

ALL HANDS



The Warsash Association Journal

Iconic Ships



Queen Mary

Builder: John Brown & Company Clydebank, Scotland - Yard #534

Laid down: 1 December 1930 – Launched: 26 September 1934

Speed: 28.5 kn (service) - 32.84 kn (sea trials)

2,140 passengers: 776 first, 785 tourist, 579 third – Crew 1,100



The Mary in Longbeach with the Soviet-built B-427
Scorpion, a Whiskey-class submarine



‘AT SPEED’ in a calm North Atlantic



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

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

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

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1 From the Executive Committee

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

Dear Members,

Greetings to all and I hope this finds you in good spirits and that 2025 has been a year to remember for all the right reasons. It has been a busy year for your Association and perhaps it is time to pause and reflect on what has been achieved.

At the end of 2024, we sat down for a very enjoyable Christmas Lunch at The Royal Maritime & Club in Portsmouth and were entertained by interesting presentations from the invited Officer Cadets and also Steve Collins from the Southampton Maritime Volunteer Service. I am delighted to report that a very strong relationship is building between MVS and WMS, with MVS providing tuition in boat handling and seamanship which is no longer part of the WMS training program. The WA has also contributed financially.

Keeping to the social event theme, Richard and Jane Leedham organised a fantastic few days in Bristol in early September. The weather was kind to us and the event was well attended with a number of members from overseas who had organised their UK visit to coincide with the Bristol event. There were also quite a few members attending who had not signed up for a social event in the past and it was really good to meet them. Bristol has so much to offer that it was an excellent choice for our main Social Event. My thanks to Richard and Jane for all their hard work in making it a great success. The 2026 Social Event will be based on Buckler's Hard with Beaulieu close by, as well as other attractions. Look out for the details in the future.

Our next Christmas lunch gathering is almost upon us (13th December) and once again we return to the Nelson Lounge at the RMC, Portsmouth. One very pleasing thing to note is that there will be eight Officer Cadets present and we expect a good attendance.

There have been two Executive Committee meetings conducted by Zoom to allow members from the Northern Hemisphere to participate at a civilised hour and the AGM also conducted by Zoom at a time more suited to our Southern Hemisphere members. With our branches spread around the world, it will never be possible to please all of our members, all of the time! The Executive Committee meetings and the AGM have been well attended and the agendas have been thoroughly covered. My thanks to all of you who have contributed so much during the year.

The Association has been represented at a number of events during the year. The Southampton Shipping Festival Service in June was attended by Robin Plumley and the MN Memorial for the Commemoration Service & Reunion by Brian Hoare. Mike Smith has been particularly busy attending the Remembrance Sunday Service at St Mary's Church, Hook with Warsash and laying the WA wreath plus the Remembrance Day Service and wreath laying at the Warsash Maritime School. My sincere thanks to Robin, Brian and Mike.

The National Memorial Arboretum project is gradually coming together. If we are to progress with it, we must have a clear idea on how it can be funded. One suggestion is that an approach to members will be made to establish if enough donations can be gathered to fund it. When the final costings are known, the final proposal will be put to the Executive Committee when a decision will be taken as to proceeding to fund raising.



Finally, may I draw your attention to the project entitled: Looking Ahead – 2025 and Beyond. Chris Clarke has done a huge amount of work in developing a workable model to find the lost generations of potential members, particularly 1980-2010. Volunteers are needed to either lead or assist with progressing this initiative and it is not too much of an understatement to say that unless we can encourage a substantial increase in membership, the future for the Association looks uncertain. Sadly, the Grim Reaper is doing rather better than our membership intake at the moment!

I hope you all have a wonderful Christmas and I wish you a very happy New Year.

Best Wishes

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

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

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

WA Membership worldwide currently is 637 (which includes 262 Officer Cadets & Officers at sea). Of the total number, 98% are online.

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

Also, some members fail to notify the Membership Secretary Martin Greenwood (greenwood287@btinternet.com) when they change their email address or other details. When we send a Notice out from the Website and it is rejected due to an 'invalid' address, it takes a lot of time correcting a list to ascertain a current address for the likes of AH Mail-out etc. Please ensure that when logging in, check your profile and update as necessary remembering to save your new details before exiting. Thanks for your attention to this and again should you have an issue correcting your profile please let Martin Greenwood know.

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

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

Latest Website Site Uptime = Outages: 0; Downtime: 0 hrs, 0 mins; Uptime: 100.00%

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

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

I hope you find this edition of All Hands interesting. The Queen Mary is definitely one of a kind and should you ever have the opportunity to visit her and stay a night on board, it is well worth it!

The next edition AH 2026-1 will be targeting the leviathans that have plied the oceans through the years. It will be titled "The Giants" so if you have any articles or suggestions of past and present monster ships, from tugs to the goliath tankers, fire them at me!

Wishing you all happy holidays and an eventful New Year!

Stan - AH Ed.

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

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

Mark Williams	WilliamsM88	UK&Ireland	1988	26.08.25
Steve Hayward	HaywardS73	EU Italy	1973	26.08.25
Gemma Dawber	DawberG26	UK&Ireland	2026	20.09.25



Bogdan Buda	BudaB26	UK&Ireland	2026	20.09.25
Harvey Henderson	HendersonH26	UK&Ireland	2026	20.09.25
John Guy	GuyJ71	UK&Ireland	1971	29.09.25
Alan Jordan	JordanA55	UK&Ireland	1955	11.10.25
Geoffrey Anderson	AndersonG63	UK&Ireland	1963	20.11.25

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

Greetings from South Africa!!

The Australia Branch Annual General Meeting took place as a “paper meeting” on the 4th November. Members were circulated by email two weeks prior to the meeting with a request for any comments to be forwarded to the Secretary prior to the meeting date where any comments would be considered by the Branch Committee at the time of the AGM. No comments were received and the relevant papers were thus approved.

The important details were the appointment of the past committee, i.e. Chairman, Secretary and Treasurer to remain in place until the 2026 AGM and the increase of Annual Dues from \$40 to \$45 due to the increase in printing and mailing costs attributable to the circulation of “All Hands” in Australia.

Branch membership has now reduced to 40 with no new members joining in 2025 and the recent passing of one of our foundation members Eric Hayward ([HaywardE56](#)).

With Seasons Greetings to All from the Members Down Under.

David Montgomery, Currently in Johannesburg

1.6 New Zealand Branch Chairman’s Report Captain Adair Craigie-Lucas ([CraigieLucasA63](#))

At the conclusion of last week’s thoroughly enjoyable AGM and “get-together” at Taupo I would like, first and foremost to thank those members whom, together with partners, attended the meeting. When we sit down to plan the location of our AGM’s we try to balance the convenience of a meeting in Auckland and relatively easy access for the majority of members who live in the Northern region, with the very real desire to attract as many “non-Auckland region” members as possible to join us. This year’s choice of Taupo, being roughly in the middle, at of least the North Island, was actually quite successful in that regard with twelve members together with nine partners in attendance. Come to think of it, that is a pretty good turnout percentage wise, when you consider we only have 22 WANZ members in total.

Anyway, thanks to all for coming. For some it was a long drive, for others an expensive trip by air, but I hope the comradeship and general good feeling of spending time with like-minded people made the trip feel worthwhile. Before I say much more, I must acknowledge the work that Mike and Larry did to put the meeting together. Without going into too much detail, these things can sometimes be a bit difficult to arrange. From the emails I read this one was, for various reasons, probably one of the more difficult. It is testimony to their efforts that everything ran smoothly as planned and “a good time was had by all”.

Possibly the highlight of the weekend was the joint buffet dinner and drinks on our first evening at Taupo. An event that was shared with the Shaw Savill & Albion Association. The SS&A members were having their own “get-together at the Taupo Cosmopolitan Club, conveniently on the same day that we would be in town. It was really good to meet up with them. By the very nature of our industry and the relatively small numbers of ex-UK seafarers in NZ, it was inevitable that a number of members from the two organisations already knew each other. A fair bit of “lamp swinging” took place.

The reason for our being in Taupo of course was the WANZ AGM which was held in the Millenium hotel where, on Thursday evening, I chaired what was my ninth AGM. Ably kept on track by Hon. Sec. Larry Robbins and assisted as always by Hon. Treas. Bill Cobb together with our indispensable Entertainments Officer Mike Pigneguy, the meeting took just under an hour which indicates, on paper at least, that we fully discussed the matters to hand.

Larry will be sending the AGM minutes to all WANZ members but one item proposed by myself was to increase the annual membership to \$25. The rationale for my proposal was, if we as an organisation, wish to continue supporting a suitable young person to go on a trip on Spirit of New Zealand we would not have sufficient funds to keep doing so for much longer.



The consensus at the AGM was that we consider sponsorship of a suitable young person on the Spirit of NZ to be a very worthy cause and that the Association should continue to do so.

