal anecdotes, honest appraisals of shipmates, and amusing asides. He also describes in detail his daily duties onboard ship which brought back long forgotten memories for me and made for a very enjoyable read. Trips ashore, dodgy crew, dangerous situations, changing life at sea over the years, and female officers, all enter his story. He is also open about the burdens and the effects on his family with his choice of career.



The only negatives I can raise are that better editing would have removed the amount of exclamation marks used and the occasional spelling and grammatical errors. Small issues that others may not even notice.

This is a very good read (especially for us ex-seafarers) and I cannot recommend it more highly. Don't be put off by a 39 year career on tankers as there is more than enough to keep the pages turning.

It is still available on Amazon and eBay.

### 7.2 Building Model Ships of the Past by Michael J. Butcher ([ButcherM51](#))

At the time of my impending early retirement, I recognised the need for something to occupy my mind and be of interest to myself and others.

My wife had become a well-known porcelain doll maker over the previous 25 years and had started displaying her stock at all the annual doll shows held at venues throughout the country. Clearly, she needed assistance, which I provided, even though I was busy managing a successful consultancy. I needed a hobby and decided that I would revisit the one during my school years, in the 2<sup>nd</sup> World War. In those days, it was making aircraft from paper and then latterly plastic models.



Having made seagoing my career, it was obvious this would feature in my eventual decision to try my hand with ships. Rather than modern naval ships, I was initially drawn more to the 18<sup>th</sup> and 19<sup>th</sup> century vessels. As you will see, this eventually leads to more recent designs in my latter years. Hence, I began searching my local hobby shops. I found my first kit in a local one and it looked to be reasonably straight forward when opened it to expose the instructions.

I would advise any potential ship model maker that it is beneficial to start with a large-scale model such as a 1:50 or less with an uncluttered deck - which is usually illustrated on the top of the box of most models when you're browsing the hobby shops. Also, don't go for an expensive model. Stick to the lower cost ones. You'll make a number of mistakes and some will be hard to rectify so with a cheaper model, you won't be too upset! As time goes by, you'll learn how to overcome them. Some kit distributors may indicate the degree of difficulty involved on a scale of one (1) to six (6), with 1 being the starter kit.

My advice for your first model would be to select a ship built after the early 1800s as the clipper type bows were then in vogue and you'll find the plank bending much easier than earlier ship designs. In addition, look for a model that has basic rigging with few shrouds, chain plates and preferably no sails. If you select an older



ship with a very 'blunt bow', you will find great difficulty in bending the planking accurately. Wait a while before tackling one of those as many of them have very fancy fretwork and gilding to contend with.

Sails are always optional and I now have the view that it is not authentic to put them on models that are static, such as in dry dock, or even at a berth. You will note that I did apply sails on my earlier models starting with the "Harvey" but gradually formed the view expressed and no longer do so. It also needs the help of a partner who can use a sewing machine! With the more advanced models equipped with large amounts of impressive rigging, the addition of sails hides the complexity from the viewer. I emphasise this is just a personal opinion of mine. However, I found, when I became a member of the Sydney Model Shipbuilders Club Inc. in 2016, the membership shared my view.

The following models are of mainly Spanish and Italian ships.

My first ship the American Clipper ship "Harvey" of 1847, a 1:50 model from the kit maker Artesania Latina of Spain.

This model was quickly followed by three more ships of differing types made from US and French designs each of which took about three months averaging around two hours daily. I then tackled a much larger model from the same kit maker.



Harvey

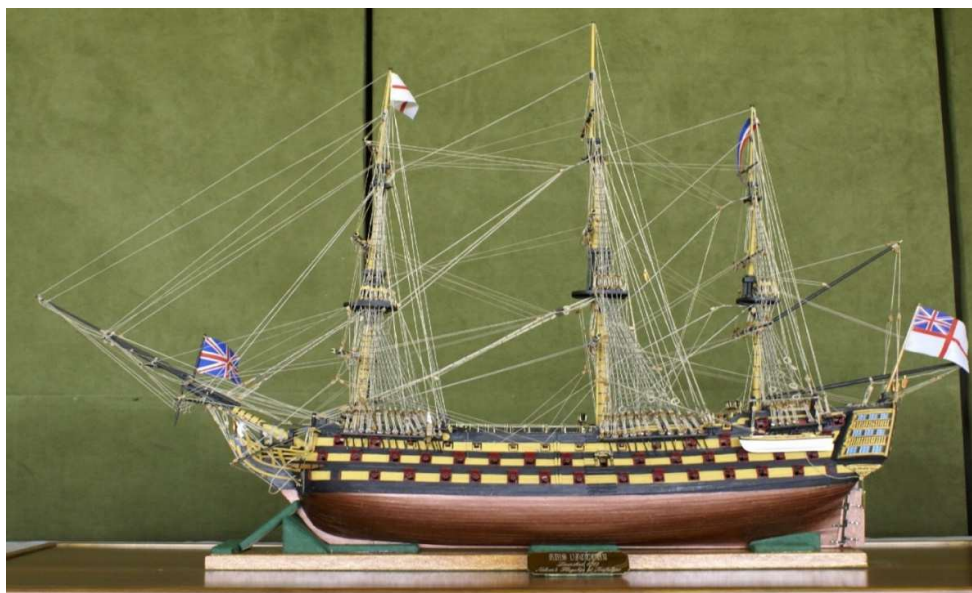


My first attempt at a larger model, the HMAV Bounty, followed by

HMAV "Bounty" of 1784 and of "Mutiny on the Bounty" fame which turned out to be very popular, being built with the starboard side of the hull left open to show how the under decks were used. This took all of twelve months to complete.



This proved to me that when the hull is made and all deck fittings in place, the masting and rigging will take an equal amount of time. This you would find, will be apply to nearly all models you may make. The dimensions of this model are 1050mm bow to stern and 750mm to the top of the main topmast.



