

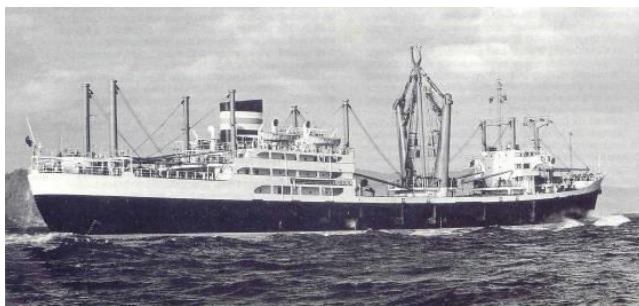


ALL HANDS



Journal of The Warsash Association

The Heavy Lifters



Adventurer (1960/8,401grt) first engines-aft Stülcken heavy lifter handling 180ton lifts. Became Eleftheria, scrapped 1985 – L. Dunn collection



Craftsman (1972/10,219grt) - Harrison's last Stülcken heavy-lifters. She was the most powerful, handling 500ton lifts. Aka Forum Craftsman – L. Dunn collection



BigLift's Happy Delta - flexible, heavy lifters with two Neuenfelder Maschinenfabrik (NMF) cranes with a SWL 400mt and one NMF crane SWL 120mt.



Dockwise Limited's Blue Marlin - semisubmersible heavy lifter with a carrying capacity of up to 75000mt. Seen here with the USS Cole (max displ. 8300 tons)



Xin Yao Hua capable of loads of 25tons/m² & overall 125ton/m on webframes – from Cosco site.



And... The world's largest heavy lifter Allseas Group's Pioneering Spirit capable of lifting topsides up to 48000mt and jackets up to 25000mt.





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

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

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

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1 From the Executive Committee

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

Dear Members,

As all seafarers will know, the weather can be quite difficult to predict at times and certainly that has been the case for the UK this year so far. In the south, quite recently, we experienced our third heat wave of the year or at least what we like to call a 'heat wave'. Others might simply say that the outside temperature at 30°C plus is simply a rather pleasant temperature but I guess that we are just not used to it! I recall that working on deck during passage down the Red Sea was no big deal when we were young but somehow such temperatures are more difficult to handle when older. Anyway, let's enjoy it whilst it is with us - it will soon be raining - I hope!

As mentioned in my last Message, we are planning for a memorial to be erected at the National Memorial Arboretum and the finishing touches are being made to a proposal to be presented to the next Executive Committee meeting which will be in August. The design will be as maintenance-free as possible as there will be an ongoing requirement for the WA to pay for its maintenance. No decisions have been made so far, and we will have to look at the funding options carefully.

We are also hopeful that a plaque will be placed at the entrance of the residential complex to be built on the Upper Site at Warsash which will record where The School of Navigation was formerly located - known already as The Maritime Park, Warsash. I would hope to have more news on the development of this project in the next edition of All Hands. John Millican is keeping us informed of developments on the ground and I am in touch with the developers, Metis Homes.

The Graduation Ceremony at Southampton Guildhall for the WMS Officer Cadets took place on 11th July. David Dearsley also attended in his own personal capacity. The WA Cup for Individual Achievement was awarded to Officer Cadet Yelyzaveta Ivanova. Yelyzaveta is a Ukraine national, and you will understand that she has done remarkably well to complete her training during the awful situation currently in the Ukraine. Our congratulations go out to her and during the evening I presented her with a framed certificate at the Graduation Dinner and presented the WA Cup once again to her. I asked for the opportunity to make a short presentation to the OC graduates and their connections at the start of the dinner which was granted, and I believe was well received.

You will recall that in the last edition of All Hands, I put out a strong plea for volunteers to help with progressing: Looking Ahead – 2025 and Beyond. Well, sadly I have to report that I have yet to receive any offers of help from any members as a project leader. Unless we can put teams together to work on recovering the 'lost generations', the existence of the Warsash Association is in serious jeopardy as there is a huge gap between members from the 1970s to 2010. The Executive Committee cannot be expected to work on this alone whilst covering their other committee roles. As I remarked last time, the future of this association is in your hands, and we are looking for younger members to step up to assist with this vital work. Guidance and training will be provided for volunteers.

As many of you will know, both Stan Bowles and Chris Clarke have been experiencing some serious health issues just recently. On your behalf I wish them speedy recoveries and thank them both for continuing to perform in their roles whilst not feeling at their best. I applaud their stoicism in true Warsash style!



The next Executive Committee meeting on 14th August is fast approaching and once again it will be held using Zoom. The timing for the meeting has been set so that our Webmaster and AH Editor operating from Canada can join us.

Enjoy reading AH 2025-2 and don't forget, Stan is always looking for new articles for AH - particularly from those of you serving at sea today. We all like to be kept informed and updated on seafaring in an everchanging world.

With best wishes,  Roger Holt, Chairman ([HoltR64](#))
wachair@warsashassociation.net

1.2 Website Report - Stan Bowles ([BowlesS69](#))

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

WA Membership worldwide is currently 589 (incl. 209 Officer Cadets & Officers at sea), of which (96%) are online.

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

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

Ivor Forsyth-Grant (Aus); Joseph Jones (OC); Alan Cooke; (NZ); Tom Branley; Gerald Coleridge; Lindsay Clubb; Charles Schofield; Lionel W Hall.

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

During the past year Chis Clarke has continued to support and help grow the Association and further assistance may be needed attending to Content Management, Security and Development. As David Fairweather assumes more input as Deputy Webmaster, we are still looking for assistance as Web support as Chris Clarke relinquishes his role. Much of the support needed is not technical as most who are computer literate would be able to pick up relatively quickly. The technical work is done by our support company, PDStig, LLC. A test Site is used to validate changes as the live website is modified. It is very important that our past is preserved and protected in the years to come.

Chris has produced a number of illustrated guidelines providing a step by step process for each task thereby minimising an individual's involvement. These duties can easily be shared between two or three members from any country. There is no requirement for any support to reside in the UK (the technical support company is in the USA) and as most know I am in Canada. Please give serious consideration as to whether you are able, without commitment, to discuss and learn more about this important committee post. I would also like as much feedback about the site as we modify and update it over time.

We are currently considering modernisation of the Website so should anyone have any thoughts on this please contact the WebMaster.

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

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

Firstly, I must confess to an error made in the last Edition of All Hands 2025-1! Seems I really messed up with the Davids and mistakenly posted a Birthday event/wishes (2.3) as David Patterson (DP) and not David Dearsley (DD)!! My bad! And apologises to DD!. Not many caught it!

The last edition was published in colour, and I received a number of positive feedbacks - we will continue in the hope that you all find the presentations more appealing. Thank you to those that responded.

This edition focuses on "The Heavy Lifters", an area of the industry that tends to get forgotten. It is a fascinating area of expertise and engineering that takes a lot of skill and an obvious amount of knowledge



of stability to ensure 'things' don't go belly-up! I hope you find it interesting and please revert with any other areas of marine operations that are out of the norm.

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

Best regards,
Stan

2 WA Notices, News And Events

2.1 New Joiners Since AH2025-1 – Stan Bowles, ([BowlesS69](#)) Webmaster

We wish a very warm welcome to the following new members.

Name	Website Username	WA Year	Country	Joined
Mike A. Hitch	HitchM86	1986	Uk/Ireland	13.02.25
Captain Roger Towner	TownerR73	1973	Uk/Ireland	24.03.25
Michael L. Barnett	BarnettM67	1967	Uk/Ireland	08.01.18
Paul A. Coultas	CoultasP69	1969	Uk/Ireland	11.05.25
Captain John Taylor	TaylorJ65	1965	New Zealand	10. 06.25

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

The past few months have seen tremendous floods in Queensland and New South Wales and unusually cold spells in the remaining States. As a result there have been little opportunity for Warsash Group activities. Groups in Victoria and Queensland have held social gatherings. Three Warsash cadets, Richard Regan, Colin Johnson and David Montgomery (residents in Western Australia and ex P&O) attended the funeral of ex Warsash cadet and P&O, Captain Nick Carlton on 31st July.

We are hopeful that we will hold our Annual General Meeting in October if we manage to understand the new Microsoft technology by that time.

2.3 New Zealand Branch Report July 2025 - Larry Robbins ([RobbinsL70](#))

Holidaying in the area, the WANZ Secretary recently enjoyed a very pleasant, and only slightly alcoholic get together in Christchurch arranged by the NZ Branch of the Nautical Institute. Gently 'swinging the lamp', he became engaged in conversation with local resident John Taylor. The conversation elicited not only that John had studied for his Second Mates ticket at Warsash, and had sailed as Master in NZ Shipping Corporation with WANZ Chairman, Adair Craigie-Lucas as Mate, but that he was planning to attend a Shaw Savill reunion in Taupo in November. Out of this encounter, we now have a new member, plans for a WANZ AGM and get-together in Taupo in November now include a joint dinner with the Shaw Savill Association.

Most of us, having spent much of our lives at sea or working close to the sea, are able to appreciate what a sea-based activity can do for young people. As our country is high on the list for young people suffering from depression and suicide, it was decided that we could help realign the path of some young people, who were in that cycle of depression.

The Spirit of Adventure Trust was born in 1972 and has since gained an international reputation for providing a unique environment for youth development on ten-day voyages on their tall ship, Spirit of New Zealand.

WANZ has for a few years donated funds for young people to undertake these life changing voyages. A quote from the last young woman we sponsored says it all: *"From this experience I was not only able to take a step back from life and enjoy myself, but also learn so much about myself I didn't know. I was able to not only push myself beyond my comfort zone, I was able to experience things I would have never thought possible, all of this thanks to you".*

WANZ has just made a further donation towards getting a young person to attend one of these life-changing voyages.



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

Summer is in full swing - and the forest fires rage - the second worst season! Unfortunately, most are human made! That aside, the BBQ has been getting a hammering and we have been lucky with the fishing! '69er Cohort Cadet Captain Keith Moger ([MogerK69](#)) and I have been out and getting Coho and Spring salmon providing some very nice fillets to be washed down with a flagon! We also had a visit from John Gurton ([GurtonJ69](#)) and his wife Christine in April after their cruise. John and Chris split their Vancouver stay between Keith and myself which of course required a well-stocked beer fridge for the BBQ at Hartford Place.

Our branch in Canada has not been up to much as again distance to travel restricts movement, to say nothing of the cross border relations and how that has limited forays with friends in Canada and the States and the worry of transitioning the border and ICE! It will all hopefully be sorted sooner than later.



We landed a rock fish which needed to be returned to the depths – I'd not seen this done before using a downrigger and hydrostatic release



Captain K landed a very nice Spring salmon



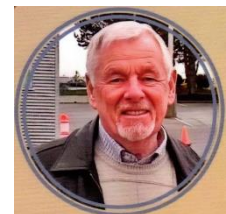
Yours truly with a couple of nice salmon - Coho (left) and Spring (Right)

3 The Wardroom – AH Ed.

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

3.1 The Book Corner - Beyond the Blue Horizon - - Captain David E. Smiley

This is an autobiography by David, ex-Conway, is truly an Unusual Career of a 20th Century Mariner! David explains that he wrote it as he went along, mostly to be an education for his children. Realising he had enough material, the book became a reality! Looking back, he recognises in many ways he was very lucky. Many of the tales have been preserved to relate to over a pint (or three), and!, there are friends and neighbours that might think *"he made that up"* - LOL. I found it a most riveting read and it reminded me of many forays into the 'unknown' I experienced inspecting and surveying ships in the Far East and South America. – Ed.



Captain David

David, was born in Ulster and educated on HMS Conway, the school ship in North Wales. He spent 10 years at sea and obtained his Masters in 1969. Those of us who went to sea during the pre-container era, until the end of the 20th century, will find his narratives familiar as he served on conventional reefer/bulk/tramp and tankers. The 'non-conventional' (unusual) side of his career lead to an enjoyable period in the islands of the Western Pacific with an introduction to Offshore Support and finally to piloting large tankers at buoy mooring terminals in the Arabian Gulf and eastern Mediterranean. After these exploits he became commercially motivated and was deployed to Kuwait, Singapore, India and the UAE.





He then spent a number of years travelling the Middle East before a similar period working in South East Asia for Smit International. Returning to the United Kingdom he spent a short period broking in Aberdeen before a longer period with the American Offshore Supply Vessel (OSV) operators, Tidewater. The highlights of these many 'adventures' with some questionable activities have not previously been disclosed!

3.2 Bill gets Remission and Parents, the SON Invoice ([DancerW54](#))

TELEPHONE LOCKS HEATH 2161 TELEGRAMS 'UNINAV WARSASH'

UNIVERSITY OF SOUTHAMPTON
SCHOOL OF NAVIGATION · WARSASH · SOUTHAMPTON

IN REPLY PLEASE QUOTE: JL

4th October, 1957

This is to certify that **WILLIAM DANCER** was a cadet at the School of Navigation, University of Southampton, for the course of three terms, i.e.:

Autumn Term 1953
Spring Term 1954
Summer Term 1954

In his Finals Examination he passed out as follows:

Section A.- 2nd Class Honours
Section B.- 1st Class Honours
Section C.- 1st Class Honours

His total percentage for the examination was 77% and he is therefore entitled to a remission of nine months of the qualifying service required from candidates for Ministry of Transport and Civil Aviation Certificate of Competency as Second Mate.

G.W. Wakeford.
G.W. Wakeford.
Director.

UNIVERSITY OF SOUTHAMPTON
SCHOOL OF NAVIGATION

Date as Postmark.

From: The DIRECTOR, School of Navigation, Warsash, Southampton.