In round figures, current funds in the bank at the end of June were \$1495 of which \$500 has already been committed to go to a trainee on Spirit of NZ so we start the year with \$895. The \$500 relates to a sponsorship in the financial year which ended on 30th June. The money has not been released to Youth in Transition yet but has been committed. If we continue as we are financially, we will soon reach the inevitable point where we are unable to continue this worthy sponsorship.

By increasing membership fees to \$25 we are at least able to commit \$500 to Spirit of NZ for the next couple of years and still have a bit remaining in the kitty to pay the subscription levy to WA (UK) and maybe have a little left over to go towards our AGM's. As Chairman, I would like to see our bank balance sitting around the \$1000 mark at the end of each year. Unfortunately, with no other income the only way to do this is to ask members to pay a little more for their membership.

On a less formal note, I would urge all WANZ members to consider making the trip to our next AGM, wherever that may be held. (Suggestions in that regard are always welcome). For that matter, it would be great if members from further afield than Auckland/Northland could possibly plan to be in the area at a time that coincides with one or both of our get-togethers. Difficult I know, but you'd be more than welcome.

Finally, Christmas is almost upon us again. I do intend producing a WANZ Christmas card again this year but, just in case procrastination and "best laid plans etc., etc." win the day, I wish you all a very Merry Christmas and, importantly, good health for the year ahead.



LtoR Ken & Julianne Watt; Tony Noonan



Chairman Adair Craigie-Lucus



Mike Pigneguy

Sincerely,
Adair

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

Westcoast Events! We have been lucky over the past little while to get out to meet up in Victoria and in North Vancouver. Unfortunately, the aged problem of distance between our members dictates who is available for the meets and this year a number were in the UK attending the Social in Bristol. Bill Dancer ([DancerW54](#)) and Roger Purdue ([PurdueR60](#)) and I met at the Spinnakers Pub in Victoria. Great place and will return at some point!

The Calgarian Hoopers, Andrew and Jackie ([HooperM58](#)), were in the area visiting family so Christine and I met them with for a dinner at their hotel the Holiday Inn, North Vancouver. Both events were a very nice chin wag!



Bill Dancer, Stan Bowles, Roger Purdue



Andrew & Jackie Hooper- Christine & Stan Bowles

2 WA Notices, News and Events

2.1 Bristol 2025 - Social Event Coordinators Jane & Richard Leedham ([LeedhamR69](#))

This year's social event at Bristol was well attended with 39 members (three from Canada) and guests attending some or all of the events. Our guests also included two members of the Association of Old Worcesters (AOW). Some attendees had some trouble negotiating their way around the last-minute roadworks which partially obstructed and obscured the access to the hotel car park, but in the end, everyone managed to get in.

The event started on Thursday afternoon with a visit to Bristol Aquarium, which is located just around the corner from the hotel. The aquarium was small but quite interesting, with lots of fish. Their seahorse conservation and breeding programme was particularly interesting.

On the Thursday evening, we had the formal dinner in the Lancaster Suite at the Bristol Royal Marriott Hotel.



Pre-Dinner Drinks

Members and their guests enjoyed a welcome drink, before sitting down to dinner, and the hotel had provided a private bar in the suite, which was very convenient. Seating was arranged as far as practicable in years of initial attendance at Warsash, and provided the opportunity for members to catch up with friends of their era.



After the meal and toasts, we were entertained with an excellent talk and slide presentation on the Clifton Suspension Bridge and its history by Mike Rowland, who is an official Bristol Blue Badge guide.

Formal Dinner Bristol Reunion, September 4th, 2025



Table 1: LtoR - Peter & Janet Longden, Jean and Donald Baldey, John Clarkson, Marion Butler, Ken Butler



Table 2: LtoR - Tim Llewellyn, Keith and Celia Javan, Alan & Rosemary Ewart-James, John & Gillian Tait



Table 3: LtoR - Olive Vale, Ged & Trudy Coleridge, David Dearsley, David & Francis Patterson, Roger & Alison Holt, (empty chair) Roger Squirrell.



Table 4: LtoR - Richard Leedham, Mala and Mark Williams, Lesley & Chris Bostock (Worcester), Janet & Chris Brice, Mike Rowland (Guest Speaker), Jane Leedham



Table 5: LtoR - David & Sylvia Brock, John Clandillon-Baker, John and Lyn Reeves, Robert Page, Kenneth Wilson.



Lunch onboard SS Great Britain

The following morning, we convened outside the foyer of the hotel for the short walk down to the harbour ferry, which took us all across the harbour to where the SS Great Britain lay, in the dock in which she was built. We split into two groups and each group was taken around the ship by a guide, who was very informative, providing us with the history of the vessel from the original design to the recovery and restoration of the vessel. The restoration has recreated different phases of the life of the ship in different parts; aft was the original first class trans-Atlantic passenger accommodation; amidship was the later (Australia run) second and steerage classes, and finally forward, an unrestored area from her use as a cargo ship and storage facility. The work done in restoring the vessel is utterly commendable, and a far cry from what some of us remembered her looking like when we visited back in the 60's, immediately after her return from the Falklands. Of particular interest to some of us was Brunel's highly innovative



electric towed log, on display aft, which seemed more technologically advanced than the Thomas Walker 'Cherub III' towed logs some of us were sailing with in the 1960's!

The ship visit included lunch on board in the Hayward Suite: a simple soup and sandwich, but enough to sustain us before continuing with the ship visit and museum, before making our way back to the hotel. In the evening, some twenty of us sat down to a relaxed meal in the hotel's Miller and Carter Steakhouse. The steakhouse had reserved seating in a separate area for us, so we were able to continue to 'swing the lamp'!

The following morning those of us left - 24 members and guests - assembled on the pontoon at Gasferry Dock, opposite the SS Great Britain, awaiting the arrival of "Bagheera" - the river cruise boat on which we were to embark. This took us for a gentle cruise, eastward through the Floating Dock, and then out through the upper lock into the River Avon, where we travelled for a couple of miles upstream, enjoying cream teas on the way. Looking at the leafy riverbanks and wildlife, it was hard to believe we were still in the heart of the city. At Beese's Tea Rooms, just above the Bristol Ariel Rowing Club, we turned around for the downstream return journey. The boat's crew were excellent and the skipper, Jude, kept us entertained with local information and witty comments. In total, we covered a leisurely nine miles over the two hours.



River Cruise - Balmoral



River Cruise - Matthew

Back at Gasferry Dock, we said farewell to our excellent crew, and to each other before setting off home.

We hope to welcome members and their guests back next year to our '26 Social Event which will be held at Bucklers Hard, in Hampshire, in September. Also please look out for our Christmas Lunch, which will be held at the Royal Maritime Hotel in Portsmouth on 13th December this year. Details and booking forms will be available on the website in good time.



LtoR: Alison Holt, John Tait, Gillian Tate, Kenneth Wilson, John Clandillon-Baker, Roger Holt



Some Internal & External Shots of SS Great Britain



LtoR: Frances Patterson, Olive Vale, Roger Squirrell, David Patterson, Tim Llewellyn



LtoR: Chris & Lesley Bostock (Old Worcesters), Mark & Mala Williams, Richard Leedham



LtoR: Launch driver, Jude & John Clandillon-Baker



LtoR: Inspection of the stern of SS Great Britain!



LtoR: Roger Holt, Frances Patterson, Alison Holt, David Patterson

2.2 Soirée in Swindon – David Fairweather ([FairweatherD69](#))

If you haven't had a get together with a small group of fellow cadets for over 50 years, where would you arrange an overnight stay? A posh hotel in London? A port city full of nostalgia? An exotic resort a short flight away? Of course not, as we chose Swindon as it's fairly equidistant from most of us.

Grahame Conlon ([ConlonG69](#)) and I had kept in touch via Facebook for years and from that start we contacted a few others who were available for an overnight getaway to, as they say, 'swing the lamp'. The focus was for cadets who did their pre-sea training at Warsash in 1969 and MCR in Warsash in 1971.

With only about a week's notice we confirmed attendance from myself, Grahame Conlon ([ConlonG69](#)), John Guy ([GuyJ71](#)), John Gurton ([GurtonJ69](#)), Peter Stanley, Nigel Cook ([CookN69](#)) and Des Kelliher (who flew in from Dublin). We all booked into a Premier Inn at Swindon for the night of Thursday 4th September and after checking in made our way to the local bar. Unfortunately Nigel had to leave due to a problem, but the rest of us sat around a big table and disturbed the other customers all evening with our laughter.

One of the good things about travelling the world in ships for a living is that you have no need to make up stories or exaggerate them. As a result we spent the evening sharing memories and experiences (and a few embarrassing recollections including me and a ladies handbag on a cross channel ferry in September 1971 - please don't ask for more details) that had us all in stitches. We then proceeded to eat and drink possibly more than our doctors would recommend.

We resumed at breakfast the next morning and promised to do it all again in 2026 at a date and venue to be arranged, and which hopefully would include more of the 69 & 71 Warsash crew.