HMS "Victory" of 1765

HMS Victory above was auctioned in 2005 at the NSW Parliament House.

The original Corel Kit was provided by Don Burke, the presenter of a garden show on TV, following his visit to the vessel in Portsmouth Harbour. He had been filming the Chelsea Flower Show in 2004 and on his return to Sydney, during his show, he offered the kit in a competition which I was fortunate enough to win. It was an opportune time to make the model in time to commemorate the bicentenary of the Battle of Trafalgar in 2005. Having undertaken to return the model, when built, on the basis that it would be auctioned for charity, my wife and I were invited to Parliament House by Don for lunch and an auction for a charity involving the blind and partially blind.

The Victory was the No.1 item for the auction and raised a substantial amount. It was re-auctioned the following year after a year in the boardroom of a Real Estate headquarters in the city and finally, on the third year, it was bought by the Real Estate company. It raised, in total, \$16,500. A most satisfactory result to say the least.

Seven years later, I decided to re-write my history books and build another Victory but this time, a smaller version 1:150 but just as intricate.

I chose a kit made by Mamoli of Italy which seemed to meet most of my needs. The rigging took a great deal longer than the first due to the minuteness of the blocks. The holes for the cottons needed to be constantly re-pierced with a needle and the cotton firmed with a touch of aquadhere.

All was completed on March 30<sup>th</sup> ,2014. There were circa 2,000 knots in the ratlines alone amounting to over 3,000 knots overall. Below is shown the completed model. The colour scheme adopted by both models features the authentic look as chosen by Nelson with black and yellow ochre stripes on the hull with matching yards and masts.



HMS Victory 1:150 model



Upon completing the first HMS Victory, I began a search for a model that was less intricate - it is sensible to take a rest from large models and enjoy the smaller ones. I made a habit of doing this and it is surprising how relaxing this can be - followed by general satisfaction. Hence, I searched the supplier's stock - The Modellers Shipyard at the time, and found a Xebec. The Xebec is a type of vessel used by the barbarian pirates in the Mediterranean in the 18<sup>th</sup> and 19<sup>th</sup> centuries. This particular type was attributed to the pirates of the northern Italian region of Livorno.

They were designed to attack the trading vessels which were primarily becalmed. As the Xebec used lengthy oars through the gunport doors or the dedicated slots in the bulwarks plus their sleek bows and hull form, was all to their advantage. They were heavily armed with 14 cannons of medium calibre and 6 culverins for close quarters. Later the French and the Spaniards built a similar type but bigger and stronger, to fight against them.

This model was produced by the Italian designer Amati in a scale of 1:60 It is a popular 'intermediate' level model. The fittings are very ornate and the gilded bulwarks on the poop deck are quite unique. The masts and sails, known as the Lateen-rig involved having the main mast vertical and the foremast leaning forward and the mizzen backwards. This is said to combat the additional stresses placed on the mast by the shapes of the sails. The fittings on the shrouds are complicated to rig in supporting the masts. The type of sail is common to the ancient Eastern design seen on the Feluccas.

Following my decision to rest awhile after the larger models, I then tackled the Bomb Ketch. This had aroused my interest having first heard of them reading about the battle of Trafalgar.

The Bomb Ships were made by both the French and the British as shallow draft vessels which could precede the main fleet entering the harbours they were attacking.

They were equipped with mortars capable of firing shells in a parabolic curve with greater range than the more heavily armed fighting ships of the day. They aimed to destroy the shore fortifications to clear the way for the main fleet.

The model itself was one of the most interesting, neatest, and detailed of its kind whilst still being challenging. It took around five months to complete.

Along with two other models I entered in the SMSC Inc. Expo and was lucky enough to win first prize in their assessments of the models entered.

Following this I had a period of making some smaller models, some for family members who said they would like some - so I obliged.



The Italian built Pirate ship "Xebec" of 1753



The Bomb Ketch 18th Century model



The first was the Scotland which belonged to a category of Baltic Ketch-Yachts produced for trading with cargo and passengers in the Baltic Sea and was recognised by the impressive sails and pleasing soft lines. It was also used to navigate in the rivers and important lakes of the area. She now resides in the lounge of one of my grandchildren.

Amongst others, I made up a model for the supplier of the perspex covers I use.

As can be seen in later photographs, all the models are encased in perspex and mounted on a timber base plate. It is important to spend the extra money on having these made as it protects them from dust and so forth. All my models continue to look as good as new. The timber base plate should be made first with grooves - so the cover can be made to fit, taking into account the model's overall length, breadth and height.

The perspex cover supplier had a model/kit in the workshop that was half-finished for 20 years! It was of a 19th century two masted schooner. It was in a state of disrepair suffering from ageing, a lack of instructions and certainly a lack of timbers and associated fittings. Fortunately, by this stage, I had a substantial amount of spare timbers and parts so was able to complete the job. It then was placed back on his workplace shelf and admired by his customers!

I then came upon a magnificent kit for the famous clipper ship designed for the Aberdeen White Star Line of Scotland in 1868 - the "Thermopylae". She was built to the highest standard of her time intended for the London to China tea trade. The Line was noted for their handsome appearances with a dark green hull, gilled scrolling and white masts. Her figurehead was the Greek hero Leonidas, the king of Sparta. Her maiden voyage was to Australia sailing on November 8<sup>th</sup>, 1868 and reached Melbourne on the 9<sup>th</sup> January, 1869 - in a record time of 63 days.

She then went on to Shanghai and continued on the tea trade. On the 18<sup>th</sup> June, 1872 she left Shanghai in the company of Cutty Sark. After racing each other for two weeks, the Cutty Sark lost her rudder passing through the Sunda Straits leaving Thermopylae to sail on alone. Seven days later after her arrival, the Cutty Sark reached London.