ACCOUNT OF FEES AND ALLOWANCE DEPOSIT due for

CADET W. Dancer

Autumn TERM, SESSION 1953/54

	Cadets who are British Subjects.		Cadets who are NOT British Subjects.	
	FEES PER TERM.	FEES PER YEAR†	FEES PER TERM.	FEES PER YEAR.†
TUITION ..	£ 18	£ 50	£ 36	\$ 100
RESIDENCE	47	130	47	130
ENROLMENT	2*	2*	5*	5*
HOUSE ..	4*	4*	8*	8*
For 1st Term.	71	186	96	243
For 2nd & 3rd Terms	65		83	
ALLOWANCE DEPOSIT (for which a separate cheque is required).	£10	£30	£10	£30

*These payments are for the full course of three terms and are paid at the start of the first term.
†If the whole year's fees are paid and a cadet leaves before the completion of his training, there is a reasonable and proportionate refund of the Tuition and Resident fees.

£ 96. 13 4

3.3 WISTA International WISTA International from their LinkedIn Page

At WISTA International, empowering women in maritime is at the heart of everything we do.

On May 18th we joined the global maritime community in celebrating the International Maritime Organization International Day for Women in Maritime.

This year's theme was An Ocean of Opportunities for Women - resonates deeply with our members around the world.



It reflects not only the growing career pathways available to women, but also the transformative leadership roles they are assuming across the sector. It is a celebration of all women in maritime and their contribution to the industry. But it is also a call to action. To address gender disparity and improve diversity we must:

- Recruit and retain more women in maritime
- Champion visibility and leadership opportunities
- Build more inclusive, supportive workplaces
- Drive lasting change to help reshape the maritime workforce

Let's continue to celebrate the women in our industry every day and create an ocean of opportunities for the women of today and future generations that follow.



3.3 Finding Purpose in Shipping by Nick Potter ([PotterN88](#))

Nick Potter is President and CEO of AET Tankers. AET Tankers is a leading global owner and operator of maritime transportation assets with over 30 years of experience, specializing in tankers. The company is based in Singapore and is a unit of the Malaysian energy logistics group MISC Berhad. AET operates a modern and diversified fleet, including VLCCs, Suezmax, Aframax and a fleet of DP2 shuttle tankers in Brazil and Norway and a fleet of lightering vessels in the US Gulf. Many of AET's tankers are powered by LNG Dual Fuel engines and AET recently ordered a series of ammonia dual fuel engines.



Nick

Nick started his seagoing career as an engineer cadet in 1986 at Warsash. "I didn't really enjoy school so didn't put much energy into it. My passion was the water and my interest was consumed with racing sailing dinghies and windsurfing. I recall my head of sixth form telling me that carrying on with A Levels might not be the best for either of us!". With no clear focus beyond water sports, it didn't take much more than a nudge to consider maritime college. "I could have easily followed the navigation route but I always had a fascination for the technical side often taking things apart to understand how they worked but usually unsuccessfully putting them back together".

As for many cadets it was his first time away from home and arrival at the imposing Shackleton House and introduction to Captain Tuckfield was a culture shock. Nick had signed up for a four-year OND/HND in Maritime Engineering initially as an unsponsored cadet and later joined Shell through their entity at the time MPS (Manpower Services in the Isle of Man). "1986 was a difficult year to join the industry. There had been significant redundancies and offshoring and sponsored cadetships were quite limited."



2017 Christmas lunch get together of ex-Warsash Cadets

Nick looks back very fondly on his time at Warsash. *"I learned a lot during my time in Warsash – as much around life as around work. I built deep relationships and still stay in touch today with many of my class mates"*.

In 2016, his class celebrated their 30th anniversary as cadets, meeting in Warsash where they were kindly hosted by the then Principal.

Nick went on to sail as an engineer officer on VLCCs, Shuttle tankers and LNG Carriers across Shell's fleet. "I did go on to study an Honours and Master's degree in Engineering at Liverpool John Moores University and my Class II CoC".

In 1996 Shell encouraged Nick to move to a shore role in London.

"I knew I had my purpose in shipping but I just wasn't sure what exactly that looked like so when Shell offered me a freight commercial analyst role I thought why not! It sounds like an opportunity to learn something completely different."



30-year Anniversary at the Rising Sun, Warsash

Nick went on to undertake a number of commercial, chartering and business development roles in London, Barbados, Singapore and Sakhalin, Russia. *"I found my role in Russia one of the most fascinating and challenging I have had. If arriving in a Russian winter with a family and a newborn baby wasn't already challenging enough, I was tasked with developing and executing the strategy to set up the LNG and crude shipping, port and marine operations for the Sakhalin II greenfield project. We had to develop the technical studies and ship designs to navigate in ice bound waters and keep operating in -30°C. I remember one of the first things my boss saying to me was that if I was to be credible in shipping*



through ice to our customers then I needed to get myself on a Russian ice breaker straight away to see it for real. I was happy to comply!"

Nick left Shell and worked for BG Group in Houston, ultimately as their global head of Maritime. In 2016 Shell bought BG Group and history repeated itself, returning to Shell in Singapore as the regional head for Asia, Pacific and the Middle East for shipping and maritime. Nick became Chairman of the Oil Companies International Marine Forum (OCIMF) in 2022 after serving on its Executive Committee for close to 10 years. "I relished my time at OCIMF, it was an opportunity to really drive safety and welfare improvements for seafarers and improve onboard diversity".

In 2024, Nick decided it was an opportunity for change and left Shell and stepped down from OCIMF before moving to AET where he started as President and CEO in March 2025. Nick is also a board member of the Singapore Maritime Foundation and a Chairman of the Mission to Seafarers ambassador programme and will shortly join the members board of UK P&I. "I am very grateful for my time and experiences from Warsash which gave me a purpose to be excited about the shipping industry and how I can personally make a difference. It is a great time to be in the industry. It's getting more complex and uncertain and some of the tools Warsash gave me I continue to use every day".



Nick (3rd front left) attending COP28 in Dubai with the Secretary General of the IMO, Arsenio Dominguez

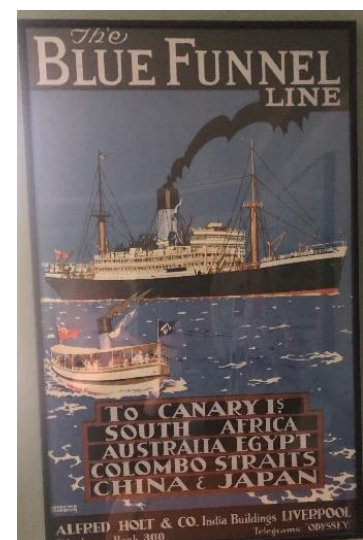
3.4 Outrigger Canoe Adventure by Richard H. Powell-Cullingford ([CullingfordR64](#))

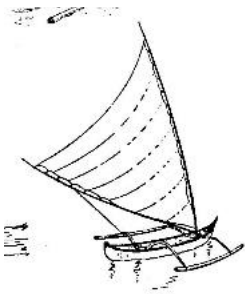
I was on a Blue Funnel ship Dolius, Achilles or the Astyanax (mid 60s) in Jakarta which had a big problem with the main engine. I didn't know what parts were needed for the engine, other than they had to come from Switzerland. The Captain let us Middies off to play at whatever for the three-month period needed for the repairs.

During this period, I purchased an outrigger sailing canoe for 200 cigarettes, including a crab claw sail made from old cotton clothes but very good ones. The Chippy made me some watertight lockers fore and aft for storage and a watertight box for my sextant. Pencils and notepads were bought along with sweets for the kids I met along the way.

The Chippy and I modified the steering allowing me to leave the tiller for a wee while doing the test at the places visited. It was a brilliant sailing boat making about 20kts average in the trade winds. I had it stowed on the after well deck at the bottom of the gangway.

The canoe had two outriggers one each side and a scroll on the points each end nicely carved out. I had a tiller and proper lifting rudder made





by the chippy and once on course in a steady wind I could put the elastic retainer on it sometimes for maybe two-three hours. The sail was a big one maybe 25ft tall and fairly made for stability fishing. But it was ideal for me very stable and fast - I made 250 miles on one day trip.

With the boat in a seaworthy state, I set off from Djakarta heading south with a good force four/five making it a fast run south calling at any beaches during the day's sail of around 200 miles.

With little to eat, my aim was to find fruits etc. Whenever I beached the boat, the children would arrive first so I gave them pencils and pads with a few sweets. The sweets were a hit and as I only had a few packets they sometimes stole them later! crafty kids! – What an adventure! - a combination of Huck Finn and Swiss Family Robinson!

3.5 Dozing Off! Michael Gray writes in the Maritime Magazine - 2025 May 30th

The real dangers of dozing in a ship wheelhouse.



NCL Salten (Photo by Norwegian Coast Guard)

As a story in May in the general press, it all seemed a bit of a laugh. The deep-sleeping Norwegian in his pretty cabin on the Trondheim Fjord, oblivious to a “huge” ship running ashore a few feet from his bedroom. He required an urgent call from his neighbour to alert him to the fact that the 886-TEU feeder containership NCL Salten had come to call and was probably going to stay for a while. It produced some excellent photographs to brighten up the weekend.

Nobody was hurt and there was no pollution.

You might suggest it was almost a “good news” story. Except that it really is not funny, as this sort of accident is happening far too often and while this one resulted in a lot of bent steel and the second mate being arrested by the police and confessed to nodding off at a crucial navigational juncture, others have far worse consequences.

You have to wonder, how many hurrying feeder ships in the frantic European distribution network there are, being driven, in dawn's early light, with a tired officer of the watch fighting off sleep. Each, impressed by the need to maintain the schedule, but some just unable to remain alert, saved by the fact that at the crucial moment, there was no traffic, shoal or an alter course position coming up. We had a horrible reminder of this a couple of months ago off the mouth of the Humber with the Solong crashing into the anchored Stena Immaculate to wreck both and kill one of the containership's seafarers.

But you do not have to probe the records for long to find plenty of other groundings and collisions where a lone watchkeeper, exhausted, distracted or asleep, has failed to keep the ship safe. There has been no shortage of clever ideas to keep watchkeepers awake and alert; from movement alarms to marine versions of the “dead-man's handle”, but people annoyed or bored by the inhumanity of a device that treats a sentient human like a battery chicken, just turn them off. And there is no getting away from the fact that the odds are stacked against tired people preventing their minds wandering, or just surrendering to the circumstances.

A warm wheelhouse, all sealed against the outside environment to protect the fragile electronics against the sea air. The comforting hum of the machinery, the hypnotic scan of the radars, the thrum of the diesel and the rocking of the sea.

Good grief; if you are a person who suffers from sleeplessness, this is the perfect recipe for sending you off. And above all, the design of the modern bridge, where the brief seems to have been to make a watchkeeper's life less of a challenge, requiring less skill and, just like life ashore, fixated by screens.

Watchkeeper's challenge: staying awake on a “posture-perfect” chair.

Crammed with consoles and instruments, with insufficient space to pace up and down, dominated by that “posture-perfect” chair, situated just where a sensible person might wish to stand and examine the bearing of a light or judge a collision risk. To people of a certain vintage, who kept watch entirely on their



feet, and knew that to sit down in the pilot chair or chart-room settee was to risk the sack, the presence of such chairs in the modern wheelhouse is an anachronism.

How can any watchkeeper stay awake if they sit on that? But then, we are told by sincere and well-meaning operational managers – people today just will not tolerate having to stand for their watch. And to do them justice, a six-hour watch, with a sleep pattern interrupted by port calls ad infinitum, with accommodation that is probably vibrating and noisy, is not what would be recommended for either a long life or a satisfying career. Watchkeeping masters, not enough support on board, ferocious and unforgiving schedules all combine, we are told, to many people being almost zombies by the time their tour ends.

But can anything be done other than more fancy instruments and equipment to make the lives of these hard-pressed people less intense? Probably not in a hurry, with Trump-induced congestion all around Europe and the feeders going like the clappers to shift the logistic logjam, while the long-haul tonnage waits at anchorages for a berth. Just make sure the logbook records your rest periods, not counting those in the wheelhouse chair.

4 Warsash Maritime School News

4.1 Meeting with WMS Deputy Director, Matthew Stewart (MS), 1100 on 14th May 2025

Our Chairman, Roger Holt reporting 15th May 2025.

Those attending were: David Dearsley (DD), Robin Plumley (RP), Roger Holt (RH).

Introduction

Matthew Stewart (MS) is the recently appointed Deputy Director at the WMS and the meeting was arranged by Jack Hickman, Cadet Liaison Officer. Jack was not present as he was on honeymoon leave.

MS explained that he had an engineering background from time spent with the RN and MN (bulk carriers and LNG) but most recently had been Asst. Dean at Glasgow Nautical College and had spent 4 years in Saudi Arabia helping to set up the National Maritime Academy in Saudi Arabia.

Discussion topics

- MS admitted that he was on a very steep learning curve and was working on and reviewing budgetary constraints;
- There will be 2 intakes per annum – Aug/Sept and April. New course structures involving the MCA would emerge starting with the Phase 1 intake in August 2026. Phase 1 will be expanded to 30 weeks and will include EDH training and one week using the simulator to train bridge management. Wight Link have also agreed to provide bridge management experience;
- OC induction processes would be reviewed and QR Code systems used for OC registration. A WA representative would always be asked to give a short presentation;
- MS asked for two paras of text by way of WA introduction to Phase 1 & 3 OCs and max of 3 paras for Phase 5 where the focus should be on potential careers. The text used to introduce the WA to the OCs would also be linked to the WMS website;
- Other WA/OC engagement would be encouraged and might include an invitation to attend BBQs planned for Spring and Summer;
- Current intake has been 150 in Aug/Sept and 120 in Jan/Feb representing about 35% of the UK OC intake;
- A promotional virtual Open Day is planned for this weekend but is not MS's preferred way to promote the WMS – face to face is better;
- WMS will continue to fund the Harbour Tour and the WA will be invited to attend to engage with OCs; and,
- WMS was being promoted effectively to potential OC applicants by the use of social media and pre-sea introduction.