Our fledgling WhatsApp group now boasts 24 members which has enabled us to share more memories and photographs, as in those prehistoric days of 1969 and 1971 few of us could afford cameras. The social media and email age we now enjoy enables us to keep in touch so much easier than was the case when we first went to sea. Infrequent airmail letters to parents and girlfriends was the norm in those



days. Facebook groups are now another method of sharing and keeping in touch. The downside is discovering that old friends are no longer with us.

But if you are considering holding a reunion, then I can only recommend it as people may change physically but when you are laughing together over a pint or three, they are the same young men who had so much of their life ahead of them back in the day.



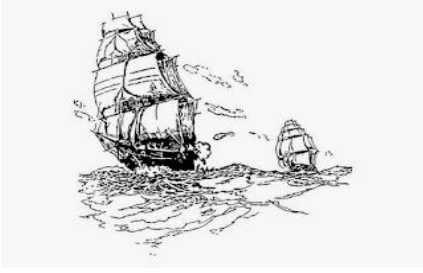
LtoR: John Guy, John Gurton, Des Kelliher, David Fairweather, Grahame Conlon, Pete Stanley

2.3 2026 UK Social Event 16th – 17th September

Our 2026 Social Event will be based at Buckler's Hard in the New Forest, Hampshire. This is a unique 'Historic Riverside Village' on the banks of the Beaulieu River; it dates back to the 13th century, and is where some of the ships for Nelson's fleet were built. The Hotel is holding a number of discounted rooms for our guests until 1st March, so please get your booking in early to secure the discount rate.



We will be holding the Reunion Dinner on the Wednesday evening in the Admiral's Room at the Master Builders House Hotel, rounding off the evening with Doug on his fiddle with some Sea Shanties, with the option of joining in.



On Thursday we will start the day with a guided tour of Buckler's Hard Village to hear all about its maritime history, followed by a short boat cruise along the Beaulieu River to delve a little deeper into the history, and see some of the wildlife that inhabits its picturesque banks. We will then have the option of visiting the Maritime Museum (which has new exhibits obtained from a recent Archaeology dig in 2025) and has been extended over the years. Afterwards, refreshments will be available at the Captain's Table café and tea shop.

Guests can then move to the National Motor Museum in Beaulieu which showcases over 280 historic vehicles, from Formula 1 racers to land-speed record breakers, celebrating the evolution of motoring. Visitors can explore the Palace House and gardens as well as Beaulieu Abbey, with unlimited rides on the monorail, providing scenic views, and the vintage bus to help get around the site.



Alternative suggestions for the afternoon include Exbury Gardens and Steam Railway, only six miles away, with over 200 acres of woodland and herbaceous and formal gardens to enjoy: it is voted one of the top ten gardens for Autumnal colours.



Other options include visits to Lyndhurst, Lymington or the Rhinefield Ornamental Drive.

If you would like to attend, please download the booking form from the website or contact Richard and Jane Leedham by email to us at office@leedham-marine.co.uk or telephone us on 023 80897206 and we will send you the booking form directly.

2.4 Louis d'Espagnac ([DEspagnacL66](#)) get together in Corhampton, Hampshire, UK

13th Aug 2025 - Six ancient mariners, all with connections to Warsash. MAR, 2nd Mates, Mates, Masters. All started life with B&C.

All through Warsash from 1965 to late '70s.

Meeting for a cheese and wine lunch at Ed's, in Corhampton, Hants.

From left to right:

Mike Worth, Bob Chapman, Louis d'Espagnac, Reg Mercer, Andrew (Ed) Edwards, Gerry Gartside.



2.5 Golf Anyone! – Ed



Chartered Secretaries Golf Days is an event organized by the Chartered Governance Institute for its members and other professionals in related fields and are social and professional networking events for members of the Chartered Governance Institute (formerly ICSA).

The event combines networking opportunities with a friendly golf tournament, often including additional activities like a dinner and charity auction. These events are held to foster relationships, provide professional development, and raise money for charitable causes.

Our very own Chairman Roger Holt was a prize winner this year!.

The event includes a charitable element with the proceeds going towards a chosen cause.



2.6 WMS Awards



The Warsash Association Commendation for Individual Achievement, recognising an Officer Cadet who has demonstrated exceptional motivation, effort, and determination to bring their cadetship to a successful conclusion – was presented to Yelyzaveta Ivanova, HND Nautical Science, Sept 2022. Yelyzaveta is originally from Ukraine.

Yelyzaveta, who is managed by Clyde Marine Training and sponsored by Sentinel, aims to obtain her Officer of the Watch (OOW) ticket as soon as possible, and to continue her academic journey by starting a master's degree in September. She says, "My goal is to combine academic growth with professional development to make a meaningful contribution to the maritime sector."

Commenting on her training at WMS, she adds, "I've built strong connections with classmates and lecturers who I hope to stay in touch with throughout my career and life, and I'm very grateful for the knowledge I've gained and the practical experience that has prepared me well for working at sea."

The Royal Institute of Navigation's John Milner Prize for Navigation was awarded to Lothar Merrifeld, FdSc Nautical Science, Sept 2022, who is managed and sponsored by the Royal Fleet Auxiliary. He says, "I have enjoyed developing my knowledge of the maritime sector – an area which has produced so many great Britons over the centuries."

The Matthew Flinders Navigation Cup, awarded to the deck cadet who has best promoted excellence in navigation, was presented to Natalie Thompson, HND Nautical Science, Sept 2022, who is managed and sponsored by MSC Cruise Management (UK) Ltd.

The Isambard Brunel Engineering Cup, awarded to the marine engineering cadet who has best contributed to promoting excellence in engineering practice, was presented to Callum Andrews, HND Marine Engineering, Sept 2022, who is managed and sponsored by the Royal Fleet Auxiliary.

The Deck and Marine Engineer Officer Cadet of the Year Awards – presented to individuals who have performed to the highest standard throughout their cadetship and whose overall attainment in theoretical and practical elements is assessed as outstanding among their peers – were awarded to Deck Officer Cadet Shae Wallace, HND Nautical Science, Feb 2023, managed by Just Be Maritime and sponsored by Maritime London, and Marine Engineer/ETO Cadet Officer Gary Langley, HND Marine Electrical and Electronic Engineering, Feb 2023, managed and sponsored by the Royal Fleet Auxiliary (RFA).

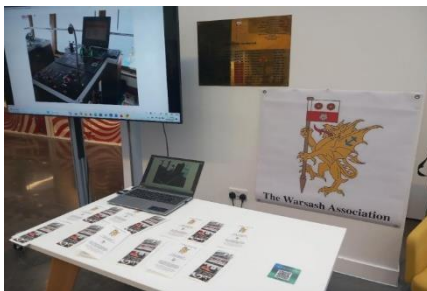
2.7 The 'New Batch' – by WA Cadet Liaison – Robin Plumley ([PlumleyR72](#))

On 11th February, Robin made his first presentation at the 2025 Welcome Week in a short but useful ten-minute slot where the WA 'signed-up' about forty cadets.

Robin also attended the welcome week for the new Officer Cadets on 1st to 5th September. On the Monday he was provided with a stand and a Smart TV in The Spark atrium. While the cadets were waiting to be enrolled/receive their campus cards, a good number came over to speak about the Warsash Association and sign up. WMS ensured that he had a QR code for the cadets to scan. The Codes were also available on the notice boards around the atrium area. The Smart TV was used to display a rolling presentation of the ships operating from the National Oceanography Centre and British Antarctic Survey as these types of ships are rarely known by cadets during their training. Both organisations provide training berths when available.

On Wednesday, Robin delivered a presentation to all of the cadets in the lecture theatre, after which he joined staff. Following a period of reflection for Merchant Navy Day, he joined with the new cadets.

On the Saturday, Robin met up with David Dearsley (DearsleyD64) for a trip out on Southampton Water aboard Ocean Scene. The one-hour trip with around 90 cadets provided an opportunity to speak with them about their training/aspirations and expected ship placements going forward.



WA Presentation Table



WMS Atrium



Onboard Ocean Scene



The New Intake!



Robin Lumley & Majid Tazan, Law Instructor

2.8 'Red Duster' Day – Ed.

Communities across the UK celebrated the Merchant Navy by flying the Red Ensign on 3rd September. It was nice to see a number of Red Dusters flying about the neighbourhood and in downtown Vancouver. I dress my office and house (below) which did not go unnoticed by neighbours. In Canada there is no official "Red Ensign Day," but the term is associated with the Canadian Red Ensign and Merchant Navy Day. The Canadian Red Ensign was officially retired on February 15, 1965, the same day Canada adopted the Maple Leaf flag, which is now celebrated as National Flag of Canada Day. Merchant Navy Day raises the Red Ensign to honour merchant seafarers both past and present.



2.9 MN Commemorative Service by Brian Hoare ([HoareB62](#)) Sunday 7th September, 2025

The service took place in London on 7th of September and Captain Hoare laid a wreath on behalf of the WA. It was a bit of a family affair. After seeing last year's article in All Hands, my son, Malcolm and granddaughter, Elizabeth said they would like to come this year's event. Our WA member Charles Woodford, now holds the position of Ceremonies Officer of the MNA and kindly arranged for them to attend the pre-service reception at the Trinity House Building and after service reception at All Hallows Church. They were also seated with me for the service.