Later, Thermopylae sailed many times to Australia on the wool trade until she was sold to Redfords of Montreal who placed her on the Rice and Timber trade between Rangoon and Vancouver. Eventually, in 1897, she was sold to the Portuguese Navy as a training ship and later sunk by gunfire and torpedoes in target practice. A sad end to a very fine ship. She was found buried in sand off the coast of Lisbon, by Portuguese divers in 2003.



My model of the Thermopylae



They say *"in for a penny, in for a pound"*. I'm a classic for that when I immediately took on a bigger challenge - I bought my most expensive kit at that time when I acquired the Mantua Sergal Italian kit of the Amerigo Vespucci. Apart from having seen the vessel in Sydney Harbour when she joined the fleet of Tall Ships celebrating the year 2000 Olympic Games, it also fitted the bill for a commencement of my yen to make all the sail training ships in use in the 20th century. This was to be my biggest challenge as, not only was she large but had every conceivable fitting on deck - all beautifully fashioned to match reality. Each stage of the construction was met with real interest and it took over a year to be completed.

The ship itself was the second built for the Italian Navy - the first being the Cristoforo Colombo which was de-commissioned after the second world war. The Amerigo Vespucci was retained, classified as a Tall Ship and still undertakes regular voyages around the world and participates in the Tall Ship races.

She was built in Naples and launched in 1931. She is a fully rigged three master with a steel hull and also has motive power provided by two diesel four stroke eight cylinder Fiat B 308 engines providing a speed of 10 knots. Her hull length is 82.4 m, 15.5m width with a draft of 7m. The crew consists of 16 Officers, 70 non-Commissioned Officers and 200 Sailors which, during the summer when it takes the Midshipmen from the Naval Academy, it lifts the complement to around 450.

With a scale of 1:100 it still has a remarkable amount of detailed fittings and rigging. Mantua advised painting the hull as per the photograph below as it enhances the look as does the gold on most of the deck houses, the Samson post, the funnel and the vents. She has eleven small craft, lifeboats, motor boats, and a whaler housed on davits with two larger power boats, a diesel boat and the Commodore's launch set on cradles amidships.

This model is definitely one for the more experienced modeller as the instructions leave quite an amount to experience rather than guidance! As construction progressed, it became obvious that having a stock of spare fittings and timbers was essential. In addition, some items require fashioning from raw timber but overcoming situations like this is half the interest in making models from basic kits. Building commenced in March 2009 and was completed in July 2010 with an estimated time of 1150 hours work.



**Amerigo Vespucci, the model as made.**

As you will observe, my next ship to build is still in line with the process of making training ship models. The Mercator is a smaller ship without the capacity of the previous ones shown. In fact she is on the scale of 1:120 so it is also one that requires good eyes and steady fingers when being made.



The "Mercator" was designed by Antarctic explorer Adrien de Gerlache as a training ship for the Belgian merchant fleet. She was built in Leith, Scotland and launched in 1932. Besides being a training ship, she was used for scientific observations or as ambassador for Belgium at world fairs and in sailing events.

During World War II she was commissioned into the Royal Navy and based in Freetown, Sierra Leone as a support ship for submarine forces in the area. Her last trip was to Lisbon for the commemoration of the quincentenary of the death of Henry the Navigator.

In 1961 she became a floating maritime museum, firstly in Antwerp and finally in the marina of Oostende. She is now the best-known ship of Belgium.

The kit for the model hails from the same camp as the Amerigo Vespucci and is on a scale of 1:120 but, being considerably smaller than her, the details on deck etc are fewer but do require care and precision in the making. Similarly, the masts, yards and booms are of small dimensions as are the blocks. Hence it takes a little more time to reeve the cottons for the rigging etc.

Previously, I haven't touched on the construction of the hull which, in most cases, follow the same basic order. Most models have double planking with the inner planks being of a thicker dimension than the outer. Two different types and thickness of woods are used. The inner being lime wood but sometimes balsa whilst the outer is walnut or mahogany. Sometimes pine or sapele timbers are used. There is generally a clear pattern one has to observe which involves commencing from the main deck line downwards then, after about three lines amid section plank line is added. Towards the bow, and the stern to a lesser degree, the planks have to be tapered. Experience rules when the percentage trim needs to be introduced.

The Mercator has an optional 58 portholes which are essential to add to give the realistic and improved appearance. Fitting the deck railings with fine brass wire threaded through minute holes in minute stanchions was time consuming and required extreme patience. When complete it provides a most pleasurable addition to the collection. It took about five months to build at an average of about five hours per week.



The model of Mercator being admired by three of my wife's half dolls.



Photo # NH 85593-KN CSS Alabama, by J.W. Schmidt, 1961

**The Alabama 1862-1864 at sea**

It had to happen; the Americans ventured first into motive power to drive the opposition out of the water. I couldn't resist making the model although there was nothing 'pretty' about this one and neither did it last long! However, to give it its due, it achieved much in its two-year life! It was, for me, another break from training ships etc. and certainly something different.

The ship was quite unique in design and firepower. It was placed in commission with the Confederate Navy having been built in the English yard of Birkenhead. She left the yard disguised as a merchantman but was converted to a combat vessel and commissioned on 24<sup>th</sup> August, 1862 under the command of Captain Rafael Semmes, she captured and sank over 24 Union merchant ships during the first year in the Atlantic and West Indies.

In 1863, she welcomed the New Year by sinking the USS Hatteras off Galveston and then went down to Capetown and onwards to the Far East where she sank 40 or more merchantmen. She eventually had to proceed to Cherbourg for an overhaul but, in June 19th, a Union Steam sloop Kearsarge caused her intense damage and she sank. The survivors were rescued by the British yacht "Deerhound".