WA topics

- Pub Quiz worth trying again but during Phase 1. Maritime questions should be very basic;
- OC input to All Hands to be followed up. MS suggested that an article written by an OC on his experience with simulator experience could be included immediately - would require division into sections for inclusion;



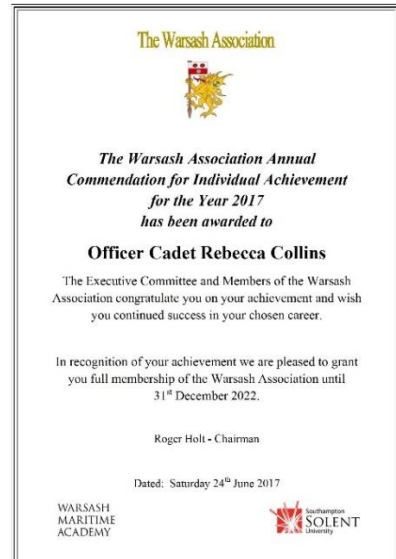
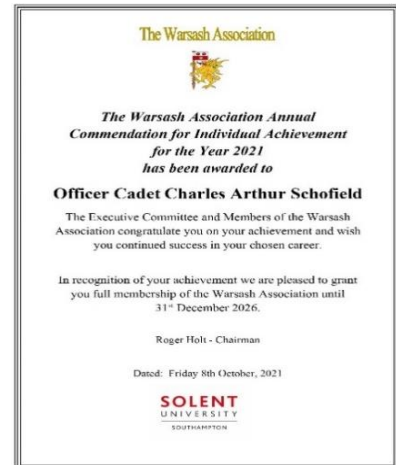
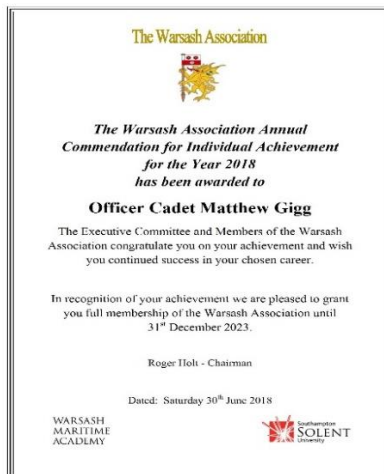
- Duplication between WMS Alumni and WA would not be an issue as the WMS Alumni seeks to provide statistics only for Southampton Solent University (SSU) and does not promote ongoing contact with cohort members;
- WA should seek every opportunity to engage with OCs. The arrangements for the Passing Out Ceremony and Graduation Dinner and a summary of the Individual Achievement Award process was discussed;
- WA would continue to invite 3 Phase 5 OCs to attend the Christmas lunch;
- The possibility of WA archives being managed by WMS was briefly discussed and dismissed by MS as being impractical; and,
- Revisit Linked-in to find possible WA members. Think about using Stephen Strowger to assist with the membership project.

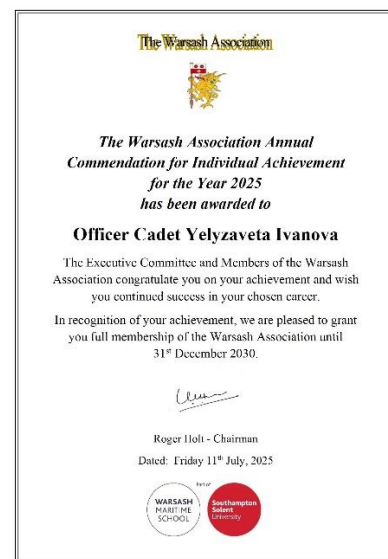
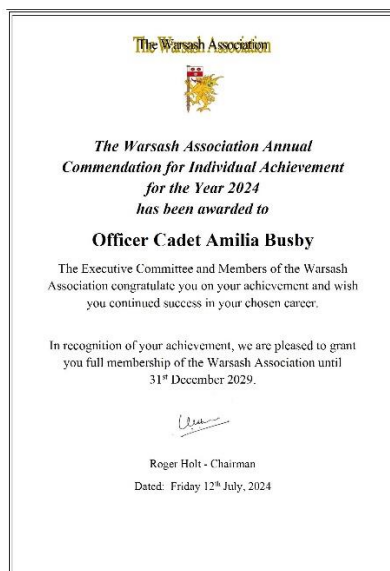
Other topics

- RP confirmed that the Cachalots had provided 50% funding for 10 OCs to attend the Sea Pie Supper and that 6 OCs were funded by companies attending;
- MS was sure that there were OOW opportunities available for those who wished to pursue a career at sea but he was not so sure that OCs knew how to go about finding them;
- Many, if not all, training companies are contracted to provide minimum sea time. Ship types are also set down in the training contract; and,
- Include MS as a recipient of an electronic version of All Hands.
- MS confirmed that the Lower Site at Warsash was still operational but that eventually, all activities will be moved away. The Itchen area remains a possibility.

4.1 Officer Cadets

The following are the Certificates of Commendation for individual Achievements awarded to Cadet Officers for the years 2018 to present – Congratulations!





4.2 OC Graduation Dinner 2025

Our Chairman, Roger Holt attended the OC Graduation Dinner on 11th July held in the Spark Building, East Park Terrace. He was there to present the Certificate of Commendation to the winner of the WA Individual Achievement Award and present the WA Cup, to talk with as many of the OC Graduates as possible and to deliver a short pre-dinner speech on the purpose and importance of the Warsash Association.

4.3 Beyond The Certificate: Using Technology To Build And Assess Competence

The scale of the training challenge is well-known and new approaches are emerging to meet it, writes Jennifer Harrison, Vice President of ABS Training Solutions.

Decarbonisation and digitalisation present a decades-long challenge to the shipping industry and there is a growing realisation that their impact will be felt most keenly by the people on whom we already rely on the most. The industry is increasingly looking to seafarers to adopt new technology, collect, manage and analyse data, faster and more frequently than before. We are also asking them to work with fuels and propulsion methods that will test safety routines and chain of responsibility in different ways.



The system is not broken, but many see cracks appearing. Even its supporters agree that the foundations of the STCW Convention are being tested and there is growing consensus that improvements are needed for it to best serve the industry in the age of digitalisation and new fuels. This year's Singapore Maritime Week heard a number of industry leaders call for a revision that would make it fit for purpose in the next decade and beyond.

The scale of the training challenge is also vast. A coalition of the International Transport Workers Federation, IMO, International Chamber of Shipping and International Labour Organization and the UN Global Compact has previously estimated that over 800,000 seafarers from the current cohort would need to be upskilled to prepare for transitions in technology and energy. New seafarer skills are needed but so too is the flexibility to move between roles across a fleet and to shore. Recruiting and retaining skills within an industry sector is not unique to shipping, but it is keenly felt when expectations are changing so rapidly.

Meeting the challenge

The problem is clear, what isn't yet is how we solve it. However, it makes no sense to pursue excellence in isolation and fail to recognise that we should train seafarers just like workers in healthcare or aviation. Somehow, this enhanced training requirement needs to be fulfilled alongside mandatory certification requirements. And let's be clear, to maintain safety and quality, we need to make that investment at speed and scale.

A 2020 survey for Nautilus International found that seafarers are increasingly self-funding their training,



spending between 10%-20% of their income on training with investment specifically in certification and training related to new technologies and decarbonisation efforts. The Seafarers' Happiness Index Q4, 2024 report noted a sharp division between the experience of those onboard ship. While many appreciated the quality of the instruction received, there was widespread concern that the volume of training was excessive, and risked disrupting rest time.

Junior personnel noted a lack of hands-on experience, feeling that online training formats were insufficiently engaging and did not adequately prepare them for real-world applications. This situation appears to have led to increased fatigue and frustration, further contributing to the decline in overall satisfaction.

The industry must look to adopt best practices in the maritime space that foster and retain skills and, in the process, support better health and wellbeing as well as safety. We need to give seafarers time and space to learn and build confidence. This happens over time and with continued exposure. The next generation of simulation technology needs to become the norm and not the exception for the maritime industry. Delivery also needs to improve. With technology available today, not all the time needs to be at a physical simulator. It is possible to create any environment and situation virtually. The seafarer just needs a desk, a computer and the internet and they can try, fail in a safe environment, learn and try again.

Learning together

It seems obvious that the industry needs to work together to truly solve the problem. Owners, Operators, Classification Societies, Original Equipment Manufacturing (OEMs) and other leaders can all benefit by forming alliances to tackle the problem. Nonetheless it remains true.

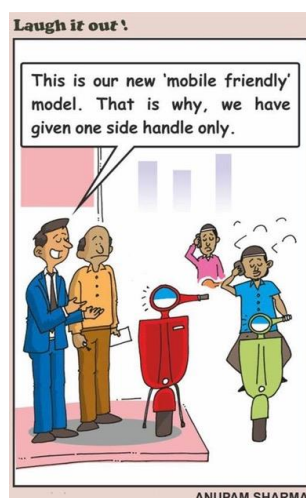
This way it will be possible to share non-sensitive information on what happens in an emergency, create realistic preparedness and build response scenarios from root cause analysis.

The models we can build can be used to train colleagues together, in the classroom using virtual environments – we call it Group Immersive – creating a safe space for practical learning, applying experience and taking initiative.

Critical to understanding the problem is recognising that it is not something that can be solved by just building a few training courses or sending someone to a simulator for a week. Training for a 'what-if' scenario is hard to teach from a textbook.

A viable global model that can tackle the industry's training requirements to improve how we assess the workforce and build learning methodologies that are closer to reality, even if the medium is virtual.

5 Lighter Moments - AH Ed



Here's a bit of what some would call useless information – Ed.

The halfway point of a typical calendar year is July 2, which is the 183rd day of a 365-day year. The halfway point of a leap year, which is 366 days long, is July 1. The precise midpoint of a year of either length is noon of the specified day. This does not take into account that one year by the Western, or Gregorian calendar, relying on the movement of the sun, is slightly longer than 365 days but shorter than 366 days. July 1 or July 2 is also only mid-year by this particular calendar. The lunar calendar year is only 354 days long. ☺



6 Graduation Photo – Autum 1974 – Phase One – Michael Waight ([Waight66](#))



L to R: Top: A.V. Gale; R. Graham; A. Welcome
Middle: A. Arogbonlo; N. Jones; A. Oliver; S. Manson; D. Butterworth; D. Adams
Bottom: E. Ihenacho; M. Swafield; P. Bree; T. Culpin; I. Smallshore; D. Hinks; P. Hancock

7 The Heavy Lifters

7.1 Setting the Stage for Lifting Enormous Structures that Continue to Break all Records

Heavy Lift Ships

These are specialized ships capable of transporting non-standardized heavy cargoes. They are subdivided into four main ship types: Project cargo; Open deck cargo ships; Dock, and; Semi-submersibles.

The uniqueness of most heavy lift cargoes, require very careful planning and coordination to the smallest detail. Information is gathered and processed regarding the type of cargo, its location for loading and discharging in the preparation stages, often long before the contract is signed.

In many cases detailed operation manuals are developed requiring approval by a customer and warranty surveyors. Computer Aided Design (CAD) systems in 2D/3D are used to develop stowage and lifting plans for step by step lifting simulated situations.

1. Project cargo ships are relatively smaller ships, often used to transport oversized, heavy, or complex cargo that do not fit within standard shipping containers. They usually have a large box-shaped hold suitable for the carriage of small machinery, port equipment, locomotives, knocked down cranes, small boats and yachts, etc. These ships often have on-board cranes and ballast systems to handle the unique challenges of transporting items, the likes of bridge sections, industrial equipment, or construction components. They are a subset of heavy-lift ships and are crucial for projects in industries like energy, mining, and construction.
2. Open deck cargo ships such as Ro-Ro vessels with a superstructure positioned forward are designed for the transport of large modules, fully-erected container cranes, etc, on a large open cargo deck, accessible with a full width stern ramp.



3. Dock ships are characterized by the full-length sidewalls protecting the cargo area. The cargo can be loaded by float-in/float-out by submerging the ship until the dock deck is under water, lift-on/lift-off, using cranes, roll-on/roll-off over the ship stern ramp.
4. Semi-submersible ships are vessels that are horizontally submersible until their main deck is under water to a depth of 6 to 16m. Large cargoes can be loaded using the float-on/float-off method. The load must be barge-mounted or able to float itself. The ship sinks similarly to a floating dock and the cargo is floated onboard. Typical cargoes are drilling rigs, floating plants, dredging equipment, offshore structures, floating drydocks, other vessels.

Project Ships



TJ Harrison's 5,788grt Trader was built in 1966 by Lindholmens Varv at Gothenburg. (John B. Hill collection) her Stulken was capable of lifting 70 tons.

Harrison's was regarded back then as the heavy lifting company and had ships with Stulken derricks with a capacity of 250 tons



Rolldock – S Class (Sun, Sea & Sky) with Ro-Ro Stern Ramp with a capacity up to 4,000 mt unit weight depending on cargo configuration. 2x350 mt Liebherr Cranes (combi 700 mt) with an outreach of 350 mt at 18 m & 200 mt at 33 m. She also has an auxiliary hoist of 45 mt at 36.2 m.