Prior to the reception Charles arranged for us to be passed through the security cordon in order to visit the First World War Memorial to trace the name of a relative of my wife who lost his life on one of the first ships sunk by a U-Boat in the early days of the war, the full story is in my article published in AH last year.



I was a real treat for them to see inside the historic Trinity House Building and take in the artwork, nautical memorabilia, main staircase and the painted ceiling of the main room. The real highlight for us all was meeting Admiral Lord West of Spithead, National Patron of the MNA, who was Captain of HMS Ardent when sunk during the 1982 Falklands conflict. He went on to become First Sea Lord and then Security Minister during David Cameron's time as Prime Minister. I had an interesting chat with him on ships, Politics, Defence and selling the Royal Yacht too cheaply to Scottish commercial interests.

We were again blessed with good weather, the service had a special resonance this year with 2025 being the 80th anniversary of Victory in Europe Day, Victory in Japan Day and the 125th Anniversary of the Royal Fleet Auxiliary (RFA), Commodore Sam Shattock gave an excellent opening address encompassing all these notable events. My Granddaughter accompanied me to the garden of the WWII memorial and we laid the Warsash Association wreath together.

The reception at All Hallows Church was well attended and my family again had a chat with Lord West during which he made a strong pitch for her to join the Royal Navy when she left school. It was a poignant and enjoyable family occasion, and I hope they will want to attend next year and perhaps lay the wreath on our behalf when I am no longer capable of doing it.

I am attaching a few photos. After the main wreath laying we noted that Lord West temporarily left the service to lay a personal wreath on the Falklands Conflict Memorial for those lost on HMS Ardent. The wording on the card says a lot about the man and the responsibility he felt for his crew, "In memory of my brave boys who gave their lives for freedom in the Falklands" - definitely a peoples Captain.



Captain Hoare's son Malcolm and granddaughter Elizabeth with Lord West at pre-Service Reception.



Outside Trinity House Building prior proceeding to the Parade and Service.



Captain Hoare and granddaughter Elizabeth proceeding to Wreath Laying.

Winston Churchill - *"The Merchant Navy, with its Allied comrades, night and day, in weather fair or foul, faces not only the ordinary perils on the sea, but the sudden assaults of war from beneath the waters or from the sky. Your first task is to bring to port the cargoes vital for us at home or for our Armies abroad, and we trust your tenacity and resolve to see this stern task through ... We feel confident that the proud tradition of our island will be upheld today, wherever the Ensign of a British Merchantman is flown."*



Falklands Memorial.



Lord West's Personal Wreath.



Lord West 'off duty' during Reception at All Hallows Church



The Second World War section of The Merchant Navy Memorial



Wreath Laying

2.10 The 11th Hour of the 11th Day of the 11th Month - This Day We Remember

2.10.1 Intelligence Officer Warned in Vain of the Falklands Invasion

Submission by Malcolm Scanlan ([ScanlanM62](#)) of a very unique military career of Jonathon Tod

In July 1981 he warned the Joint Intelligence Committee that the junta was capable of a swift invasion, but the Foreign Office (FO) called it scaremongering.

Vice-Admiral Sir Jonathan Tod, who has died aged 86, was a distinguished naval airman who flew more than 2,000 hours in 25 types of aircraft, and commanded the carrier *Illustrious*.

After his early career flying, taking command of two ships, and exposure as a staff officer in the Ministry of Defence, Tod's talent was obvious. Even so, he was surprised when he was promoted early to Captain in 1980 and sent to the Cabinet Office.



There, he headed the assessments team analysing current intelligence from the Caribbean and Central and South America. Tod's reports were widely read, and his daily assessments were distributed to the Prime Minister Margaret Thatcher and her Cabinet colleagues, and to friendly foreign governments.

There were growing tensions over the Falkland Islands and the junta in Buenos Aires was not negotiating in good faith over the islands' future. Neither the FO nor the MoD were taking its sabre-rattling seriously.



Tod - distinguished Naval Airman & Commander HMS Illustrious

In July 1981 Tod told the Joint Intelligence Committee that if the Argentines were to conclude that there was no peaceful solution to the "Malvinas" question, then they were capable of mounting an invasion swiftly and with little warning. The FO rubbished this as scaremongering, and the intelligence watch on the Argentines was scaled down. But Tod stuck to his guns and in October he warned that threats emanating from the Argentine regime were not disinformation.

From April 1982, once the Argentines had invaded the islands, Tod kept up a rolling assessment based on open press reporting from South America. Then, when the secret intelligence services turned their efforts to preventing the resupply of Exocet missiles to the Argentine forces, Tod transcended his own role and inspired the team's efforts, constantly reminding them of the significance of their work and the risks being run by the men and women who were in harm's way.

Tod's creative and imaginative work was appreciated, at least, by the Cabinet Secretary, Sir Robert Armstrong, who ensured that Tod was appointed CBE in the Falklands War honours list.

Tod gave unpublished evidence to the Falklands Islands Inquiry led by Lord Franks, but when he read the report, which concluded that the Argentines' unprovoked aggression could not have been foreseen, he marked it 5 out 10.

Jonathan James Richard Tod was born on March 26 1939 in Pune, India, where his father was serving with the Royal Engineers in Slim's 14th "Forgotten" Army, who went on to fight the Japanese. The family returned home by sea in 1945, and it was the sight of warships manoeuvring off Gibraltar which inspired young Tod to want to be a frigate captain. When his mother learnt of his ambition, she said: *"Admiral Sir Jonathan – that sounds very nice. You do that, dear."*

Educated at Gordonstoun, where his energy and enthusiasm were not always matched by his academic prowess, Tod scraped into Dartmouth in 1957 as a special-entry cadet aged 18. His first ship as a complement officer was the minesweeper Houghton, which he navigated from the Mediterranean to the Far East.



Tod in the Cockpit

Tod joined the first all-jet pilot course and earned his wings in 1962, before flying the Scimitar with 800 Naval Air Squadron (NAS) from the carrier Ark Royal. *"When you first opened the throttles you really were living,"* he recalled of the Scimitar. *"Only the Lightning could outpace it."*

Next, Tod flew the Buccaneer bomber in 750 and 736 NAS, before becoming senior pilot in 803, 801 and 800 NAS in the carrier Hermes.

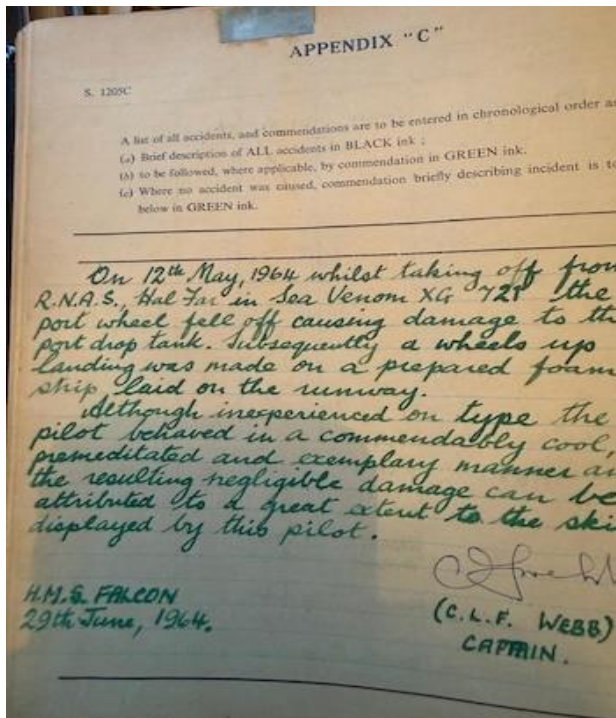
His flying was not without incident. Once, when flying a Sea Venom from Hal Far in Malta, Tod made a wheels-up landing in a sea of foam which had been spread over the runway. He brought his aircraft to a halt, replaced the safety pins in the ejection seat and climbed out to the applause of the "goofers", reporting to the station commanding officer: *"Aircraft safely recovered, Sir!"*

While qualifying as an air warfare instructor, he narrowly escaped death in October 1965 when his Indian naval wingman crashed into his Hunter at 400 knots. Tod reacted instinctively, and later recalled only the noise of the sudden collision, followed by silence as he drifted on his parachute towards a farmhouse chimney and landed in a field of concerned cows. He thought about the headlines if the news broke: "Indians crash over Scotland." Two days later he was flying again.

At the end of March 1968, while based at Lossiemouth, Tod bombed the oil tanker Torrey Canyon, which was spilling oil after grounding between Cornwall and the Isles of Scilly. The tanker could not be reached by small ships, and earlier attempts to set it afire had been put out by the high seas.