**The Model of the Alabama**



The kit was provided by Mamoli of Italy and wasn't one of their best. The instructions were haphazard such that a non-experienced modeller would find the process difficult. The sequence of the steps to take were not at all accurate and could be confusing to the novice. However, the end result was satisfactory, particularly as this too was at a scale of 1:120. As with others of this size, there was a limitation on the amount of deck fittings. No chain plates were supplied, as they usually are, so these were fashioned from brass wire which fitted the bill. The hull was double planked and special green coloured timbers were supplied to emulate copper plating. I chose not to use them and settled for the boot topping to be painted in metallic copper coloured paint. This proved to be more authentic. The period of production was from November 2011 until the end of April 2012 at an average of two hours daily, 5 days per week.

Gorch Fock, the German Reichmarine Training vessel and back to the last of my training vessels made which had a very turbulent life. She was built in 1933 as a training vessel for the German Navy and served as such until the outbreak of war. She was then laid up in Stralsund but re-activated in 1944, then taken over by the Russians and renamed the "Tovarishch", based on Odessa, used as a training vessel and involved in many Tall Ship races. But, after the dissolution of the Soviet Union in 1991, she sailed under the Ukrainian Flag until 1993. Needing substantial repair, she was moved to Newcastle on Tyne from 1995 until 1999 and then to Wilhelmshaven but without funding, she lay there until 2003 when she was moved back to Stralsund where she is berthed as a museum ship, in dire need of maintenance. It is said she is stable but needs about six million dollars to be restored.

Gorch Fock is a three masted Barque of some 1510 displacement tonnes. She has a steel hull and contains 300 tons of ballast to provide sufficient righting moment if she heels to 90°. Her auxiliary engine provides 550hp and she carries 23 sails.

The kit for the model, which is of 1:90 scale, is supplied by Mantua of Italy. The final product is a little over 1000mms in length with a beam of 660mms. Modelling commenced in April 2012 and completed in April 2013. My notes on the building indicate the amount of timbers supplied doesn't allow for any errors so it would be advisable to make sure your stock covers the needs! The explanatory notes are basic and illustrations lacked clarity. The hull is double planked and the ply deck fitted well over the frames. Reeving the brass wires for the handrails were as difficult as usual. However, the model provides satisfaction and is well admired.



The Gorch Fock as she looks on display



Back then to my supplier from Sydney's Blue Mountain area, where I am seeking another interesting older aged vessel with some challenging rigging. Seeing a ship called the "Rattlesnake", I was taken by the fine lines and a wealth of rigging together with substantial armament, as it was an American Privateer of 1780.

The Rattlesnake was built in Plymouth, Massachusetts around 1780. It was purported to have been designed by a John Peck for the ownership of a John Andrews. It was initially commanded by Captain Mark Clark. She was commissioned in 1781 but on an early cruise on June 17<sup>th</sup> it was captured off the east coast by the Royal Navy's 44-gun frigate "Assurance" under the command of Captain James Cumming. She was taken to New York and later purchased by the Royal Navy in Boston. Taken to England in November, she carried the news of General Cornwallis's surrender at Yorktown. Having been re-fitted in Plymouth and renamed "Cormorant", she entered the coastal service capturing a French naval cutter carrying urgent despatches.

In 1783 she was renamed the "Rattlesnake" and transferred to the Mediterranean fleet under Captain Melcombe. In July, 1786 she was paid off and sold on the 10<sup>th</sup> October. It was somewhat a mystery as to why she was sold as she was recognised as being a very fast sloop/light frigate. No further information was recorded.



**The Fast sloop/frigate and American Privateer "Rattlesnake"**

This model kit came from Mamoli of Italy and contained extensive plans and instructions which had to be thoroughly studied before building. It had many cross references for the parts, sketches and plans which made progress extremely slow but the final result was well worthwhile.

The details of the construction and final model featured in a special release by the Sydney Model Shipbuilders Club Inc. which has a worldwide circulation. It reported that the model was well received in the USA, as they hadn't seen one previously.

This about brings me to the final ship of those I have selected from my tally of 33 models over the years. I do have one more which has been underway since November 2022 but has only got to the halfway mark since ill health has prevented much headway over the last 18 months. Now, since the sudden loss of my dear wife last month, I have many other responsibilities that require my attention. The ship you are about to see is the largest I have ever built and probably is the one known best nationally and internationally. It is the "Cutty Sark".



**The famous British Clipper Ship "Cutty Sark"**

Considered to be the finest clipper ship ever built, it still resides in dry dock in Greenwich on the River Thames. It is now open to the public having been restored after fire damage on two occasions, in 2007 and 2014. Under the ownership of John Willis of the Jock Willis Shipping Line, the Cutty Sark was laid down in early 1869 by the builders Scott and Lincoln on the river Leven in Dumbarton, Scotland. She was launched in the same year and went into service on February 16<sup>th</sup>, 1870. She has an overall length of 280 ft, a beam of 36 ft with a sail area of 32,000 sq. ft. The maximum speed reached was 17.5 knots.

She was designed to be in opposition to the Thermopylae which was acclaimed to be the fastest of her time. As a result, she was fitted with proven superior designs for the stem and the stern. In addition, the hull was made from elm in the keel and planked in teak. The frames were of wooden panelled iron frames in lieu of the bulkier oak. The construction was supervised by Captain George Moodie who was to later command her. Unfortunately, work was suspended when Scott and Linton ran out of funds so arrangements were made for William Denny & Brothers to take over.

Eventually, on the 16<sup>th</sup> February, 1870 Cutty Sark sailed from London with a cargo for Shanghai, returning with tea on the 13<sup>th</sup> October via the Cape of Good Hope. She then sailed in eight tea seasons to China before turning to the wool trade to Australia. In 1895 she was sold to the Portuguese and renamed "Ferreira" carrying a variety of cargoes to the Americas, East Africa and Britain. After being damaged in a storm, replacement masts were impossible to obtain so she was re-rigged as a barquentine, finally obtained by Captain Wilfred Dowman with a view to becoming a Merchant Navy training vessel. After his death, the ship was handed over to the Thames Nautical Training College HMS Worcester and then to her final resting place in dry dock for preservation by the Cutty Sark Preservation Society.