Open deck cargo

MV Blue Marlin and her sister ship MV Black Marlin comprise the Marlin class of semisubmersible heavy-lift ships operated by Dockwise Shipping of the Netherlands. Designed to transport very large, semi-submersible drilling rigs above the transport ship's deck, she is equipped with 38 cabins to accommodate 60 people, a workout room, sauna and swimming facilities, and a secure citadel for protection against pirate attacks.

Blue Marlin and her sister ship were owned by Offshore Heavy Transport of Oslo, Norway, from their construction in April 2000 and November 1999, respectively, until 6 July 2001, when they were purchased by Dockwise. The U.S. Navy hired Blue Marlin from Offshore Heavy Transport to move the destroyer USS Cole back to the United States after the warship was damaged by Al-Qaeda suicide bombers while anchored in the port of Aden, Yemen. During the latter part of 2003, work done on Blue Marlin boosted her capacity and added two retractable propulsors to improve manoeuvrability. The ship re-entered service in January 2004. Following these improvements, Blue Marlin delivered the oil platform Thunder Horse PDQ, weighing 60,000 tons, to Corpus Christi, Texas, for completion.



The incomplete Australian landing helicopter ship HMAS Adelaide on Blue Marlin



Blue Marlin carrying the Sea-Based X-Band Radar



The Dock Ships

The Lighter Aboard Ship (LASH) system refers to the practice of loading barges (lighters) aboard a bigger vessel for an ongoing sea passage. It was developed as a means of transporting lighters (unpowered barge), being towed between inland waterways and open seas.

These ships were also known as kangaroo ships. The term "kangaroo ship" likely comes from the way the barges are lifted on and off the vessel, resembling a kangaroo carrying its joey.

The LASH system was developed in the 60s and 70s as an alternative and to supplement the developing container system. The lighters, characterized as floating cargo containers, served dual purposes: water mode transportation and the establishment of a modular, standardized shape for loading and unloading cargo. Each lighter was approximately 60ft×30ft×15ft (18.3m×9.1m×4.6m) (L×W×H), with a capacity of 385t (379 long tons; 424 short tons) and 550 m³ (19,000 cuft); the dry (unladen) weight of each steel lighter was 3.9t (4.3 short tons).



Rhine Forest in Rotterdam

When the Hapag-Lloyd's LASH ship München sank with the loss of all 28 hands for unknown reasons in a severe North Atlantic storm in December 1978, the most accepted theory is that one or more rogue waves hit her. She reportedly drifted for 33 hours, listing 50 degrees without power. Automatic emergency signals were received by multiple radio stations and the next day, 13th December, additional aircraft and six ships searched for her.

The ocean-going salvage tug Smit Rotterdam, returning from other Mayday calls in the Gulf of Breton and the English Channel, received the distress calls and went to the designated position, subsequently being appointed as On-scene Commander. More than 100 ships and 16 aircraft based out of the Azores took part in the search. Debris was found but no sign of the ship. The search was called off on 22nd December, a week after it had begun. The ship disappeared and today its wreck remains undiscovered.

Semi-submersibles

These type of heavy lifters are very prominent today. A good example of their capabilities is the West White Rose Project in the Grand Banks off Newfoundland & Labrador.

Cenovus Energy Inc., of Calgary, Canada has developed the West White Rose Project, which lies about 350km east of Newfoundland and Labrador in about 120m of water. The project comprises a fixed drilling platform consisting of the Concrete Gravity Structure (CGS) built by SNC Lavalin-Dragados-Pennecon, and an integrated topside module (the rig), built by Kiewit in Texas USA.

The 210,000mt CGS spent a month at the head of Placentia Bay, Newfoundland, where it was made ready for towing and ballasted to a draft of 65 m. Aker Solutions Marine Contractors Ltd. was contracted to tow and install the CGS.



The Cenovus 210,000-tonne concrete gravity structure (CGS) on its way to the White Rose field area



The 3,400 miles journey of the 23,000 mt topside departs Kiewit's Texas yard for Newfoundland off the Grand Banks Photo: Cenovus Energy



On July 16th 2025 Allseas' semi-submersible ship the Pioneering Spirit left Newfoundland, Canada after the transfer from the open deck heavy lifter, Xin Yao Hua with the topside (rig) bound for the West White Rose field. This transfer was a first for offshore Newfoundland and Labrador, and a major milestone for the West White Rose project.

When the topsides arrived in the field, onboard the Pioneering Spirit, the 23,000mt platform was placed on the concrete gravity structure (CGS). The seas were calm allowing the marriage of the two units, concluding the years of planning by the project teams. The operation took two hours. Congratulations to all involved in ensuring the success!



Transfer from the Xin Yao Hua to the Pioneering Spirit



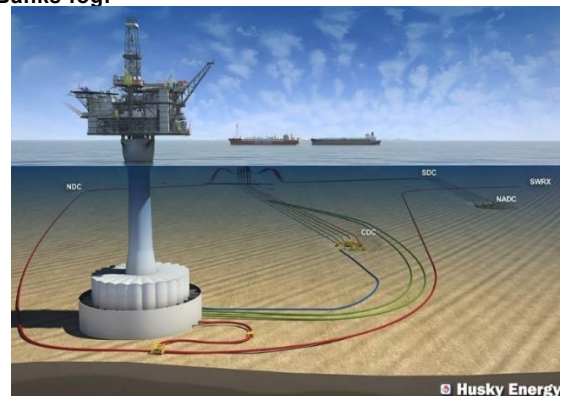
Pioneering Spirit with the Topside for the CGS
Photo: Dan Williams/Truce Sound Adventures



West White Rose - finally installed together, the Topside was mated to its CGS, and of course, it wouldn't be proper without Grand Banks fog!



Floatel Endurance with focus shifting to the final stages of the project with the hook up and commissioning of the platform and the subsea tie-in work.



First oil is expected in the second quarter of 2026

Heavy Lifter Cranes - The Semi-Submersible Crane Vessels (SSCV)

The SSCV Thialf is operated by the Netherlands-based Heerema Marine Contractors. She was constructed in 1985 as DB-102 for McDermott International by Mitsui Engineering & Shipbuilding Co. Ltd. It was the largest of its kind with two cranes and a combined maximum lifting capacity of 14,200 tonnes (14,000 long tons; 15,700 short tons). The Sleipnir surpassed her in 2019, equipped two revolving cranes built by Huisman Equipment B.V., each with a capacity of 10,000mt (11,000 short tons); the main cranes can be operated in tandem to jointly lift 20,000mt (22,000 short tons).



Thialf and Sleipnir at Stavanger in May 2024. The German corvette Braunschweig in the foreground.

8 From The Letter Box

8.1 Out'n'About from Louis D'Espagnac ([D'EspagnacL66](#))

On 15th July 2025 in Glasgow - two old ex-Warsash boys met for lunch.

Ian McKendrick on right did a couple of his certificates at Warsash whilst I on the left, did pre sea from May'65 to Apr'66 and a number of other certificates at Warsash.

Ian and I sailed on Nicolas Bowater together 55 years ago and have remained friends ever since.



Louis and Ian

8.2 An MG and Marine Adventure – Robin Plumley ([PlumleyR72](#))

Our esteemed editor suggested a few words about our recent tour of the Picos de Europa and Douro River valley in our MG TF160 with a group of other cars, including another MGF, two Jaguar XKR's, Mercedes C, BMW 218 and a Ferrari California.

I had my first MGB GT during 2nd Mates in 1976 at Warsash and have had various types ever since. I have had my current MG TF160 since 2003 and have done various UK tours as well as to France. Three years ago, we drove with a group from our local MG club to Lake Como taking in the Belgian Ardennes, German Black Forest, Austrian Tyrol, Stelvio Pass and into the northern Italian Tyrol, down to the west side of Lake Como at Lenno. Five days with the cars parked up and then north via Lugano into Switzerland and the St. Gotthard Pass then via the Ballon d'Alsace in France. That trip gave us the appetite and confidence with the car for another trip.

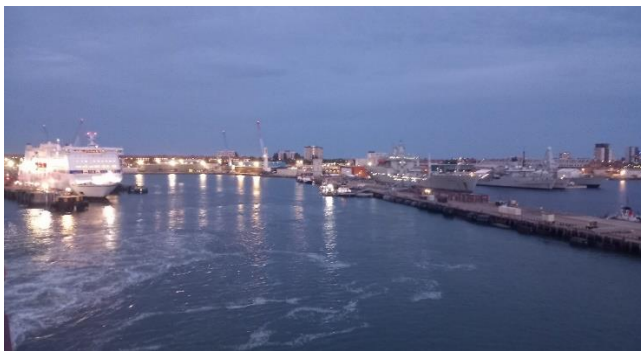


Our MG TF160



The armada parked during our Douro River cruise.

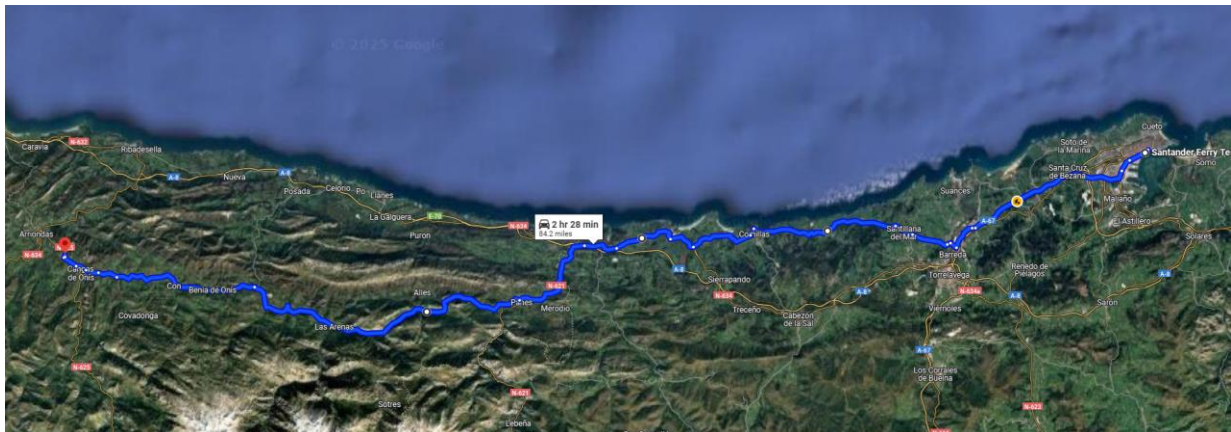
Thus, with our friends in their MGF we met five other cars at Portsmouth for the trip across to Santander with Brittany Ferries aboard Santana. No bridge visiting allowed my wife said!



Departing Portsmouth

Two nights later we disembarked early morning in Santander.

A longish drive to clear the port infrastructure and we headed west along the A-8 to Torralevega and along the roads of the Cantabrian coast, stopping at Comillas for breakfast. Onward towards Unquera and Panes to pick up the AS-114 road which runs across the north side of the Picos de Europa National Park towards the Parador hotel at Cangas de Onis, a distance of about 83 miles.



Santander to Cangas de Onis



The views get better on the AS-114.



Parador Cangas de Onis

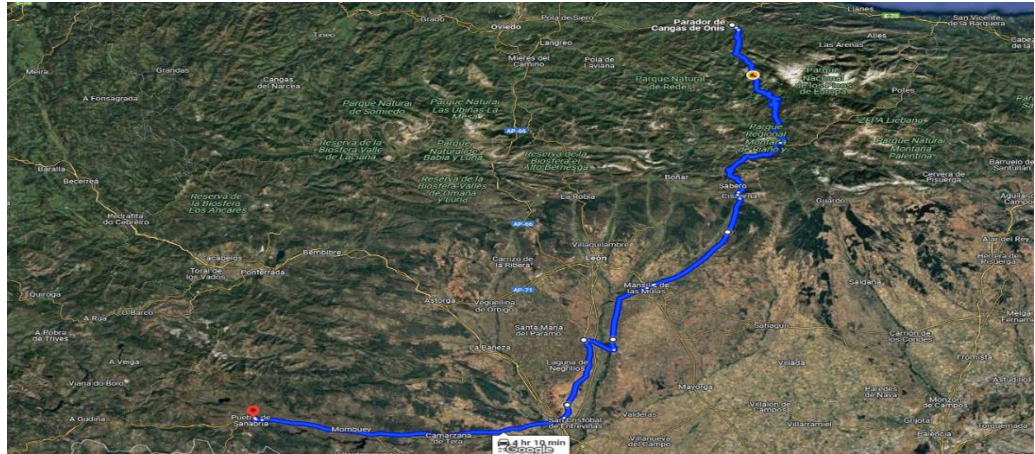
With two nights in Cangas so we took opportunity to drive north to the coastal town and resort of Ribadesella. Found free parking and had a walk along the promenade, finding a café which had previous



links with the Chester & Wrexham MG & Triumph Club and sold a special gin!! The bottle was nearly empty, so I managed to get the owner to hand the bottle over!! Leaving Cangas de Onis, our next destination was the Parador Puebla de Sanabria in Castilla y Leon. Our route took us on the stunning N-625 by the west side of the Picos and down to the lakes and mountains of Riano for a fuel stop etc.



Gin MG



Cangas de Onis to Puebla de Sanabria



Oseja de Sajambre in the Picos N-625



Riano Lakes N-621/N-625

The road runs generally southwest becoming flatter and much hotter, stopping in Musalla de las Muras for a break in about 35°C. Car's behaving well. South to Valencia de Don Juan then northwest to join the A-66 south and A-52 west towards Puebla de Sanabria. A run of about 187 miles today. Sadly, we passed the location on the A-52 where Liverpool Footballer Diogo Jota had been killed a few days before.