Eventually, using 1,000 lb. bombs, all Torrey Canyon's tanks were ruptured. *"The plume of black smoke was visible from 250 miles away,"* Tod recalled. *"There was little navigation to do, just point towards the smoke."*



Record of his Wheels-up Landing



The Carrier Illustrious

Promoted Lieutenant Commander in 1969, Tod was senior pilot in 800 NAS flying the Buccaneer from the fleet carrier Eagle: *"If you enjoy driving a bulldozer at low level at 500 knots in the Scottish Highlands, there's nothing quite like it! A really lovely aeroplane to fly, as strong as a horse, very well behaved, and at low level there were very few who could catch it."*

In 1971 Tod received the Sandison Trophy, awarded annually to the pilot with the most outstanding officer-like qualities and proficiency as a strike pilot. Next, he was a Divisional Officer at Dartmouth, where one of his notable achievements was arranging for a new Harrier "jump-jet" to land at the college.

Promoted Commander in 1973, he was second-in-command of the guided-missile destroyer Devonshire, and, briefly, her captain during a period in refit.

Tod's first experience as a desk Officer in the MoD was in the directorate of naval operational requirements, where he was responsible for long-term costings. He was rewarded by Command of the anti-submarine frigate Brighton in the West Indies and on exercises in the North Atlantic.

After the Cabinet Office, he was a student at the Royal College of Defence Studies in 1983, and the Director of the Defence Programme, a new organisation on the central, tri-service staff of the MoD.

Next, he commanded the destroyer Fife, and as Captain of the Dartmouth Training Squadron he gave a new generation of men their first experience of life at sea.

The Command of the carrier Illustrious was the highlight of his seagoing career, taking part in Exercise Teamwork, a major Nato operation in defence of Norway against a Soviet maritime threat. Tod never forgot his roots in naval aviation and frequently visited the maintenance crews in the hangar.

Promoted to Rear-Admiral in 1989, he was Flag Officer Portsmouth, and in 1990 Assistant Chief of Defence Staff responsible for nuclear and defence policy, liaising with Eastern European countries over nuclear arms reductions.

In 1994 Tod was promoted to Vice-Admiral and Deputy Commander of the Fleet, and two years later he fulfilled his mother's dream when he was appointed Knight Commander of the Order of the Bath (KCB).

After the Navy, Tod was President of the Sea Cadets when they merged with the Marine Society. He lived in Devon, in the South Hams, where he sailed a gaff-rigged boat on the Kingsbridge estuary and built a solar-powered Edwardian-style launch.

Jonathan Tod married, in 1962, Claire Dixon; he nursed her after a serious riding accident and helped her learn to walk again, and cared for her again through her terminal illness until her death in 2015. He is survived by their two sons.

Vice-Admiral Sir Jonathan Tod, born March 26 1939, died September 16 2025.



2.10.2 Remembrance Service – WA Representative – Mike Smith ([SmithA81](#))

Captain Mike Smith, WA Member, recently attended the Remembrance Service at Warsash Memorial and St. Mary's Church in Warsash as a representative of the Warsash Association. There was a very large turnout of representatives from many of the local services including The Royal British Legion, the Royal Navy, Army Corp and Army and Sea Cadets.

Notably there was a large contingent of Warsash Maritime School Officer Cadets who were very well drilled and were a fine example of how disciplined our Officers of the future can conduct themselves at such important events. They certainly made a good impression on the viewing public.

Captain Smith laid a wreath at the behest of the Warsash Association.

Inside the church there is plaque in honour of the 13 Officer Cadets from Warsash who perished during World War Two. Some were only 16 years of age.

Approximately 24,000 seafarers perished during the two World Wars and other conflicts and therefore it was important to remember and honour those who are no longer with us and that many have no known grave. This year is the 80th Anniversary of the end of World War 2 and we are grateful to the men and women who paid the ultimate sacrifice for our freedom.



Lauren Ashpole Wreath Bearer

Lauren Ashpole is embarking on her career with Princess Cruises and is one of 206 Officer Cadets recently enrolled at the Warsash Maritime School in Southampton. An indication that the Cadet intake is on the rise and bodes well for the future.



The Garb of Old Gaul
Slow March of the Scots Guards



Capt Mike Smith & Pushpit Bhardwaj in the WMS atrium



Pushpit Bhardwaj
Capt Mike Smith



Sophie Janes



Erin Kelly



2.10.3 Remembrance Day Service - Sailor's Point Memorial, North Vancouver, B.C. – Ed



The Remembrance Service as organised by the Company of Master Mariners of Canada and sponsored by many of the local Marine Industry. Rev. Peter Smith, Senior Port Chaplain, Mission to Seafarer presided over the Service. Naval Veterans Band Support Service.

WE SHALL REMEMBER THEM

Bugler – Last Post

Two Minutes of Silence at 1100 hrs & Six Bells Struck

Bugler - Reveille

Wreaths Laid



3 Warsash Maritime School News

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

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

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

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

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

3.1 The Various Names of Warsash from Commander Larry Robbins OBE JP RNZN (Rtd) Hon Secretary Warsash Association (New Zealand Branch)

The School of Navigation which came to the Warsash site in 1946 was, as the name suggests, purely for the education and training of cadets and deck officers. It was part of Southampton University until the early 1970's. Then, the politicians decided that universities should be solely dedicated to research and higher education, i.e. degree courses, and should not be engaged in further education and practical training. Warsash was therefore taken out of Southampton University and made a separate institution under the control of Hampshire County Council. Something similar happened to other training institutions such as the College of Mines and the Agricultural College at Sparshalt. At this point Warsash became firstly The College of Nautical Studies (my cadet file shows that it was already so in 1977) and then The College of Maritime Studies to reflect the fact that it was now an independent college and that its scope had widened beyond navigation to include disciplines such as maritime management, marine engineering and port operations.

A few years later, however, another political decision was made. It was now thought that having so many small colleges, each with their own management teams and finance and HR departments was inefficient, and so they should be brought together to form bigger, and therefore more efficient, organisations. Southampton Institute was formed by merging the Technical College with the College of Art, and then The College of Maritime Studies was joined with them in 1984.

For a couple of years nothing much changed, and then a new Principal was appointed who was determined to break up the old three college structures. Within the new Institute organisation anything which looked like a normal academic course went into a 'division', soon to be renamed 'faculty', whilst short courses and commercial operations were put into 'Centres'. So the short courses stayed in the Maritime Operations Centre under Captain George Angas while the cadet and senior certification



courses were moved to the new Maritime Division, together with maritime leisure, yacht design and the like.

Splitting Warsash up like this was disastrous, especially as the main focus for the new Maritime Division was maritime leisure rather than cadet training. The companies hated it and cadet numbers fell. Engineering almost closed - at its nadir, we had more engineering staff than new entrant cadets. George Angas argued hard to get the cadet and senior certification courses back together with the short courses. He eventually succeeded and Warsash Maritime Centre came into being in 1995. The term 'Centre' in the name was significant however, because within the Institute it labelled Warsash as a commercial training operation and not part of the main academic body of the Institute. As the management was committed to transforming the Institute into a polytechnic and then a university, Warsash Maritime Centre became seen as a potential impediment to that aim. If it had been taken out of Southampton University back in the 1970's for not fitting properly into the university remit, how could it be part of the new university Southampton Institute wanted to become?

These were very troubling times, and for a while Warsash was at risk of being sold into the commercial sector or even closed down to protect the Institute's ambitions. In the end though, the Institute became Southampton Solent University and the staff at Warsash actually played an important part in defending the case for university title with the teams of assessors. Although we were not running degree courses at that time, we were involved in advanced scholarship, working with multinational companies and engaged in research and had an international reputation.

With university status in 2005, Southampton Solent University adopted a new red and white corporate livery and we adopted the same colours, whilst keeping the dragon of course, so that it all looked fresh and unified. We were also able to lose the dreaded 'centre' label which had caused us so much trouble and became Warsash Maritime Academy. Although 'academy' makes it sound, well, academic, the name actually comes from the very first Academy which was established in the Academos region of Athens by Plato after the death of Socrates. It was set up to be 'a place of special training' for future leaders based on the core discipline of mathematics. Sounds about right, doesn't it?

3.2 One of our own is awarded the Merchant Navy Medal for Meritorious Service - Ed

Just Be Maritime is pleased to advise that our Commercial Director, Andrew Hair received the Merchant Navy Medal for Meritorious Service last week, in recognition of his services to maritime education and training.

With the other eleven recipients in 2025, Andrew was honoured to be presented with this state award by Her Royal Highness The Princess Royal, Master of The Corporation of Trinity House, at their central office on Tower Hill, London. The other recipients represent a broad cross-section of the UK maritime industry and were recognised for the following services: Captain Philippa Ann Bowden – For services to education and safety; Captain James Kenneth Charles – For services to education and training; Ms Sharon Coveney – For services to safety and welfare; Captain Phillip James Day – For services to safety and welfare; Ms Claire Louise Guy – For services to education and training; Captain Ian Love – For services to education and training; Captain Iain Norman MacKenzie – For services to safety and community; Captain Christopher Francis Phillips – For acts of bravery at sea; Captain Hywel Jones Pugh – For services to safety and welfare; Mr Julian Seaman – For services to safety and welfare; Captain Martin Andrew Willis – For services to education and training.