The kit for the Cutty Sark was obtained from the Billing boat designers, a Danish company that I purchased a small kit in my early days which was quite good. However, this was a different scene, when I first opened the instructions I found they were very brief and obviously directed to the very experienced modeller. They relied heavily on a combination of sketches, lists and large plans, some of which differed from others when covering the same area. Most of the time, one had to do what was thought as being sensible which mostly worked out fine! It did require constant concentration and it took from September 2021 until July 2022 to complete.



It was most sensible not to consider including sails as the rigging is so intense, it would have lost the attraction with the addition of the sails. They required securing of the yards, all of which had to be pre-prepared with blocks, foot rests and brass fittings which was quite unusual. Some modifications had to be made to obtain the required results. Nevertheless, the ship is a joy to behold and has been much admired.

It is hoped this summary of some of the ships I have made, has been of interest to the readers. If more information is wanted, I will have a website [www.mariner80.com](http://www.mariner80.com) available to be seen until late August, after which it will be closed down. My original server sold out and the new one is not for the amateur such as I.

### 7.3 Royal Navy Discovers Henderson Island Out of Position for 85 Years! From Malcolm Scanlan ([ScanlanM62](#))

The Remote Pacific outcrop that inspired Moby-Dick was found one mile south of position marked on mariners' charts since 1937 as reported by Sarah Knapton Science Editor for the Daily Telegraph

The remote Pacific island which inspired Herman Melville's Moby-Dick has been in the wrong place for 85 years, the Royal Navy has discovered.

Henderson Island, one of four islands in the remote Pitcairn chain, is one mile south of the position marked on charts used by mariners the world over since 1937.

Patrol ship HMS Spey confirmed the error as part of ongoing efforts to check and update charts of waters around British Overseas Territories, and improve navigation using sonar, airborne laser techniques and satellites to better understand, manage and protect the islands.



Henderson Island, one of four islands in the remote Pitcairn chain CREDIT: LPhoto Joe Cater

Melville based Moby-Dick on the true story of the American whaling ship Essex, which was sunk in mid-ocean by a 40-foot sperm whale, with the survivors managing to sail to Henderson in a tender/lifeboat.

The island is about the size of Oxford, but uninhabited.

Lieutenant Michael Royle, the Navy ship's navigator, used radar imagery gathered by Spey's sensors and GPS positioning, overlaying the details on the existing charts of the Pitcairn chain.

Lt. Royle said *"In theory, the image returned by the radar should sit exactly over the charted feature – in this case, Henderson Island"*. I found that wasn't the case! The radar overlay was a mile away from the island, which means that the island was plotted in the incorrect position when the chart was first produced.



The Essex

*He went on to say, "The notes on the chart say that it was produced in 1937 from aerial photography, which implies that the aircraft which took the photos was slightly off in its navigational calculations."*

Henderson Island was last visited by the Royal Navy in late 2018 when HMS Montrose conducted an environmental survey to study the impact of plastics in the oceans.

Pacific currents dump masses of debris on the shoreline of the British Overseas Territory – an estimated 270 objects every day, with as many as 40 million items of plastic and rubbish earning it the title most polluted island in the world.



To the right, a Royal Navy member carries out a photography survey of Henderson Island as part of ongoing checks of waters around British Overseas Territories.



The crew also took water samples from all of the Pitcairn islands. “Scientists in the UK have really scant data about the ocean in this region – its salinity, temperature, water pressure and the like”, Lt Royle added. “They are keen to understand climate change in the area.”

The ship also conducted patrols in the waters around the islands to deter and defend against illegal fishing, in partnership with the UK’s satellite monitoring programme run by the Marine Management Organisation.



HMS Montrose

## 8 Halcyon Update- submitted by David Brock ([BrockD69](#))



### Millionaire owner sues over blaze that sank classic yacht

A classic yacht that caught fire and sank while docked at Corfu is at the centre of a £1.6 million court battle (Jonathan Ames writes).

Andrew Armour, an oil company executive living in Tenby, Pembrokeshire, is suing for compensation after the 95ft Halcyon was destroyed in a mystery fire while at the Greek island two years ago.

The yacht was built in 1929 for Sir Sam Turner, a Lancashire industrialist, and bought in 2005 by a partnership led by Armour, a geologist who specialises in discovering oilfields.

The oak-framed vessel, which had teak interior fittings and

sleeping quarters for 11, was valued in 2016 at £1.4 million and was being chartered for about £17,000 a week.

While the Halcyon was moored in Corfu it was destroyed by a fire that began in another docked vessel and spread to four others.

Halcyon Yacht Charter (HYC) is now seeking up to £1.6 million in the Greek courts. Armour’s claim suffered a setback at the High Court in London, which backed an application by the owners and insurers of the boat where the fire started to limit compensation to about £530,000. In a judgment that has just been made public, the judge, Master Richard Davison,



The wooden sailing yacht Halcyon, owned by a partnership led by Andrew Armour, below, sank in 2002 after fire spread from a boat docked near by



rejected an attempt by HYC to halt the attempt to limit the claim.

The blaze began aboard the Big Kahuna, a motor cruiser in the Gouvia Marina. The local fire brigade deployed 19 firefighters and five vehicles but Halcyon was badly damaged and sank.

Last December, Halcyon’s owners sued

the owners of Big Kahuna in Greece even though the cause of the fire has not yet been determined. The owner and insurer of Big Kahuna issued counter-proceedings in the London court in which they asked for the nautical law of limitation to be applied. It would mean that if they were found liable,

the amount payable by the insurance company would be capped. The Merchant Shipping Act 1995 allows owners of vessels and their insurers to limit liability for claims against them. It is designed to make the risky business of international commercial shipping

insurable. HYC argued in London that the English proceedings should be halted and the limitation claim be settled by the Greek courts, where the amount was likely to be three times higher. The High Court rejected that argument, which means that the full application for a limit will go ahead in England.