Parador Puebla de Sanabria



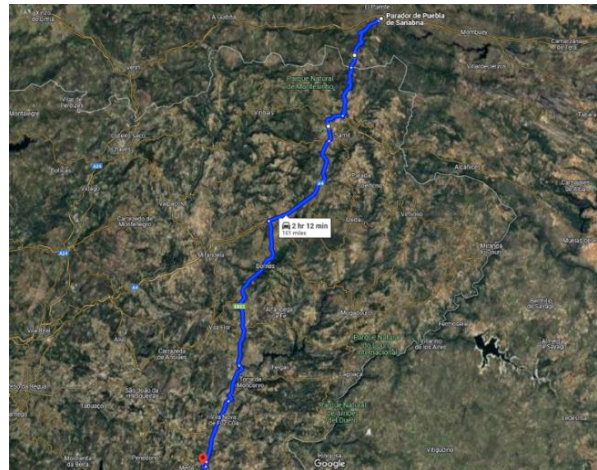
Portugal border

Puebla de Sanabria lies about 12 miles north of the border with Portugal and we headed onto the ZA-925 becoming the N-103-7 as we crossed into Portugal.

Our route today was about 95 miles and close to Braganca we joined the IP4 / A4 then IP2 generally working south towards Vila de Foz Coa. Temperatures into the mid-high 30's today. Roads generally empty!! Our hotel was the Longroiva Thermal Spa which is located about 16 miles south of the Douro which we crossed at the Pocinho Barrage and lock, a drop of about 22m. We were to pass through the lock a few days hence on our cruise.



Pocinho Barrage and Lock on the Douro



Puebla de Sanabria to Longroiva

Longroiva lies in the Douro region and the hotel was built in 2017 in a style which reflects the steep vine terraces of the region.



Longroiva Thermal Hotel and Spa



On the N-222

The next day was one of the driving highlights, heading north on the N-102 to Vila de Foz Coa and joining the N-222 which runs across the mountains and comes down very steep curves through the terraces to join the Douro close to Pinhao. It is listed as one of the world's best driving roads. During this run we stopped at San Joao Pasqueria for a coffee and Pastel de Nata!



View across to Pinhao from Ervedosa do Douro N-222.



A break in the shade near Ervedosa do Douro N-222.



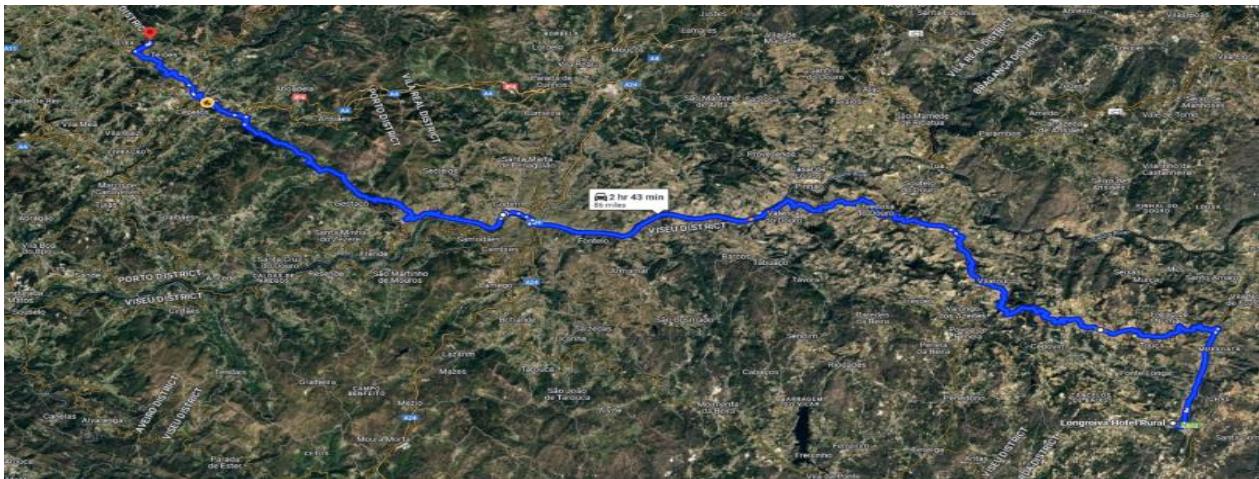
From the road descended steeply with many bends and the occasional coach or large lorry to emerge along the south side of the Douro River. As we got to the Bagauste Barrage and Lock, a drop of 27m, we stopped to watch one of the cruise ships comes through, a taster of our experience to come.



Sao Gabriel entering the lock



And leaving the lock, 27m lower



Longroiva to Monverde Hotel at Lixa, about 87 miles

We continued west to cross the river at Peso de Regua and climbed again to the panoramic viewpoint at Mesao Frio on the N-101.



The N-101 runs northwest towards Amarante then N-15 to Lixa and the Monverde Wine Experience Hotel where we stayed for two nights and left the cars for the next six days in the vineyard!



View from our balcony



Inside the Monverde Hotel public area

The following day we enjoyed a 'five wine tasting experience' and then left the cars the next day alongside the vines as we were coached down to the Croisi cruise terminal in Porto to join our cruise ship Miguel Torga.



Croisi Cruise Terminal, Porto (Gil Eanes o/b, Miguel Torga i/b)

8.3 Tall Ships – by SAIL 2025

Those interested in Tall Ships, UK Tall Ship has confirmed SAIL 2025 will return to Amsterdam after 10 years, on 20-24th August, 2025. Here is the event! I'm hoping those that receive the electronic version of AH will have enough time to organise a trip.!



We are pleased to announce that the renowned British tall ship Eye Of The Wind has confirmed its participation in SAIL 2025.



With over a century of sailing history, this beautiful vessel will be one of the highlights of the Grand Parade and will be open for visitors to explore during the festivities.

SAIL Amsterdam, one of the largest and most iconic events in the country, is set to return in August 2025 for its tenth edition. Held only once every five years, SAIL will once again transform the waters of the IJ River in Amsterdam into a vibrant stage, where a spectacular fleet of tall ships and other historic and modern vessels will gather right next to the city centre.

SAIL 2025 promises to be a triple celebration: not only does it mark the tenth edition of SAIL, but it also commemorates the 50th anniversary of the event's first edition in 1975, as well as the 750th anniversary of the city of Amsterdam itself. Among the impressive fleet at SAIL 2025, the renowned British tall ship Eye of the Wind has confirmed its participation. Visitors will have the unique opportunity to admire and explore this historic vessel, which has been sailing the world's oceans for over a century.

During the event visitors will be immersed in the magic of maritime heritage, with opportunities to learn about the rich history of Dutch seafaring and the vital role of ports and shipping in the modern economy. Across the IJ haven and surrounding areas a diverse programme of activities will be organised, from ship tours and sailing parades to cultural performances and educational exhibits.

Both the majestic tall ships and the innovative vessels of today will be open for exploration, offering a unique glimpse into the past, present, and future of maritime tradition. "With more than 2.3 million visitors, SAIL Amsterdam is not just a maritime event. It's a celebration of cultures and communities coming together." - Robert Visser, Business Director of SAIL Amsterdam.

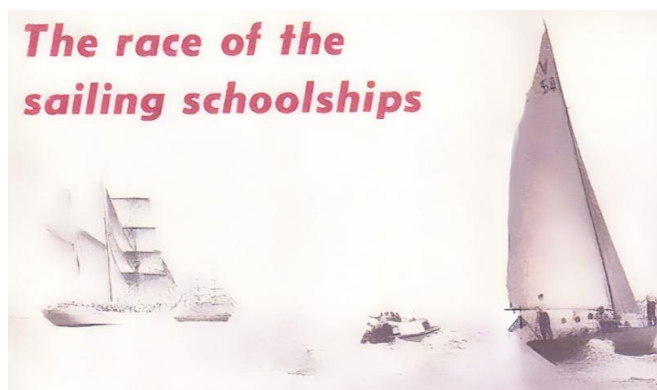


"With 100 days to go, we are excited to invite visitors from across the globe to join us for a once-in-a-lifetime celebration along the IJ. "The event will officially open with the SAIL-In. This is the world-famous grand parade, where hundreds of ships will take part. Among them are some of the most impressive tall ships from around the world. Together, they will sail into Amsterdam's harbour in a breathtaking parade.

The festival is free to the public, offering an accessible and inspiring experience for all ages. Save the date: SAIL Amsterdam 2025 will take place from 20 to 24 August 2025. For more information and updates, visit www.sail.nl.

9 The Race of the Sailing Schoolships by Alan Villers (Photos by the author).

Reprint from Ships and the Sea - Winter 1957 Edition



The start of the race was left to the fore-and-alterns and smaller ships; the square-riggers lagged behind because of the risk of collision with the small ones. Here the Georg Stage (Danish) and Mercator (Belgian) make for the line.



An unusual contest last summer had an unusual ending: the 57-year-old Moyana won, then in her hour of glory sank in a gale on her homeward passage to Southampton.

SURELY the most extraordinary collection of sailing ships, vessels and craft that ever was got together assembled in the River Dart, in England, last July, for an international race of sailing schoolships from Tor Bay on the English Channel to the mouth of the River Tagus at Lisbon in Portugal.

Three full-rigged ships, a 2000-ton ex Cape Horn bark, a big three-masted barkentine and a three-masted steel topsail schooner, a couple of Swedish naval training schooners, and smaller ketches, schooners, sloops, cutters and yawls swung at the naval buoys in the river. So many automobiles brought so many sight-seers from all over England that the ferry service broke down.

It was the most extraordinary collection of such ships I'd ever seen - not at all the largest collection of sailing ships, for Mariehamn used to show a dozen big Cape Homers when the Erikson fleet swung to its anchors there waiting for Australian grain to ripen, and the laid-up Alaska Packers fleet in the Oakland Creek was more than a score strong the last time I saw it there. But this was the most unusual collection of unusual ships I'd ever heard of.

How come? What was it all about? Where had this sudden interesting sailing schoolships, big and small, sprung from? Remember, this was in the country which, almost alone among great maritime powers, could show no real sailing schoolship and hadn't had one for 50 years. Even then, there had been a few naval brigs only. The British merchant service never ran the type of sailing ship which filled the Dart beautiful 700-ton full-rigged ships from Norway and a lovely 300-ton miniature from Denmark, the ship *Georg Stage*, successor to my *Joseph Conrad*, the Belgian barkentine *Mercator*, the Swedish schoolship *Flying Clipper*, to mention only a few. The nearest approach to anything of the sort, come to think of it, had been my own *Joseph Conrad*. I'd bought her in 1934 and put her under the British flag. She was the ideal small square-rigged schoolship, but I got no support at all in Britain. I sold her in New York at the end of her first and only circumnavigation.

So, I looked at this assortment of ships with more than usual interest. Then I found that they were there through the brain wave of a man now dead. A famous shipowner, who once had run a considerable fleet of Cape Horners with a company registered in Montreal, had thought up this idea of organizing an international race of the sailing schoolships. His name, Sir William Garthwaite; his ships, the well-known Garth barks, of which the four-master *Garthpool* had been the last of the British Cape Homers; his interest in schoolships and using sail to train boys, plenty. He'd tried to use his own ships for that purpose, but ran into such difficulties trying to keep them afloat that, in the end, he had to buy his own cargoes of Australian wheat to find his last four-master something to do. Then she'd piled herself up on the Cape Verde Islands while outward bound to pick up one of these bought cargoes, and - since all his other sail ships had gone by then, too, and he'd had a dozen of them - he had to charter a steamship to bring the cargo home. That was that.

But it was by no means the end of Sir William Garthwaite's interest in such ships, and the idea of using them to give youngsters the best possible indoctrination to the sea. He'd tried to organize such a ship and had got no place - not even as far as I got, for at least I had bought a ship, and ran her as long as I could. Eventually, as an old man, he retired to the West Indies. Then some other optimist in London got the idea of doing something about a sailing schoolship for Britain, and wrote to Sir William about it.

"I suggest you try to organize an international race of European sailing schoolships out of England to some place - say Madeira, or the Canaries. Maybe Lisbon," said Sir William. *"That way, you'll see if there is any real interest."*

The idea was taken up. It took a couple of years to work out. But it caught on, in a big way. The organizer at the London end - the man who first approached Sir William Garthwaite, was a retired solicitor, so much the landsman that he probably didn't know that there wasn't a British square-rigger to enter. E. Bernard Morgan was his name, and what he lacked in maritime knowledge he more than made up for in drive, organizing ability, and the power to make friends and influence people. Maybe it was a good idea that he didn't know much about ships. If I had been asked to organize the race, for instance, I'd have said it was impossible. So, I think, would anybody else who knew anything about the subject.

I'd have been wrong. The British Admiralty, the British Foreign Office, British pre-sea training schools, and an influential group of naval officers got behind the idea. So did the Portuguese ambassador in London, Senhor Pedro Theotonio Pereira. The latter became the first patron of the organization which titled itself the Sail Training Ship International Race Committee, and he brought in the first big entry - the Portuguese naval training bark *Sagres*, which was a beauty of a big old Cape Homer, but not noted much for speed.



It was decided to race from the English Channel to Lisbon. Those great maritime people, the Portuguese, took up the idea with enthusiasm. Other nations responded with splendid entries. Norway came in with two full-rigged ships, the Sorlandet and the Christian Radich. Belgium came in with the Mercator, a sleek and well-run barkentine. Sweden came in with three schoolships, two of them naval, the sister schooners Gladan and Falken, lovely 200-tonners built only a few years ago and one merchant service, the Flying Clipper, schoolship of the Flying Clipper Line. Denmark entered the Georg Stage.