Andrew and HRH Princess Anne and the other Winners

After the formal event, Andrew said *"This was an incredibly special day for all of the recipients and their families. It was an honour to be presented with the award by The Princess Royal, and a privilege to have the opportunity to talk to Her Royal Highness, the other award recipients and invited guests at the reception which followed. He went on to say "I am delighted to receive this prestigious award and must thank my family, friends and all of my remarkable colleagues aboard ship and ashore for the wonderful support I have received throughout my career."*



Andrew went on to say "This exceptional industry is totally dependent on the high calibre of our people, and it is really rewarding to see that we are again attracting so many talented individuals to our modernised Officer Cadetships."

3.3 Friends of Warsash (FoW) – Ed.

Don Tranter's 90th!

On October the 24th Captain Don Tranter turned 90 years young! There was the obligatory bash at Anne and Don's digs in Furry Creek, B.C.

Don was a Conway Cadet of the January 1952 intake to December 1953 and one of "The Three Musketeers" in those days He joined Blue Star Line.

He is very much a part of the 'Friends of Warsash' (FOW) and our monthly meet-up on the North Shore of Vancouver, B.C. with his wife Anne.

Another milestone under y'er belt Don!!



LtoR: Michael Frost (W), Stan Bowles (W), George Adams (G), Don Tranter (C53-53), Mike Tinkler (W), Geoff Drewery (HT), Richard Smith (SS), David Whitaker (C52-54), Bill Tooley (Ws), Ed Monteiro (D), David Read (C54-56)



LtoR: Joan Whitaker, Christine Bowles, Sue Slater, Ann Tranter, Judith Frost, Anne Read, Linda Tooley, Karen Smith

C&Date-Conway; W-Warsash; G-Grimsby; HT-Hull Trinity; Ws-Worcester; SS-South Shields; D-Dufferin

3.4 Another Thought Provoker!

The Future of Marine Transportation Captain Edward Monteiro, FNI (Duffrin) FoW

Introduction - There are about 105,000 Merchant vessels over 100 gross tons, that trade from port to port, country to country, carrying every conceivable product, whether it is containerised, in bulk or liquid. By and large these vessels sail without incident even considering the numerous challenges of weather, topography, or collisions. But occasionally, there is an accident and lo and behold, every Authority is up in arms, ready to blame either the Ship's Captain or a member of the crew. It is often recorded as 'Human Error'.

Ships have been sailing for eons; every voyage is an adventure. It is indeed a relief when a voyage is completed without incident. To properly understand why the marine side of transportation is so convoluted, let us compare with the airline industry.

The aviation industry was smart to limit the type and size of aircraft available. The buyer had a choice to purchase a particular type and size of aircraft. Except for internal spaces and colour choices, there were few options available. Therefore, the buyer had to adapt his requirement to suit the aircraft.

On the marine side, with few exceptions, each vessel is custom built, with unrestricted dimensions, deadweight, and equipment. The cost of this customisation is horrendous, and the results are very severe indeed. What is missing is "Standardisation", not just within the company or country, but internationally.

Standardisation - The world fleet can be analysed by type and size. This can be narrowed down to about 100 different ship types and sizes. The ship specifications for each of the different ship type can



be drawn up by a consortium of Ship builders, Ship Owners, Charterers, Naval Architects, Classification societies, Engine manufacturers, Equipment suppliers and others who might have a vested interest in the ship.

Ship Builder - Once the specifications are finalised, they are then distributed to all ship builders worldwide. The ship builder will decide which of the ship types best suits his capabilities and sell at a price with a reasonable margin. The ship builder has the advantage of being able to mass produce the vessels at significant savings as was done with the Liberty ships and the Victory vessels, during the second world war. This would be like the airline industry, where the manufacturer designs and builds the standard airplane. Seldom do we hear of custom-built airplanes.

Improvements - Over a period, new demands will require new standards and the specification for the newer vessels will be agreed to and distributed to all the ship builders. Likewise, a particular type or size of ship may become obsolete and can be removed from the international building standards. A Ship Owner cannot modify the international specifications to suit his requirement. In such a case, he would need to custom build the vessel and the price differential may not be justifiable.

Ship Owner - The next person to benefit from this International Standardisation is the Ship Owner. He now has a choice of vessels that come close to his needs. It may not perfectly match his requirements today, but requirements do change over a period. To his advantage, he does not have to produce his own designs and specifications. The performance criteria will be known, and the availability will be much quicker as the ships are being mass produced. Finally, the price of the ship will be substantially less than if it was custom built. There may even be an opportunity to shop for a good price.

The Ship Owner now has the benefit of standardisation in his spare parts inventory, supplies and the flexibility to dock the ship at any of the yards that build that size and type of vessel. Repairs will be less expensive as the parts are interchangeable from ship to ship. From earnings point of view, the cargo carrying capacities of all ships within the type and size will be similar. The performance at sea will be similar for the prevailing conditions at the time.

Ship Handling - In the airline, a qualified Pilot can go on board and fly any aircraft of the type and size. He has trained for it and is assured that the performance of the aircraft is like what he trained on. In the Marine environment, no two ships are alike. Each has its own peculiarities and differences. Except for the basic Archimedes principle that the vessel will float if its weight is less than the buoyancy, that is where the similarity ends. The crew now must learn in a short time, the instruments, the handling characteristics and the equipment. No two ships are alike and there is a plethora of equipment on every ship. The crew has not been specifically trained for that type or size of vessel.

The Marine Pilot sees this on every ship that he attends. Even within the same fleet there are differences. The layout of the Bridge is different, the equipment is different, and the handling characteristics are also different. This makes the task of Piloting a ship in close quarters even more dangerous and often lead to accidents commonly referred to as "Human Error." Standardisation would eradicate a lot of this uncertainty and make for a safer environment.

Port Services - The next beneficiary is the Port administration. They can classify themselves capable to service a particular type and size of vessel. Pilots, tugs and Stevedores are familiar with the vessels specifications and can handle the ships far more efficiently. This will result in quicker turnaround times and improve profitability.

Routing - An aircraft files its flight plan and generally stays on track. He is assigned a particular altitude and separated from other aircraft. Mid-air collisions are rare indeed. A merchant vessel stays in "Traffic separation lanes" (TSL) when it leaves or arrives at a port. The vessels all travel in the same direction but at different speeds, so overtaking of vessels is common.

Once the ship leaves the TSL, it is free to travel in any direction at any speed they choose. Consequently, you have ships tracks crossing each other and even though there are strict Rules of the Road, collisions do occur. What if the TSL are extended across the Ocean? Modern GPS plots the vessel's position with accuracy and assists the vessel to stay in the assigned traffic lane. Each lane would be separated by speed and thus reduce the dangers of overtaking vessels. All vessels in the lane would travel in the same direction so there would be little chance for collision except at junctions where the ships could change lanes to head for different destinations.



Safety - In addition to reducing the likelihood of collision, the advantage would be that other vessels would be travelling with you and could thus come to your aid quickly if required in an emergency. Thus, improving Safety of Life at Sea.

Conclusion - It does not take long to understand the benefits of Standardisation to all users. One has only to look at the Airline industry, to learn from their success. Being a relatively new industry, they can approach their methods in a clear and well-defined manner. Marine Transport has been around for millennia and has evolved over time. The question of standardisation was frowned upon due to the competitive nature of the business. Each Owner wanted to be better than his competitors and often resulted in cutting corners. Expenses were frowned upon and where possible, maintenance items were delayed. With standardisation, the Owner still has his competition, by being selective in his chartering and cargo freight rate activities. At the end of the day, is it not better to have a healthy return on investment in a safe and efficient manner rather than striving to be the best at all costs?

International Agreement - For this idea to be successful it is going to need the cooperation of all countries and this can only be achieved at the IMO level. IMO is working hard at small segments of the industry to get international cooperation on a variety of agreements.

Here is an opportunity to start with a clean slate and encompass all those standards and regulations into the vessel specifications from its inception. It is time to make the necessary changes to make this Industry safe and successful in the future.