## 9 Maritime Industry Focus

### 9.1 Mooring Operations by: Michael Grey from the Maritime Magazine

P&I club Gard came up with some disturbing figures the other day, in a thought provoking note on mooring operations. Using statistics garnered from the International Group of P&I clubs, they report that between 2016 and 2021, there were 858 injuries and 31 fatalities which were attributable to mooring operations going badly wrong. The sheer numbers of human casualties ought to shock people into considering how this very routine business of tying a ship up, and letting her go again, remains so very hazardous.

You might suggest that it is all a matter of seamanship, and that the use of flexible lines with enormous weights is always going to be inherently dangerous, but surely in the 21st century we might be modernising the way we go about these tasks. We have all been brought up to the importance of not standing in a bight of rope, staying well clear of the drum and elementary seamanship. But we still largely use unguarded machinery revolving at speed, and ropes and wires are under immense strain and can devastate those vulnerable people on the ship or quayside if they break.

We have diligently painted supposedly safe areas on the deck, but most sensible seafarers are very sceptical about their effectiveness in the case of broken ropes and wires flying about. And because mooring decks are not “revenue earning” parts of the ship, they tend to be squeezed and are often very



badly designed by naval architects and shipyards who have only a rudimentary idea of the forces involved, and have more important things to think about.

It is not just the problems of mooring and unmooring which Gard is concerned with as they analyse their claims. Ships get blown off their berths for a variety of reasons, possibly because the mooring arrangements are inadequate or particularly vulnerable to wind and weather. There is a very spectacular video of a cruise ship being blown off its berth in a New Zealand port some time ago, drifting across the harbour and crunching up against another vessel, to their mutual discomfort. There are ships, such as cruise vessels, vehicle carriers and big container ships, which offer so much windage, one wonders how on earth you can find enough bollards and moorings to keep them safe if it comes on to blow. There is interaction with other ships passing close and threatening mooring safety. And the climate change litany is being recited regularly by the resident fanatics to explain every incident when things do give way.

Then there are the moorings themselves, with ropes being made of astonishing strength and very different characteristics, but one might ask whether those using the moorings are fully conversant with exactly what the owners have bought. It is a very long time ago, but I remember a first experience with a synthetic mooring rope that the company thought it would try. It looked and felt just like our tried and trusted manila, but the only advice we were given is to “keep it out of the sun.”

And then, in an alarming incident when a tug got into trouble in a lock, it ran around the bitts under pressure, shrank to half its diameter, the friction setting fire to the paintwork on the bitts. We should have run for our lives, had we known a bit more about its characteristics.

### **Lurking dangers**

There is much more complexity today, even though there are SOLAS regulations about the need for regular close inspection of worn or damaged mooring ropes and the careful documentation of their age and usage. Are we all sure how you “rigorously inspect” each sort of rope, and what we are looking for, even though it is all written up in a ship’s Safety Management System? Ropes and modern cordage are arguably the business of specialists, not simple seafarers.

But the issue of injuries and deaths remain the most pressing matter. As if to underline this, the excellent MAIB Safety Digest’s latest issue reports no fewer than three incidents involving mooring operations. In one a barge hand was badly injured when a tension winch handle whipped around, in one a seafarer was dragged into a mooring winch and was badly injured, while there was one case when questionable design led to somebody falling overboard when passing a heaving line.

While clever design has produced some ingenious ideas for the mooring of regular traders like ferries, there seems to be no real alternatives to the mooring question for “ordinary ships.” Perhaps more remotely controlled equipment, better designed mooring equipment and even robotics might eventually make a difference. Here’s hoping.

## **9.2 Seafarer Shortage - Ed.**

With skilled seafarers in short supply what new approaches do ship owners need to take to recruit and retain top talent? The maritime industry is facing a critical challenge: a scarcity of skilled crew. This shortage not only disrupts current operations but also poses long-term threats to the industry’s sustainability. To tackle this issue head-on, industry leaders came together at Posidonia for an enlightening seminar, titled “Beating the Talent Time-Bomb”:

Strategies for Recruiting and Retaining Top Maritime Talent,” are needed to explore what measures are needed to secure a competent crew pipeline and to develop the skills seafarers will need to sail the ships of the future.

Hosted by leading crew supplier Danica Crewing Specialists and Ocean Technologies Group (OTG), the foremost provider of Human Capital Management solutions to the maritime sector, the event was held on the 5th of June. A distinguished panel featuring leaders including Francesco Gargiulo (Chief Executive Officer, IMEC), Dr. Loukas Barmparis (President & Director, Safe Bulklers), Simon Grainge (Chief Executive, International Seafarers’ Welfare & Assistance Network), Amalia Marcou (Crew Director & HR Manager), Enesel Dry S. A. Captain Panagiotis Bitsakis (Head Of Crew, Optimum Ship Services Ltd), and Captain Ioannis Anysis (Crew Development Manager – Owner’s Representative, Head Of Crew, Optimum Ship Services Ltd),

The seminar delved into essential topics, including current market trends, building talent pipelines, candidate screening, and retention strategies and was moderated by Sean Moloney, CEO of Elaborate Communications. He indicated that this session will offer a platform for thought-provoking discussions, innovative ideas, and actionable strategies.



For those involved in crewing professions or have a stake in the maritime industry there are opportunities to engage with industry leaders, exchange ideas, and collectively pave the way for a more sustainable and efficient future in maritime crewing. *"The growing anxiety about the crewing talent pipeline is very real. Posidonia provides us a unique opportunity to bring stakeholders together to discuss how to unlock pathways for finding, selecting, and retaining top talent in the maritime sector. With this amazing line-up of thought leaders, I expect us to come away with some valuable, actionable insights."* said OTG Chief Creative Officer Raal Harris.