Many other countries were interested. I tried hard to induce the U.S. Coast Guard to enter the bark Eagle, which I reckoned stood an excellent chance of winning in the big square-rigger class. Captain Karl Zittel, I know, would have given a good account, and so would his officers and cadets. But the Eagle, like most other schoolships, can't do what she wants, and go where she pleases. She has to fit her schedule into the academic year of the training establishment she serves. She has to go, pretty well, where the authorities want her to go, and it had already been arranged, though she'd been to Europe for at least six consecutive seasons before that, she was to cruise to Central America this year. It was a pity. The Eagle should have been there.

Spain's bark Galatea and four-master Juan Sebastian de Elcano, Italy's full rigged ship Amerigo Vespucci, Chile's new Esmeralda, Brazil's Almirante Saldanha. Japan's Nippon Maru - all these would have come, but they were caught up in somewhat the same difficulty as the Eagle. They had other places to go, other things to do, and they could not alter their carefully arranged schedules. But there were some countries, I heard, which could have entered their ships but didn't believe the race would ever happen. They were sorry, afterwards.

By this time, there was a new patron - His Royal Highness the Duke of Edinburgh, himself a keen sailor and a former crewman in one of Britain's few attempts at using a sailing schoolship of any kind, the little schooner Prince Louis, which was a former North Sea pilot schooner used by a famous Scots school to foster leadership and develop character and initiative in boys. This school was associated with the Outward-Bound Trust, a movement dedicated to the development of better citizenship in youth, and the founder of the trust was the headmaster of the school where the Duke had been. This was Dr. Kurt Hahn, famous German educator who had been tossed out of Hitler's Germany for his ideas.

The Outward-Bound movement flourished in Britain, and ran a sea school both in Wales and in Scotland, (though none in England). It operated a ketch and a three-masted schooner, not as sailing schoolships in the more usual sense, but as tenders to establishments ashore which provided, by challenge and unforgettable experiences, chances for boys to find themselves.

Neither the ketch nor the three-masted schooner could be spared for the race, which was a pity but understandable. There remained one other British possibility. If there was no square-rigged ship, there was at least another ketch, an ex-yacht, which served to provide training through seafaring for cadets of the merchant service under training at a remarkable establishment on Southampton Water in the south of England. This was the School of Navigation of the University of Southampton, directed by an enterprising master mariner named Wakeford, and indeed, as far as I know, the only school of navigation connected with a university anywhere. This unusual school had been using a ketch for outside work since 1942, when the idea was pretty generally scoffed at. Not in the United States, where the Joseph Conrad was doing similar duty for the USMS. And not in Germany, where a couple of big four-masted barks were used through the war for the same purpose.

Captain Wakeford became the treasurer of the Sail Training-Ship International Race Committee. Could he enter his school's ex-yacht? She was a lot smaller than the other schoolships. She had no regular crew assigned to her, being handled always by the school's own instructors (so is the USCG training bark Eagle. It is an excellent idea). In the race, she could hardly be described in the same class as a 2000-ton Cape Horn bark or a couple of Norwegian full-rigged ships. However, a system of handicapping could get around that. She was a full-time schoolship of sorts. Why shouldn't she be entered? So, she was. The committee arranged to run the race in two classes, one for vessels of over 100 tons, and the other for smaller sailing vessels.

But they didn't lay down what sort of tons. The Southampton ketch, the name of which was the Moyana, was just over 100 tons by a form of measurement known as Thames measurement, used for yachts. Why it was ever invented I don't know; certainly, its use is confined to yachts. None of the other entries (at the time) were yachts; their tonnages were in the ordinary form used in merchant shipping the world over. But what difference did this make? The Moyana was very welcome, although there were a few old shellbacks who maintained from the start that, since this was an international event and might be starting a precedent, there ought to be a class for square-riggers and another for fore-and-afters.



The square-riggers offered a wide variety, too. They ranged from a 300 tonner, designed and built as a schoolship, to a former Cape Horn cargo-carrier designed to fight 3000-ton cargoes to windward around the Horn and not to be a schoolship at all. How was anyone going to handicap this mixture? The Swedish topsail schooner - not a genuine square-rigger, of course it was an ex-yacht of a different class from the Moyana. She had been built as the private cruising yacht of the shipowner Lord Runciman, in the days when the scale of taxation allowed British shipowners to run such things.

At any rate, the Moyana's entry was accepted and, once she was in, other fore-and-afters, ex-yachts and present yachts, former sailing trawlers and specially designed racing machines began to come forward. What sort of schoolships some of these were I don't know, but at any rate, for the race, they had to be manned by cadets or boys under training. Or girls. The English Rose, in fact, was "manned" entirely by young women. The only man aboard was the master, an old Cape Horner aged more than 70, who declared that girl crews were all right. Another ship, entered by a sailing school, had two English girls as mates and another as cook.

Most of these yachts were small fellows, well under 100 tons. One was the Portuguese ambassadors, and he shipped Portuguese cadets for the race. (He also shipped myself, to be his navigator, and thanks to his kindness I had a ringside view too.) The ambassador's yacht was the American-built Bellatrix, a John Alden job of over 20 years ago, a schooner with a nice turn of speed. She was small —only a 45-foot waterline — but she was a big vessel compared with one or two of the others. There was a little Italian yawl called the Artica H which claimed to be only 16 tons Thames measurement (and those Thames "tons" are small). A 16-ton yawl is no place for me in the Bay of Biscay, not even in midsummer. The Bellatrix was small enough.



The ketch Moyana is moored beside the Portuguese Bellatrix before the race. The Moyana won the race on time allowance, then sank on her passage home.



The English Rose was "manned" by a crew of girls who stayed at sea for five hours after the start of the race, then sailed back to her home port.

It was a brave show of fine vessels when all this heterogeneous fleet got together in the River Dart the first week in July. The old port of Dartmouth hadn't seen the like, said the locals, since the days of the Spanish Armada. (That was back in Queen Elizabeth I's time. They hadn't seen it then, either. There'd never been anything quite like this anywhere before.) The scene was breath-taking a forest of masts, a galaxy of shapely hulls with those noble swelling cutwaters of the square-rigged ship, the sigh of the Devon breezes through taut rigging and high yards. When the ships all loosened their canvas to dry after a squall of rain, they made a noble picture against the backdrop of the parklike Devon fields and hills.



The crews were as unusual as the ships. Here was a great fleet of sailing ships, yet not a single one of them was interested in training sailing ship sailors. Here were more than 1,500 boys and youths (skipping those girls, for the moment), serving these ships, and not a single one of them was intended to become a sailing ship sailor. Here were 20 ships, and only their bare minimum nucleus of professional officer-crew were sailing ship men at all. Here were 1,500 boys (and 20 girls) and the whole lot were therein those ships, for the value of the experience and the good of their souls. They used sailing ships for training as a surgeon studies anatomy; the wind-driven ships provided the anatomy of seafaring, the simple elemental things which all seamen must grasp if they are to be of real use in their exacting profession - the ability to lead, to do the right thing, to stay one jump ahead of the ferocious and devil sea which becomes no more tractable with the passing years no matter what manner of invention they may bring: atomic power, electronic navigation, automation on bridge and engine room, and all the rest of it.



The mysterious Turkish Ruyam (foreground), with her perfect racing hull, was as lofty as the Cape Horn bark Sagres. The Ruyam was third in the big class tended to become a sailing ship sailor.

That fleet of ships was a soul-stirring sight in more ways than one, and the public responded by coming by the thousands to see them. Sir William Garthwaite's vision was rewarded. E. Bernard Morgan, the retired solicitor who had organized it all, bought himself a yachting cap and gazed at the ships with affection and amazement, astonished at what he'd done, and passed the technical details over to those more competent to deal with them. He'd done a good job! Looking at those ships, realizing what they meant, was somehow reassuring; it restored one's belief in man even in these bewildering days - in seafaring man, at any rate. And a mighty lot of hard work had gone into making that fleet possible.

Sir William Garthwaite died almost on the eve of the race. He was in New York on his way to Tor Bay to see the start. A yacht of his, manned by boys from a merchant navy school in Wales, was lying in the Dart ready for the race, but had to pull out when the owner died. However, Sir William's wraith must have been there when the brave fleet put to sea, at last, to begin the race, and it must have been delighted.

It was one of the most stirring seafaring sights - any kind of sight I ever remember. I'd been in half a dozen of those big grain races from Australia, but the most sail ships that I'd ever seen manage to start together then had been two. Now here were a dozen big fellows and another 10 small fry. The big fellows included another British entry - a beautiful three-masted staysail schooner named Creole which the Greek shipowner Stavros Niarchos had made available. The Creole, which was designed and built by Camper & Nicholsons regardless of expense some years before the war, was manned for the race by a crew of cadets drawn from the Royal Navy and the Merchant Service, and there was keen competition to get a place aboard. The lads had had a week or two to become accustomed to the ship, and Niarchos' regular crew was also there, to stand back of them.

The day of the race it blew fresh from southwest. When it blows fresh from southwest it generally blows fresher, with bad visibility and sometimes half a gale to follow - often a whole gale. At such times the English Channel is tough to get out of for any ship, and hell for square-riggers. The wind is right against them. There are four- and five-knot tides. There are rocky and dangerous lee shores on either side, and a whole heap of dirty rocks around the Channel Islands, with another lot, even worse, waiting around Ushant to take a gash at any passing ship.



The race was arranged to start like a yacht race, but those square-rigged ships were not yachts. There was a five-minute gun and then a starting gun, fired by the First Lord of the Admiralty aboard a naval minesweeper moored to mark the line of Tor Bay. The whole of Tor Bay was covered with small craft of all sorts, even to canoes, so that the competitors had difficulty in getting around.

In such conditions, those square rigger Captains could take no chance fooling around the starting line. There was too grave risk of collision. The gunned start was left to the fore-and afters, and the old black ketch Moyana, the three-masted Creole, a Bermuda-rigged double-ender from Holland named Maybe, and a lovely and mysterious big Turk - a yawl named Ruyam, with a beautiful blond in the crew - had the start to themselves.

This Ruyam was listed in the official program as entered by the Turkish Commercial Navy School, whatever that may be, but she turned out in fact to be the ex-J class yacht Thistle, a big steel beauty which had been expensively refitted in Germany and rerigged as a magnificent racing yawl. When I watched her come storming for the line under a cloud of beautiful (and costly) sails, magnificently cut and drawing perfectly, with her perfect racing hull and her noble proportions, I reckoned I was having a good look at the winner. She was about Moyana's size, so under the rating rule that had been worked out (with much burning of midnight oil and many headaches) to take care of so diverse a fleet, she had a time allowance of 13 hours on Niarchos' big schooner. I thought the Creole should sink their chances.

We were not surprised to hear, on the radio, that, just as at the start, it was a fore-and-aft finish too. Argentine's Juana was first across the line, beating everything in both classes, though she rated only 25 tons. Next across the line came the swift Turk, that handsome Ruyam, and after her came Niarchos' 600-ton schooner Creole. Then came more fore-and-afters - a couple of the Swedish schooners, then the lime Italian (which had 24 hours allowance on Juana). The poor square-riggers were out of it. The Oslo Ship Christian Radich was the first of them to show up hours after the fore-and-afters.

But there was one big surprise. Those early fore-and-aft arrivals included one ship that hadn't been expected there at all - the old ketch Moyana from the Southampton School of Navigation. For all her 57 years and her old-style rig, there she was, keeping up with the leaders, bowling along with the best of them into Cascais Bay by the Tagus bar! Her crew were 15 boys aged 16 whose first sea experience this was, and first voyage, The Captain was the deputy director of the school and the officers were instructors who were taking time off for the sail. The Moyana, as befitted her quality, had a generous time allowance on swift modern jobs like the Ruyam. When all the ships had arrived, it turned out that on time allowance, she had won!

It was a great result. Everyone was delighted. Moyana took first prize in the big class, with the ship Christian Radich second and the Ruyam third, In the class, the little Italian took first Prize on corrected time, with Juana second and a British naval yawl named Marabu third.

Not even the fact that the old Moyana sank in a gale on her homeward Passage from Lisbon towards Southampton spoiled the wonderful record of the race. Indeed, since all her boys were taken off safely by a passing steamer (and showed themselves agile and resourceful young seafarers in the rescue), there were a good many old salts who reckoned it fitting that the Moyana should pass in the hour of her glory. 'After all, she was an old ship. And it would be a fitting climax to the whole affair if now the Southampton School of Navigation were to get the better, newer, bigger ship which it has shown it deserves. There is to be another race two years from now, I hear. Let us hope to see there a brave new Moyana, at least a topsail schooner, preferably a barkentine.



The rescue by the Clan Maclean 29th July, 1956



10 The 2025 Day of the Seafarer - The Reality: Understanding the Challenge - IMO

- Harassment affects seafarers of all genders and ranks, leading to emotional distress and career setbacks.
- Many incidents go unreported due to fear of retaliation and lack of trust in reporting systems.
- Stronger policies, leadership training, and global collaboration are needed to ensure real change.

Creating a Safer Workplace for Seafarers

Seafarers are the backbone of global trade, yet many face bullying, harassment, and discrimination, with studies showing that over 50% of female seafarers and a significant number of male seafarers have experienced harassment at sea that threaten their safety, mental well-being, and career progression. The maritime industry must take decisive action to foster workplaces that are safe, inclusive, and harassment-free.

Seafarer Social Media Influencer Videos

This year, we are leveraging the voices of seafarer social media influencers, including experienced maritime vloggers, industry advocates, and crew members with significant online followings from around the world to spread awareness directly to seafarers. Through video messages and social media engagement, seafarers will hear from their peers about the importance of fostering a harassment-free workplace and how they can take part in this movement. These videos will be widely shared across platforms to ensure maximum reach and engagement.