4 Graduation Photo – 1975 Phase 1 Spring Term – by Mike Waight ([WaightM66](#))



L to R:

Top Row:

Jeeves; Wisden;
Campbell; Way;
Hannaway

Second Row:

Bulley; McWhirter;
Sharma; Tarbin;
Masson;
Waddingham

Third Row:

Stroud; Wilkes;
Gibson; Welford;
Dabibi; Zupan;
Rutherford

Bottom Row:

Chant; Neave;
Friend; Sole;
Kirkham; Hoy

5 Lighter Moments – Various Contributors (Ed.)

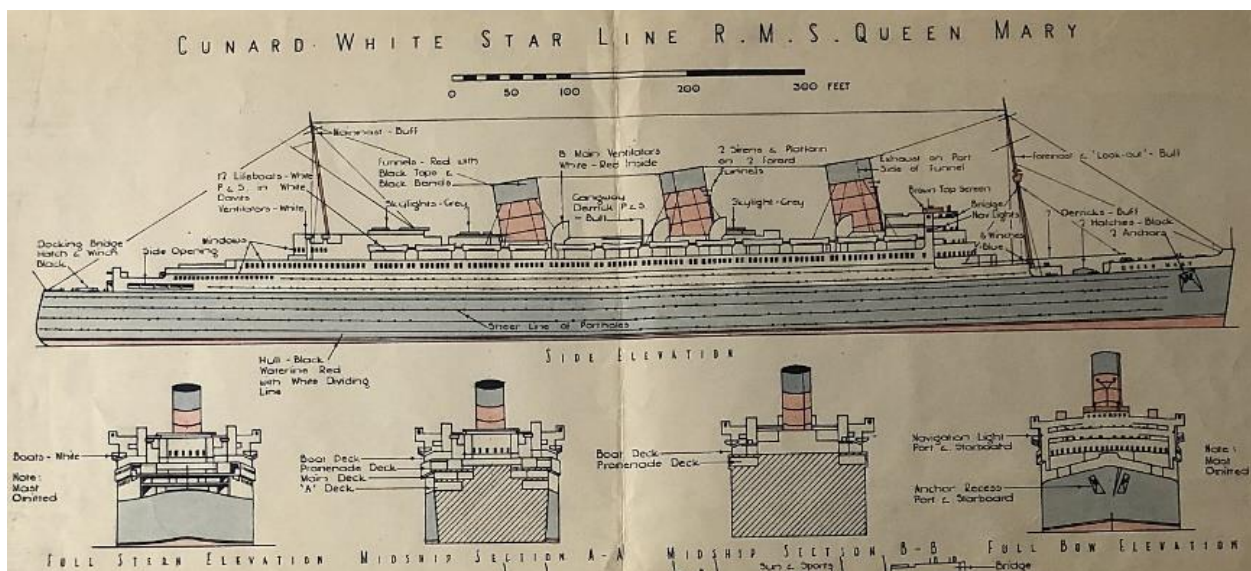
- When someone asks you, "A penny for your thoughts" and you put your two penn'orth in - what happens to the other penny?
- Santa Claus has the right idea. Visit people only once a year, Victor Borge.
- Don't worry about avoiding temptation. As you grow older, it will avoid you, Winston Churchill.
- Herman's Hermits - Mrs. Brown, You've Got a Lovely Walker.
- The Bee Gees - How Can You Mend a Broken Hip.
- Bobby Darin - Splish, Splash, I Was Havin' a Flash.
- Ringo Starr - I Get By With a Little Help from Depends.





6 Iconic Ships

6.1 RMS Queen Mary – from various sources including SSMaritime.com, Wiki, etc. Ed.



Captain Richard Sturge ([SturgeR55](#)) (to the Left) was 3/O during her final repositioning voyage to Longbeach. He told the story at our WANA reunion onboard the ship in 2019 and said that she took the long way around Cape Horn! That must have been some trip! Sadly Richard is no longer with us!

In Southampton drydock Queen Mary, reveals her four colossal manganese-bronze propellers, each weighing in at around 35 tons and allowing her to obtain record-breaking speeds from her 160,000+ horsepower turbines.



QM's Props

She is a symbol of British maritime pride. Built at the beginning of WWII and served as a troopship before returning to her intended passenger service. Today, as a museum ship, she is permanently moored in Long Beach, California.

In the beginning The Mary was conceived in the late 1920's and was the first of a pair of ships intended to provide a weekly service between Southampton and New York. Ten years later, in December 1930, construction finally began at the John Brown shipyard in Clydebank, Scotland on what was known as Hull number 534. However, a year later, on 11 December 1931 construction was halted due to a worldwide economic crisis, a time we all know as the "Great Depression." Hull 534 languished until 3 April 1934, when due to a combination of a government subsidy and a merger of the Cunard and White Star Line made it possible for construction to restart in earnest.

The wait was over and on 26th September, 1934, she was launched in the presence of His Majesty, King George V, and his consort, Queen Mary. The public were overjoyed to learn that the Queen officially permitted her name to be used on this grand liner.

RMS Queen Mary historic maiden voyage to New York commenced on Wednesday 27th May, 1936. She departed fully laden as bookings had been sold out long in advance. The passenger list read like a 'Who's Who'. 1st Class passengers included Knights, Ladies, dignitaries, and famous artists. During her maiden voyage two stowaways were found, retained and returned to Southampton to face justice.

RMS Queen Mary exuded the elegance of a luxury hotel, housing all the necessities to live a life full of style, fine dining. In addition to the multitude of Lounges and Bars, there were also two chapels, a synagogue, a hospital, nurseries, and several children's playrooms. A travel Bureau was also available for passengers to make hotel reservations before their arrival at their final destination.



The crossing took precisely four days, 12 hours and 24 minutes, arriving amid a 'New York Reception' with the harbour filled with an awaiting armada of boats and fire tugs with water spouts. Thousands lined the shore. 1,849 passengers and 1,186 officers and crew (3,035 in total) made the maiden voyage.

From 1936 to 1939 the Queen Mary enjoyed great popularity being the flagship of the Cunard Line which had now merged with the White Star Line. King George V called her as the "*Stateliest ship afloat*". Life on board the newest and fastest North Atlantic liner was anything but said. Her five bars located on Promenade Deck alone were filled with revellers most of the day and night. Evenings were very much a gala affair with 1st Class passengers formally dressed and who frequently looked more like they were at an event at a Palace. Dinner was always a formal eveningwear event. Cabin/2nd Class was equally well presented, whilst Tourist/3rd Class had a more casual atmosphere. Nevertheless, for each passenger on a voyage on the Queen Mary, it was an event!

The QM as a Trooper



The 'Grey Ghost' and some of the 15,000+ troops travelling on each crossing of Queen Mary

In September 1939 the Cunard fleet was once again requisitioned for war service. At the outbreak of WWII the Queen Elizabeth made a secret dash across the Atlantic. Her conversion was unfinished and was ordered to be removed from the Clyde to prevent her being targeted during air attacks.

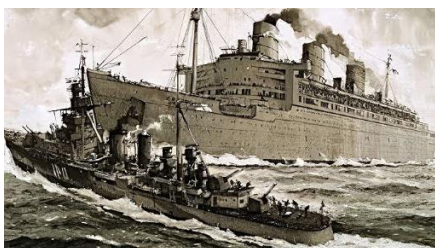
With workers on board, she put to sea from the Clyde. The Captain opened his sealed orders indicating full speed to New York. It was reported that the drydocking gear was still attached to the hull and much of her fitting out had not been completed. Workers expected to be returning home from Southampton but in fact did not get home for years.

Queen Mary's war years saw the Queen Mary troop carrying from Australia along with her 'sister' Queen Elizabeth and in 1942, set about transporting US GIs to Europe. She conducted the passages at full speed and unescorted as both ships were faster than U-Boats. They also had a bounty on them to Axis crews offered £100,000 by the German High Command to sink either of them. Both Queens were also faster than the torpedoes.

During these troop ship days, 28 voyages in total, Queen Mary carried over 16,000 on one voyage which remains a record today. She was capable to transporting whole battalions and also the nerve-centre on three occasions as Churchill crossed the Atlantic to meet with Roosevelt. Churchill's propensity for cigars required a special allowance made due to fire regulations below decks and he was allowed to have a fire burning at all times – to light the cigars.

Churchill said Mary and Elizabeth were "*Built for the arts of peace and to link the Old World with the New*". *To the men who contributed to the success of our operations in the years of peril, and to those who brought these two great ships into existence, the world owes a debt that it will not be easy to measure.*"

Should' a Zigged when she Zagged! - Collision HMS Curacoa (D41) From Wikipedia



On the morning of 2nd October 1942, Curacoa rendezvoused north of Ireland with the Queen Mary, which was carrying approximately 10,000 American troops of the 29th Infantry Division. Mary was steaming an evasive 'Zig-Zag Pattern No. 8' course at a speed of 28.5 kts, with an overall rate of advance of 26.5 knots, in order to evade submarine attacks. The elderly cruiser remained on a straight course at a top speed of 25 kts and would eventually be overtaken by the Mary.



Each Captain had differing interpretations of The Rule of the Road believing each had right of way. Captain John Wilfred Boutwood of Curacoa kept to the liner's mean course to maximize his ability to defend the liner from enemy aircraft, while Commodore Sir Cyril Gordon Illingworth of Queen Mary continued their zig-zag pattern expecting the escort cruiser to give way. Commodore Illingworth noted the escort was very, very close and to the Mate *"You know she's zig-zigging all over the place in front of us, I'm sure we're going to hit her."*

At 1332 hrs., during the zig-zag, it became apparent that Queen Mary would come too close to the cruiser and the liner's OOW interrupted the turn to avoid Curacoa. The Commodore heard the command told his Officer to: *"Carry on with the zig-zag. These chaps are used to escorting; they will keep out of your way and won't interfere with you."* At 1404 hrs., Queen Mary started the starboard turn from a position slightly behind the cruiser at a distance of two cables. Captain Boutwood (D41) perceived the danger, but the distance was too close for either of the hard turns ordered for each ship to make any difference at their speeds. Queen Mary struck Curacoa amidships at full speed, cutting the cruiser in half. The aft end sank almost immediately, but the rest of the ship stayed on the surface a few minutes.