Henrik Jensen, Founder and CEO of Danica Crewing Specialists, which has offices in all the key global seafarer hubs, commented: *"With competition for the best seafarers increasing as shortages begin to be seen in certain ranks and skill sets, it's essential that ship owners fully understand what's needed today to secure their crewing pipelines. Geopolitical challenges over recent years and climate change goals have highlighted the importance of having a diversified and adaptable crewing strategy in place. As competition increases in the marketplace, we're now seeing an increase in fake or enhanced documentation and the last thing ship owners need is for their valuable assets to be manned by underqualified crew. During our seminar we'll really drill down into these issues and identify the solutions and strategies needed for crew managers to build confidence and capability into their crewing operations"*.

Transport Canada wants to better understand the possible impacts of labour shortages in Canada's marine transportation sector and are looking for possible solutions.

### **Background**

43% of the marine workforce will retire over the next 10 years, including 52% of engineering officers and 47% of deck officers.

There will be a need to hire roughly 19,000 new workers over the next 10 years, which represents 68% of the workforce;

Vacancy rates for deck officers are around 7%, followed by 6% for engineering officers – higher than the national average of 4% and, are highest for positions that are critical to operating a vessel: deck officers and engineering officers.

Transport Canada recognizes the impacts seafarer shortages could have on the marine sector and working to help reduce the impact of these challenges by:

Reciprocal Agreements([External link](#)) are now in place with Australia, France, Georgia, Norway, Ukraine, the Republic of the Philippines, and the United Kingdom, which allow Transport Canada to recognize foreign-issued certificates issued by these states;

The Direct Entry (Examination) Program has been streamlined so Transport Canada can issue a Canadian certificate on the same day that an applicant receives permanent residency status. The program evaluates a seafarer's foreign credentials against Canadian requirements;

Seafarer Placement Recruitment Services are licensed by Transport Canada and give ship owners access to qualified Canadian seafarers who can work on Canadian vessels;

The Department of National Defence's Equivalencies Program is setting equivalencies to give some naval trades credits towards obtaining a commercial marine certificate. We are working on this program with the Royal Canadian Navy and the Department of Veterans Affairs and,

The Marine Training Program is trying to increase the number of people from underrepresented groups, like women and Indigenous Peoples, in the maritime sector through support to partnered training providers.

The challenges that remain are that only a Canadian citizen or a permanent resident can hold a certificate of competency issued under the Canada Shipping Act, 2001. This means that a foreign national who trains at a Marine Training Institution in Canada that's recognized by Transport Canada can't be granted a Certificate of Competency unless they're a permanent resident. A review of the Canada Shipping Act, 2001, is not being contemplated. Addressing this issue could be another way to add more people to the pool of qualified seafarers. The STCW is supposed to ensure reciprocal training requirements but even in Canada immigration concerns get in the way.

### **9.3 Nuclear Ships – Edited from GCaptain Reporter Mike Schuler**

Many of us remember the nuclear powered cargo ship NS Savannah. Well it looks like, with the advent of new technology, the industry may be about to embark into a resurgence of the nuclear age.



NS Savannah was the first nuclear-powered merchant ship. She was built in the late 1950s at a cost of \$46.9 million (including a \$28.3 million nuclear reactor and fuel core) and launched on July 21, 1959.

Funded by United States government agencies, Savannah was a demonstration project for the potential use of nuclear energy. The ship was named after SS Savannah, the first steamship to cross the Atlantic ocean.



NS Savannah - Wiki

She was in service between 1962 and 1972 as one of only four nuclear-powered cargo ships ever built. The Soviet ice-breaker Lenin, launched in December, 1957, was the first nuclear-powered civilian ship.

China State Shipbuilding Corporation (CSSC) unveiled plans for what could potentially become the world's largest nuclear-powered 24,000 TEU containership.

The plan for the 24,000-TEU-class ship was unveiled at Marintec China expo in Shanghai in December utilizing a fourth-generation Molten Salt Reactor (MSR) to generate electricity.

In a Weibo post CSSC said, *"The ultra-large nuclear container ship is designed to truly achieve 'zero emissions' during the ship's operating cycle,"*.

The classification society DNV was reportedly on hand for the 'launch' ceremony to issue an approval-in-principle to CSSC shipyard Jiangnan Shipbuilding.



We may be seeing this on the side of ships sooner than later!



CSSC went on to say *"This ship type has high safety, the reactor operates at high temperature and low pressure, can avoid core melting in principle, and has anti-proliferation and inherent safety features"*.

Molten Salt Reactors (MSRs) are a type of small scale modular nuclear reactors that use a liquid mixture of salts as both the fuel and the coolant. The fuel, which is dissolved in the salt, allows for better control and efficiency in the nuclear reaction, providing improved safety and potential for higher fuel utilization.

Considering that nuclear energy has been supplying zero-emission power to naval and government vessels for over six decades, the shipping industry is exploring the use of nuclear propulsion for commercial ships in an effort to increase efficiency and reduce the industry's carbon footprint to meet international targets.

A study by classification society ABS released earlier this year suggested that nuclear propulsion in commercial marine vessels, specifically a 14,000 TEU containership and a Suezmax tanker, can increase cargo capacity and operational speed while eliminating CO<sub>2</sub> emissions and the need for refuelling over a 25-year lifespan.