Campaign Material

As in previous years, the campaign will be centred on social media, so join us on any of IMO's social media platforms; X, Facebook, Instagram and LinkedIn.

Everyone is invited in using our campaign logo, posters and any available visual branding. Please find our digital board available [here](#).

United Nations Secretary-General's Message - António Guterres - 25 June 2025

"Seafarers keep global trade flowing – delivering food, medicine, and vital goods around the world. Their work is essential to our lives and economies. Yet too often, their rights are denied, and their safety is put at risk.

This year, we shine a light on harassment and discrimination faced by many seafarers, including women, young workers and those in isolated or vulnerable conditions. Zero-tolerance policies and inclusive workplace cultures that support the mental health of seafarers are essential. So, too, is coordinated action – among governments, industry and workers – to uphold labour standards and ensure safe, fair and humane conditions at sea.

On this International Day of the Seafarer, let us commit to a maritime sector anchored in equality, respect and dignity."

Background

The Day of the Seafarer (25 June) was established in a resolution adopted by the 2010 Diplomatic Conference in Manila to adopt the revised STCW Convention. Its stated purpose is to recognize the unique contribution made by seafarers from all over the world to international seaborne trade, the world economy and civil society as a whole.

The resolution "encourages Governments, shipping organizations, companies, shipowners and all other parties concerned to duly and appropriately promote the Day of the Seafarer and take action to celebrate it meaningfully".

Day of the Seafarer is recognized by the United Nations as an observance day.

11 Maritime Sustainability - Beyond the Buzzwords by Marine Log

This article was written by Heather Ervin Editor-in Chief - Marine Log, July 2025

Let's be honest - terms like "sustainability," "decarbonization," and "net zero" are everywhere. For many in the maritime industry, these words have become so overused they risk losing meaning. And yet, beneath the noise, a transformation is undeniably underway.



Regulations are tightening. Customers, investors, and regulators are watching. And the tools to reduce emissions and boost efficiency are not only advancing they're becoming essential for staying competitive in today's market.

In this "green" issue of Marine Log, we go beyond the buzzwords to explore the tangible steps the maritime industry is taking to move the needle. Whether it's cutting-edge vessel designs, smarter regulatory frameworks, or emerging digital tools, the industry is embracing real change even if the road to get there isn't always smooth.

Take artificial intelligence. As Nick Blenkey outlines in our feature "AI: Key to Getting Maritime Greener Sooner", AI isn't just a tech buzzword, its transforming ship operations, maintenance, and fuel efficiency. From StormGeo's partnership with Dearing AI to HD Hyundai's AI-powered shipyard tools, AI is already helping to optimize routes, reduce emissions, and improve performance. Tools like Bureau Veritas drone-based AGS 3D survey technology are streamlining inspections and boosting safety while cutting down the time and resources required. Even with all this progress, experts remind us that AI is a tool, not a replacement for human expertise—a theme we explore in depth.

Meanwhile, Michael D. White's story "A New Generation Learning Curve, on page 24, offers a glimpse at what real-world innovation looks like. From Crowley's fully electric tug eWolf to Washington State Ferries conversion of Wenatchee to hybrid-electric propulsion, these pioneering projects reveal the complexity of maritime decarbonization. They also underscore that while the tech may be new, success still depends on collaboration, systems integration, and lessons learned along the way.

Finally, regulatory momentum is shaping not just what shipowners must do but what they invest in. On page 16, in "The Regulatory Feedback loop" Stamatis Fradelos of ABS explains how policies like the IMO's Net Zero Framework and the EU's FuelEU Maritime regulation are accelerating innovation and reshaping the entire maritime eco-system. Regulations are no longer just hurdles to clear; they're signals that point the way forward.

So yes, we're talking about sustainability again. But this time, we're talking about it in terms of real, measurable progress and not empty promises or clickbait headlines. If your company is working toward a cleaner, smarter, more resilient maritime future, this issue is for you. Let's move past the buzzwords and keep pushing forward.

12 Online Maritime News

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

Subject Link	Source
Industry must not lose sight of human factor behind new regulations https://splash247.com/industry-must-not-lose-sight-of-human-factor-behind-new-regulations/	Splash 247.com
Uninhabited Ocean Speck Fuels Debate on Shipping's False Flags https://maritime-executive.com/article/uninhabited-ocean-speck-fuels-debate-on-shipping-s-false-flags	The Maritime Executive
How tomorrow's ships will operate? https://splash247.com/how-tomorrows-ships-will-operate/	Splash 247.com
IMO agrees to start revision of outdated regulations for nuclear-powered ships https://splash247.com/imo-agrees-to-start-revision-of-outdated-regulations-for-nuclear-powered-ships/	Splash 247.com

12.1 The Cybersecurity Crisis – Julian Panter, CEO of SmartSea & writes for Splash

Why Shipping Can't Wait For Another Cybersecurity Crisis!

With recent cyberattacks crippling major retailers and exposing the personal data of millions, cybersecurity is once again front-page news. Retailers and financial institutions have been pouring billions into digital defences but in the shipping industry, the same urgency is still lacking. Shipping may not be able to afford this unwillingness to act for much longer.

As vessels become more connected, they're also becoming more vulnerable. Digitalisation has brought tremendous benefits to maritime operations, from real-time cargo tracking, satellite navigation and predictive maintenance for starters, but it has also left us more exposed to cyber threats. A breach at sea wouldn't just be a matter of stolen data. It could disrupt global supply chains, compromise vessel safety, endanger the lives of crew members and even spark environmental disasters.



The Maersk incident in 2020 should have been a wake-up call. That single event cost them hundreds of millions and disrupted operations worldwide. And yet, here we are in 2025, and many operators still haven't moved beyond the basics of cybersecurity.

That cyber-attack, caused by the NotPetya malware, wiped out thousands of Maersk's systems, from booking to port operations. Recovery took weeks. But that was five years ago. Since then, the cyber-risk landscape has got much worse, with the rise of AI-powered attacks, increasingly sophisticated ransomware gangs, and growing geopolitical tensions driving cyber aggression.

My message to the industry is that cybersecurity is no longer just an IT issue. It's a safety issue, an environmental issue, and a business continuity issue. Despite this, right now many vessels are still running outdated operating systems, using default passwords, and lacking any real-time monitoring or response capabilities.

Ports, platforms, and shipping lines are tempting targets for cyber criminals. They operate critical infrastructure yet are often underprepared. In some cases, systems are not even segmented properly, meaning that if an attacker gets in through an innocuous email or a virus-infected USB stick, they can potentially access navigation systems or engine controls.

Whilst you can't always have a dedicated IT team on board a ship, many companies now offer smart, lightweight solutions that can be deployed easily, even on legacy systems.

What's needed now is a shift in industry mindset. We shouldn't be waiting for another crisis to start taking this seriously as the cost of prevention is always lower than the cost of recovery, no matter what industry you are in.

For the maritime industry, shipowners need to view cybersecurity as a core part of safety management, not just a regulatory checkbox. This means training crew, conducting regular risk assessments and investing in systems that offer both visibility and resilience.

As ransomware increasingly targets land-based logistics firms, it's not hard to imagine a future where shipping is the next target. The difference here is that the impact of a successful maritime attack could ripple across the entire global economy, sadly oceans don't offer safe harbour from cybercrime.

In today's digital era, it's no longer the wind and waves that pose the greatest threat to the maritime industry, it's the invisible forces hidden in lines of code.

Cyber risks are growing more dangerous by the day, and the future will not wait. The time to act is now, because sailing into tomorrow without robust cybersecurity is like navigating blind through a storm.

In relation to this topic here is one on AI. It seems AI is infiltrating all avenues of our industry and we must be careful. Most is an effort to improve effectiveness and efficiency in all areas but it must be tempered with concrete knowledge of the fundamentals especially in tanker safety operations. - Ed

12.2 Maran Tankers Adopts AI technology to Enhance Tanker Safety

Excerpts from Martyn Wingrove Article in Riviera. Martyn is the Editor International Tug & Salvage, Maritime Optimisation & Communications.

Greek shipowner and Suezmax/VLCC manager Maran Tankers aims to reduce accidents in Asia's congested waters.

Maran Tankers Management said it has improved tanker navigation in congested waters by deploying artificial intelligence (AI) and digital watchkeepers.

The Greece-based owner manages a fleet of 54 ships, mainly Suezmax tankers and VLCCs transporting oil worldwide.

The company said the risk of tanker accidents is especially high when its ships are sailing in areas with high maritime traffic, where small vessels are not transmitting position information.



The 319,450mt Deadweight (DWT) Maran Leo

In these areas, "Traffic is often not controlled and crews do not know what other vessels are doing," Maran Tankers Management operations director Captain Georgios Asteros said.



Sailing through these waters and into busy ports is putting a strain on bridge teams and raising the risk of catastrophic accidents that could threaten the life of seafarers and marine environments. Captain Asteros explained the company's reasons for implementing digital watchkeeping technology from Orca AI on its tankers and the benefits it provides to tanker safety and bridge operations.

"We use Orca AI SeaPods to improve navigation and enhance situational awareness," he said, noting the technology especially helps crews while tankers are sailing through Chinese waters and around ports and through the Singapore Straits. When sailing in Chinese waters, the maritime traffic density, and especially the density of smaller fishing vessels, *"makes it impossible for a tanker to sail smoothly and safely through that area without maximum attention from the crew,"* he added. This could easily create onboard challenges with seafarer rest hours and crew tiredness.

The went on to say "Seafarers can work through this time, including rest periods, especially when ships are sailing out of a Chinese port and everybody is fatigued". Maran Tankers uses Orca AI's SeaPods to continuously monitor the surroundings of its tankers, providing information and insights to bridge teams, especially in darkness or poor visibility. *"The system on its own is determining the targets crew should worry about. It automatically highlights potential risks to the vessel even in poor visibility".* Orca AI complements information available to crew on radar and ECDIS for safe navigation.

On shore, managers get this information to review and monitor information on encounters or near misses and to get actionable insights. These are relayed to crews on tankers and instructions are given to change operations and dramatically reduce the high risk of collisions" especially in congested areas.

Captain Asteros said adopting AI is one of *"the biggest changes the industry has ever seen" and it can help shipping avoid dangerous situations. AI could become a "major factor for improving safety if handled correctly".*

The shipping industry should ensure AI is deployed. Captain Asteros said *"to assist crews, and not take over, or provide additional pressures on operations. Systems should be able to assist and enable crew to engage with it".*

12.3 GPS Spoofing

Ship crews reach out for support as Red Sea GPS spoofing climbs to danger levels - Splash 22.07.25

Tore Morten Olsen, president of maritime at Marlink, has signals advice for ships entering high-risk areas.

The spike in physical attacks against shipping by Houthi rebels in the Red Sea has been mirrored by an increase in jamming and spoofing of GPS signals, effectively removing position, navigation and timing information from the control of the ship's navigators.

Examples have included vessels travelling at supersonic speeds or positioned on land, sometimes in circles surrounding targets that bad actors are trying to protect. As well as reducing the vessel's ability to navigate, these RF-cyber-attacks can impact mandatory GMDSS safety services, potentially removing the ability of ships to send a distress call.

Marlink provides dedicated telephone support to customers around the world and the growth in support requests this year has been dramatic. In July 2024, the Marlink help desk might receive one call every two weeks from clients concerned that their GPS was unavailable. By mid-July 2025 we received separate reports from more than 150 vessels in a single day.

Marlink's centre of excellence at its Eik teleport is advising on manual work-arounds to vulnerable users and the Maritime Engineering-CTA team is also developing products to make GNSS communications much more resilient.

Given the distance from geosynchronous orbit to the earth's surface, most satellite signals are relatively weak by the time they arrive at the ship, making them relatively easy to intercept. Even modern LEO satellites, including Starlink, rely on GPS for position and timing and the same is true for Inmarsat-C which carries GMDSS signals. Most modern positioning receivers will have the option to move between GPS, Beidou, Glonass or Galileo so the best immediate advice for ships entering high risk areas is to compare suspect readings on one system to other signals.

The natural response to an attack is to turn everything off but that isn't necessarily the right solution. If a signal has successfully been spoofed it is already effectively offline because the spoofed location is likely to be inside a geofenced region where genuine signals cannot be received.



Another issue to be aware of is that maritime satellite antennas will attempt to lock on to the best available signal in their sailing area, transmitting a valid position when they do so. By proactively monitoring and validating positioning data from multiple sources, Marlink can quickly detect when a vessel is travelling at impossible sailing speeds or has GPS signals coming from land. Its engineers can then reduce the number of satellite or beam switches except those that are strictly necessary.

Longer term, Marlink is developing solutions based on analysis of the signals received by the ship allowing users to determine whether signals are coming from space or from land, and therefore which is more likely to be real.

12.4 Shipping Companies Leaders - by Captain Taiwo Akinjide (edited)

Captain Akinjide is a participant in the Nautical Institute's Technical Group and the CEO of T-ROYAL Maritime and Energy Solution Limited.

Why it is important that shipping companies be led by Masters & Chief Engineers? Because real leadership is forged at sea, not behind a desk.

Having spent years at sea, I can say this without hesitation: *"No one understands the operational heartbeat of a ship better than those who have lived it"*. And yet, all too often we see management positions in shipping companies filled by people with no seagoing experience - professionals who, may or may not, know the theory and never stood on the bridge during a storm, never dealt with a blackout in pirate infested waters, never handled Port State Control (PSC) Detention in an unfamiliar port, a fatality, or a fire situations when the feedback received is when the situation has already been bravely handled/controlled/managed smoothly by the Master and/or his crew. Those incidents that are beyond any control and disaster in reality, not on paper.

This is not about ego. It is about value and decision-making. It is about understanding that behind every "incident" or "delay" lies a human chain of real-life pressures that can only be interpreted correctly by someone who has lived them.

A Captain or Chief Engineer brings more than rank, they bring lived intelligence, expertise and experiences into action.

They, especially the experienced ones, have actually sailed across the expanse of oceans, each with its own rules, attitudes, and expectations. Operations in China are not the same as in the USA and certainly not the same as in West Africa or the Middle East. A master with experience knows the behavioural patterns of local authorities. He knows the red flags, the "grey areas", the risks. The port habits that don't exist in manuals.

This kind of know-how cannot be Googled. It comes only from years of sailing, negotiating and adapting. Many companies chase KPIs, budgets, and Excel reports, but ignore the real fuel, the operational wisdom. And then come the fines, the accidents and the breakdown in crew morale.

Why? Because often decision-makers don't speak the same language as seafarers. They haven't carried the psychological weight of making a wrong call in mid-ocean. The sea teaches responsibilities through consequences.

Does this ring a bell? Ed

13 Obituaries

IN WATERS DEEP by Eileen Mahoney

*In ocean wastes no poppies blow,
No crosses stand in ordered row,
There young hearts sleep... beneath the wave...
The spirited, the good, the brave,...
But stars a constant vigil keep,
For them who lie beneath the deep.
'Tis true you cannot kneel in prayer
On certain spot and think. "He's there."
But you can to the ocean go...
See whitecaps marching row on row;
Know one for him will always ride...*

*In and out... with every tide.
And when your span of life is passed,
He'll meet you at the "Captain's Mast."
And they who mourn on distant shore
For sailors who'll come home no more,
Can dry their tears and pray for these
Who rest beneath the heaving seas...
For stars that shine and winds that blow
And whitecaps marching row on row.
And they can never lonely be
For when they lived... they chose the sea.*



13.1 Captain Michael Drew (DrewM67) went aloft 16.04.25

Reported by Micheal's son Ben Drew:

I am writing to inform you that Captain Michael Drew crossed the bar on 16th April 2025. Michael was a member of the Warsash Association.

Our Chris Clarke remembered Michael from the 2016 Social Event based at the RNLI Centre at Poole. He and his wife, Beryl came with us on the excursion boat to Swanage where they had a holiday property. His photo below and an email I think to Jim McIntyre on his Profile. We didn't have his DoB but from the text probably about 95.

It is a sad loss as many of us remember him at Warsash as 'Danny' Drew although he did not remember why that was.



Danny

In a communique to Jim Macintyre, Michael wrote:

Yes, I admit to being Michael Drew, nicknamed "Danny" by a disrespectful term of cadets about your time. I do remember the name Sheridan.

I took Masters at Warsash in 1954; stayed on to study Extra Master; ran out of money, so joined the staff, teaching cadets in Autumn 1955.

When Geoff Whittle, lecturer was sadly drowned during a voyage on Halcyon, I took his place until 1963, when I took over as Divisional Officer from Eric Clubb and lived in the school with my family until Easter 1967, when I was invited by IMO to start a Marine Training school in the then Gilbert and Ellice Islands Colony (now Republic of Kiribati) on a two-year secondment from Warsash. I was given a few clapped out buildings on the island of Betio, and an equally clapped-out ship named "Teraka"; thereby achieving my first command. And I have to say I loved it. I had a few British and German Officers as staff, all seconded from either China Nav. Co, or Hamburg Sud, as they were to be the employers.

I used Warsash type discipline, which meant that every evening there would be plenty of "overtime" labour to repair the old buildings and the ship; and we combined training cruises with carrying passenger and cargo round the islands and act as the Governor's yacht.

My family enjoyed the lifestyle, so I resigned from Warsash and stayed there nine years, gradually moving from training to pilotage and ship management.

I did return to Warsash for three years during which I was seconded to start a marine College in Iran, but due to the demise of the Shah and the revolution this post became untenable.

IMO employed me as Maritime training Co-ordinator for the South Pacific for two years, then I ended my career as principal Surveyor and Examiner for Fiji for five years.'

13.2 Captain Malcolm Graves (GravesM67) went aloft 06.04.23

Reported by Martin Greenwood (GreenwoodM64)

Martin was informed by Malcolm's wife Beverley that he crossed the bar after a short illness on 6th April, 2023. Beverley apologised that she had not told us sooner but unsurprisingly she has had a lot to attend to.

She gave me a short resume of his career. It is understood that Malcolm had an interesting career. He sailed with P&O early on in his Carrer but left to join the RFA serving in the Falklands conflict. He also became a Freeman of the City of London shortly before he died.



Captain Malcolm Graves proposing a motion supporting the right to strike at the Nautilus UK Branch Conference in November 2022. (Image: Brad Wakefield)



Malcolm was a dedicated trade unionist and was first co-opted to the Nautilus General Purposes Committee in 2007. In 2009 he was elected to the Council in the navigator category and kept his position there for many years. Having come ashore, he sought re-election under 'Other Particular Categories' in this year's elections. He also served as a Nautilus liaison officer for 16 years, representing fellow members at NERC, where he worked until 2019.

He was a passionate advocate for our maritime heritage and for the recognition of the role of all maritime professionals. Malcolm was a true gentleman and all will miss him greatly. Malcolm Harold Graves of Hook. Much loved husband to Beverley, brother to Barbara, father to Wendy-Siân & Anna-Cariad.

Funeral services were held on Friday 12th May, 2023, at the Tabernacle Congregational Church followed by Parc Gwyn Crematorium, Narberth.

13.3 Peter Joseph Reseigh ([ReseighP59](#)) went aloft in July 2024

From Peter's wife Judith:

Pete was born on St. Mary's on the Isles of Scilly and after 11+ he went to board at Truro School and from there on to Warsash. After training he joined Port Line but later changed to Royal Mail Lines after we were married. He left the sea in 1967 and joined Lloyd's Bank and after several moves and promotions he finished his career as a Senior Manager of a group of branches. He retired in 2000 and continued his love of the sea by joining the Fowey Harbour Board and buying a 20ft Plymouth Pilot.

In his retirement he had much pleasure from his boat and occasionally undertook boat deliveries.

We had been married for 60 years and he sadly passed away on his 82nd birthday last July. Our two sons' grandchildren and I carried out his wishes and scattered his ashes partly from his boat in the Fowey River and at sea in The Isles of Scilly.

Judith, James, Jon and families would like to thank everyone who sent lovely messages, cards, letters or attended Peter's funeral on Friday 9th August 2024. It was so appreciated. Special thanks to the district nurses, palliative care nurse, carers and Mount Edgecumbe hospice staff for such wonderful care.



CCC Peter at Prizegiving

13.4 Captain Michael John Scanlan ([ScanlanM58](#)) went aloft 05.04.25

Reported by his brother Malcolm ([ScanlanM62](#))

Captain Michael John Scanlan crossed the bar on April 5th, 2025, peacefully at his home (surrounded by his loving family). He was 84 years of age.

Mike began his journey through life at Shawford in Winchester, England on the 27 August 1940. He was the eldest of two children with a brother, Malcolm.

He spent his growing years in Gosport which of course spanned the years of the Second World War and at the age of eight, the family moved to Singapore with their father's work. They stayed for four years and as Mike started his early schooling, apparently, there was a pineapple factory nearby and he was given a tour. He never disclosed what he saw, but he never ate pineapple again!

Also, during their stay in Singapore, some sort of sink hole opened up in the front garden. It revealed a stash of World War II armaments – a schoolboy's dream!

The family returned to the UK in 1952 where Mike excelled academically at school and became a member of the Sea Cadets.

At finishing his schooling, Mike attended the Warsash School of Navigation and went on to join the Merchant Navy becoming a Navigation Officer with P&O lines and their various sister companies. During the period onboard a ship bound for New Zealand, he met his wife to be, Margaret. Margaret was a bit of a traveller and was on route to an adventure in New Zealand. I think the adventure became more than she bargained for!



Mike



As the story goes, they were brought together by a head waiter that took it upon himself to act as cupid. He made sure that Margaret was assigned to Mike's table during the six-week voyage, encouraged by a bribe from him to the head waiter of half a dozen beers. That head waiter had certainly had good little side hustle going on there!

Six weeks later they docked in Wellington, where Margaret had a job and was working only a few weeks before being poached by the British High Commission. Meanwhile Michael completed three further Mediterranean cruises, then with 13 months of leave accrued he returned to New Zealand. He had already called from his ship to propose to Margaret. They were married on 14th of October, 1967 at St. John's Presbyterian church in Wellington. They then had a house built in Wadestown where the three children Chris, Caroline and Jon came along to complete this family unit.

Mike worked ashore and upskilled his qualifications (Masters License) in Navigation and went on to become a lecturer at the Maritime School in Wellington.

In 1981 the family relocated to Fiji where Mike helped to establish a Maritime School at the University of the South Pacific in Suva.

They returned to New Zealand in 1984 making their home in Auckland. Mike became senior lecturer at the Maritime School which was part of the Manukau Institute of Technology. During these years he wrote numerous books on safety at sea and coastal navigation amongst other subjects. He also wrote a couple of light hearted fiction books. There is apparently an unfinished sequel somewhere. Mike retired from MIT around the age of 63 but continued updating his books and writing new ones. Over the years Mike and Margaret have travelled extensively.

They visited Mike's brother Malcolm and his wife Geraldine in British Columbia, Canada and have driven the famous Route 66 amongst others. One of Mike's absolute favourite destinations was Disneyland – he just loved it.



Mike



Mike's Mustang "Mustie"

For his 80th birthday, Mike bought himself a red Mustang convertible. It was his absolute pride and joy and he drove it whenever he could. Mike often took one day road trips to Taupo. In later years he enjoyed his garden, but it was his family that was at his core.

He loved his expanding family with a passion – he adored his grandchildren – they became his life. Margaret died suddenly in 2018. Thus was a huge loss for Mike as it was for the entire family.

Mike was methodical, systematic, precise and observant. He was kind and generous, hospitable and welcoming and he had a naughty sense of humour! He was more introverted and never showy, but always solid and dependable. An absolutely lovely man who has lived his a very rich and full life.

Mike's passing will leave a massive gap and does mark the end of an era.

13.5 Captain Nick Carlton ([CarltonN70](#)) (non-Member) went aloft 11.07.2025

As reported by Derek Warmington of the P&O Pensioners Group.

Sad news reached us from Australia that Captain Nick Carlton crossed the bar on the 11th July at the age of 72. He had been ill with cancer of the liver for some considerable time.

Nick died, surrounded by his family, at his home in Western Australia. He had lived in Australia for over 20 years.

Nick joined P&O as a Deck Cadet in January 1971 aboard Strathardle having previously attended the School of Navigation at Warsash in Southampton (now known as the Warsash Maritime School, Solent University) as a Midshipman.

He spent his whole career at sea with P&O and Princess Cruises.



Nick



At the end of his cadetship in April 1974, he was promoted to 3rd Officer. After a period as 2nd Officer and obtaining his Master's Certificate he achieved the rank of 1st Officer in March 1982 and by 1986, he was Chief Officer of Pacific Princess. In December 1994 he became Deputy Captain of Canberra. His first command as Captain was Pacific Princess in June 2000 and, during the years that followed, he sailed as Captain in most of the Princess ships until his retirement in May 2017 from Sapphire Princess.

The funeral was held Thursday the 31st of July in Bowra & O'Dea Chapel, 460 Pinjarra Road, Greenfields, Mandurah, Western Australia.

14 Tony Catsby's (CatsbyT58) Walkabout – SON Continues its 'State of Change'



These photos were taken from the new driveway down to the "old boat shed" which is now the site of Engineering, Fire and Safety, etc. the practical lesson Lower Site.

The photo to the right is taken abeam of the old mast and the older building in the background with scaffolding is Shackleton. After seeing this scene of destruction, I was forced to adjourn to The Riser to recuperate !!



15 WA Memorabilia

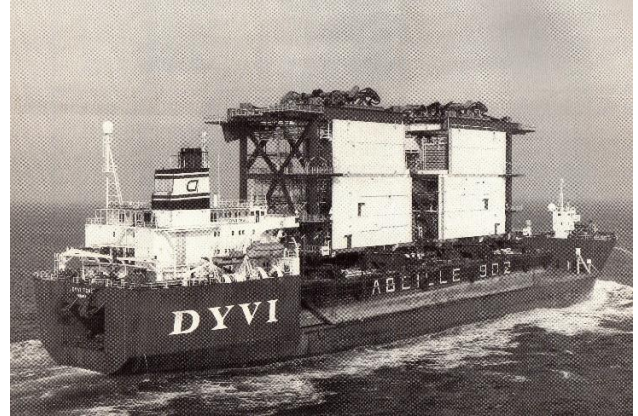


Checkout the website at <https://www.warsashassociation.net/site/about-products.htm>

Heavy Lifters



The self-propelled Heavy lift crane Thialf underway



DYVI Teal – with forward conning bridge



Sleipnir with the 8100 ton Jotun B jacket suspended in its cranes for deliver to recycling



DEMA Offshore Heavy Lift DP3 Installation Vessel Crane
Capacity - main 5,000 ton - aux 1,500 ton



From FB Ty246 Polish steam locomotive loaded onto a cargo ship, the stability of yesteryear.



Blue Marlin submerging to accept a heavy lift.
Courtesy of Imgur.Com

All Hands 2025-2 (UK Summer)