In July 2023, Christopher Wiernicki, Chairman and CEO of ABS stated that nuclear propulsion is key to achieving a net-zero world. *"A net-zero world is more easily realized through nuclear propulsion, and we are putting in place the foundations for that future today. Turning this into a practical reality will require significant public sector support and ABS is well placed to bring governments and industry together. Advanced or small modular reactors address many of the issues traditionally associated with nuclear for commercial maritime use, with enhanced safety and efficiency, reduced cost and waste and proliferation prevention. Nevertheless, many questions need to be answered and it is critical that industry evaluate these technologies with a laser focus on safety"*

#### 9.4 Online Maritime News

Please email any suggestions of maritime news or news sources to [waahed@warsashassociation.net](mailto:waahed@warsashassociation.net).

| Subject link                                                                                                                                                                                                                                                                                                           | Source                                           |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|
| First naval Victoria Cross of First World War could fetch £260,000 at auction<br><a href="https://www.standard.co.uk/news/politics/victoria-cross-royal-navy-africa-george-vi-edinburgh-b1168336.html">https://www.standard.co.uk/news/politics/victoria-cross-royal-navy-africa-george-vi-edinburgh-b1168336.html</a> | <b>The Standard</b>                              |
| Collision avoidance close at hand<br><a href="https://oceannavigator.com/collision-avoidance-close-at-hand/?mc_cid=0f6bbd5696&amp;mc_eid=8d2c590110">https://oceannavigator.com/collision-avoidance-close-at-hand/?mc_cid=0f6bbd5696&amp;mc_eid=8d2c590110</a>                                                         | <b>OCEAN NAVIGATOR</b><br>THE VOYAGER'S RESOURCE |



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/>



## 10 Obituaries

### 10.1 Captain Robert (Bob) Leggat (LeggatR42): 12<sup>th</sup> November 1925 – 18<sup>th</sup> April 2024

In 1941 reading the Boys Own Paper Bob came across an advertisement for the School of Navigation. Persuading his parents that a life at sea was for him and that this was the obvious gateway to such an adventure, led to an interview and acceptance at the school, then situated in South Stoneham House within the grounds of Southampton University.

In Bob's notes, written in 1997, it appeared that the classes and training in 1942 were very similar to those that continued in the 1960's. He considered that his year at South Stoneham was the happiest year of his education.



**Robert**

Quoting from Bob's notes of his time at the School, *"It was wartime and Southampton was having its fair share of night time raids by German Bombers. All Cadets were seconded to the Home Guard (Dads Army as it became known after the War). The Cadets formed Platoons and took up regular guard duties at various locations including the Polygon Hotel, Headquarters of Southern Command. It stretches the imagination to wonder what the enemy would have thought if they invaded at this juncture seeing boys with loaded rifles guarding key points. At other times they would be formed up into ranks and marched down town with shovels, instead of rifles, to dig out tram lines that had been covered by collapsed buildings during the previous night raids. (Shades of building the Warsash Burma Way in the 1950s and 60s in much safer times)"*

On completing his year at the School, Bob applied to Shell but was fortunate to fail the interview as the successful cadet was posted to a tanker which was torpedoed shortly afterwards. Bob was accepted however by Shaw Savill and Albion and remained with that Company for the next ten years serving on many of their vessels including the Persic, Gothic and Corinthic.

On 19<sup>th</sup> February, 1951 Bob married Iris in Brisbane and in 1952 they emigrated to Australia where he joined McIlwraith McEacharn in Fremantle as Assistant Superintendent Stevedore. Over the next thirty-seven years the stevedoring industry saw many changes, firstly with the development of unit loads, then mini containers and then to full containerisation of most non bulk cargoes passing through the port. A driving force through these times was Bob's involvement in the development of systems and equipment for unit loads and ultimately containerisation which led to the establishment of Seatainer Terminals Australia in 1967 with Bob being appointed as the General Manager of the Fremantle Terminal. A role he continued in until his retirement in 1983.

However retirement did not sit comfortably on Bob's shoulders and with Iris by his side they developed a run-down stationery business in to a very successful one stop shop for all office requirements. Bob joined the Warsash Association Australia Branch when it was founded in 2009 and remained an honoured member until 2024.

At the WA Australia Branch AGM/ Reunion in 2012 Bob was awarded the Ancient Mariner Award as he had joined the School of Navigation at South Stoneham House in 1942.

Bob's elegy was read at his celebration of life by his family.

It is with great sadness we announce the loss of our Dad, Robert Cochrane Frampton Leggat. Fondly known as Doib to his entire family, he passed away peacefully midway through his 98th year, on the 18th April 2024 at Koh I Noor, Wembley.

Beloved husband of Iris (deceased). Father of Jen, Alex and Andy, father-in-law to Jane and Kay. Grandfather of David, Jeremy, Stephen, Gordon, Kristy and Morgan and great- grandfather to Levi, Riley, Robbie, Thomas, Ayrton and Torin.

Dad lived by example, a quiet and humble man, a friend and mentor to many, who were fortunate enough to cross his path through that long life. Known well for his wonderful sense of humour and storytelling,



more importantly so, the trump card was his equanimity. The influence over his family was an endearing and significant one. His wise counsel was appreciated so much by us all.

Doib, we will miss you terribly but are comforted that you are no longer in pain or distressed, and finally reunited with your beloved wife, Iris. Memories of our beloved patriarch remain forever in our hearts.

We thank the kind and considerate care given to Dad through his final years at Koh I Noor. In accordance with his wishes, Dad was privately cremated on Monday 29th April. A Memorial Service to celebrate his life was held on Thursday 23rd May at the Flying Angel Club Mission to Seamen, 76 Queen Victoria Street, Fremantle. David Montgomery was honoured to be invited to say a few words re Bob's commitment to the Warsash Association.

## 11 From the John Millican's Walks ([MillicanJ75](#))

John lives in Warsash and frequently reports of the SON condition in Facebook and the ongoing demolition to take on the site's its new role within the village. Most will know the lower site remains integrated with the present Marine School within the Solent University.



The 'Block'



Salterns – Such a lovely building and grounds



In the name of progress – heart wrenching!

## 12 WA Memorabilia



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



# Norway



Norway at anchor and under escort



Norway in New York



Boiler Explosion killed eight crew members in 2003



The end – Blue Lady at Alang - Wiki

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|  |  | All Hands 2024-2 (UK Summer) |
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