Acting under orders not to stop due to the risk of U-boat attacks, Queen Mary steamed onwards with a damaged bow. She radioed the other destroyers in her escort to report the collision. Lead escorts Bramham and HMS Cowdray returned hours later to rescue approximately 101 survivors, including Boutwood. The collision claimed 337 Officers and Crew. Most of those lost are commemorated on the Chatham Naval Memorial and the rest on the Portsmouth Naval Memorial. Those who died after rescue, or whose bodies were recovered, were buried in Chatham and in Ashaig Cemetery on the Isle of Skye. The Curacoa's wrecksite is designated a "protected place".

Witnesses of the collision were sworn to secrecy due to national security concerns. The loss was not publicly reported until after the war ended, although the Admiralty filed a writ against Queen Mary's owners, Cunard White Star Line, on 22 September 1943 in the Admiralty Court of the High Court of Justice. Little happened until 1945, when the case went to trial in June; it was adjourned to November and then to December 1946. Mr. Justice Pilcher exonerated Queen Mary's crew and her owners from blame on 21 January 1947 and laid all fault on Curacoa's officers. The Admiralty appealed his ruling and the Court of Appeal modified the ruling, assigning two-thirds of the blame to the Admiralty and one third to Cunard White Star. The latter appealed to the House of Lords, but the decision was upheld.

In the Wake of War

Trans-Atlantic liner travel was still booming in 1958. More passengers were sailing to and from Europe than ever. Cunard alone, had over a dozen liners on their trans-ocean runs and carried almost a quarter of all passengers. But then by that October, the first jet airliners began crossing the Atlantic. Cunard was dismissive and quick to announce: *"Flying is a fad - it will pass!"*



Six months later in mid-1959, the airlines had taken two-thirds of all trans-Atlantic traffic. By 1963, they had 98%. The Atlantic liner was doomed. During one crossing from Southampton in 1962, the Queen Elizabeth steamed into New York harbour with only 125 passengers onboard being looked after by 1,200 crew. It wasn't economic anymore!

6.2 Final Southampton Departure of the 'The Mary' Richard Myton ([MytonR63](#))

Richard writes on his birthday - *I'm afraid at my age, birthdays aren't the Allsopps fuelled occasions they might have once been!*

He sent a couple of Cunard related photos when 3/O on Oriana and Queen Mary departed Southampton for the last time in 1968.



Final Departure Southampton - A truly gloomy Day!



Full head of steam for a farewell whistle!

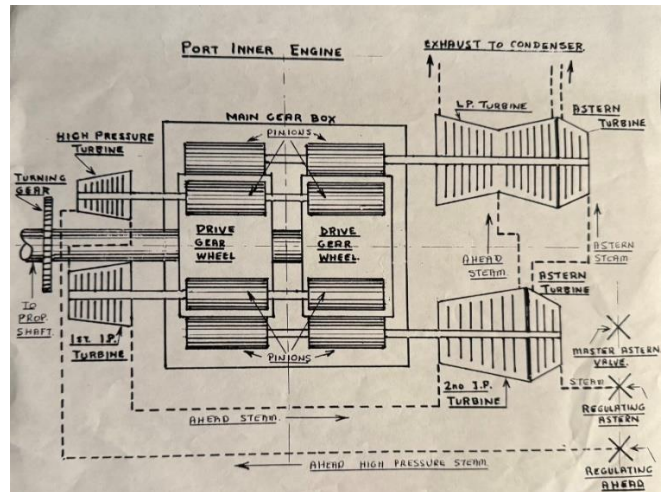


QM Turbine Warm-up Bill Mulvey (non-Member) on Facebook

In February, 1960 the Queen Mary's Senior 2nd Engineer issued this two-day schedule for warming up the turbines and raising steam. This was on a Wednesday evening, in anticipation of a noon departure on Thursday, February 18, 1960. As noted, 'SHIP SAILS. NOON.'

Among the many concerns, 'smoke at the funnels' was frowned upon. If you have visited the Queen Mary's engine room, the complex array of gauges and valves look very complicated - almost as complex as the printed instructions.

I found this on board during a visit back in 2000.



**PROCEDURE TO BE CARRIED OUT FOR WARMING UP
TURBINES AND RAISING STEAM ON W.T. BOILERS**

WEDNESDAY 17th FEBRUARY 1960.

6:00 P.M. Soot Collector Pumps, weed boxes to examine and clean.
Oil Purifiers to be started on their respective Drain Tanks, the Oil Level in all Line Shaft Bearings to be checked and set at correct level.
Commence the circulation of Forced Lubrication Systems.
All Air Cocks to be tested and a thorough examination made of all joints, etc., any leaks discovered will be made good. All Sprayer Indicators to be observed carefully. Forced Lubrication Pump Suction Strainers to be cleaned periodically as required and Auto-Klean Strainer handles to be turned one or two complete revolutions each hour.
Open all Main Bulkhead Stop Valves.
Open all Main Steam Pipe and Manoeuvring Valve Drains in For'd and Aft Engine Rooms and keep same regulated on their respective Traps.
Main Steam Lines to be thoroughly drained.
Circulate Main Condensers.

8:00 P.M. Commence to warm up all Turbines "Slowly."
Start Extractor Pumps (first noting that there is ample supply of water available to circulate the Air Ejectors).
Open all Air Cocks on water spaces of Ejectors in use to free the Coolers of Air, then shut same.
Open up and regulate the Circulating Bye-Passes.
All Harbour Drains to be shut and Drains open to Traps.
Open Ejector Nozzle Drain Valves and leave open.
When the circulation of water is effected, admit steam to P. & S. Outboard Ejectors "Only," to maintain 5 inch vacuum.
Particular care must be taken that all the Vacuum Traps are functioning correctly.
Turn all Rotor Shafts half ($\frac{1}{2}$) a turn every half ($\frac{1}{2}$) hour, first the H.P. then the L.P. and alternate.
Pokers, Micrometers and Sliding Feet Readings to be carefully taken and logged every hour.

**SPECIAL OBSERVATION TO BE TAKEN REGARDING INSTRUCTIONS TO
PREVENT SMOKE AT FUNNELS WHEN LIGHTING UP**

THURSDAY 18th FEBRUARY 1960.

4:00 A.M. Soot Collector Circulation to be put into operation for all Sections of Boilers and same regulated before starting F.D. Fans.
Commence to raise steam on all Sections of Boilers.
Superheat Drum Drains to be opened to Bilge and regulated.
All Sections of Boilers' Leg Drains to be opened to Bilge and regulated.
Admit air supply to Furnaces through Manhole Air Casing Doors and Small Doors at back of Boilers. All other Air Heater Doors and Bye-pass Doors to be kept Shut.
Hydraulic Pumps, Bridge Control Pressure to be maintained on all W.T. Doors.
Raise steam to 350 lbs. per sq. inch, in order to run Main Generating Machinery.
Start two (2) Main Generators to ease load on H.S. Board.

7:00 A.M. All Turning Gears to be taken out.
All Boilers to be connected and a full head of steam (350 lbs. per sq. inch) required.
Main Engines, etc., to be tried.
Drain Main Steam Pipes, by cracking Manoeuvring Valves carefully and closing same immediately.

8:00 A.M. SHIP SAILS. NOON.

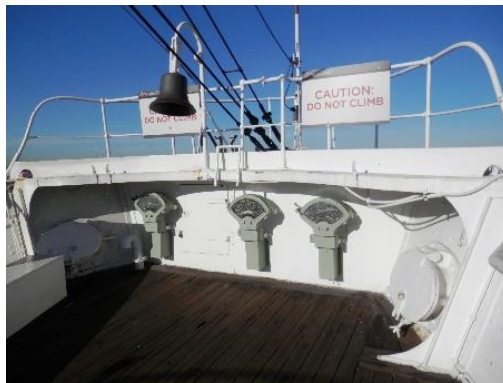
NOTE—The Engineer Officer in charge of respective watches, to ensure himself that all orders in Tank Order Book are being carried out correctly.

IMPORTANT—The water level in all W.T. Boilers before lighting up must be ONE INCH above the black mark on the Gauge Glass; this precaution will prevent water being carried over to the Turbines. This is the personal responsibility of the Snr. 2nd. Engineer on watch. When steam reaches 50 lbs. on W.T. Boilers, all Water Gauge Glasses and Mumford Drains to be tested.

H. Salt
Snr. 2nd Engineer

6.3 The Queen Mary Today - Ed

Ship breakers quickly made an offer, but fortunately, the Californian City of Long Beach made a better tender of \$3,450,000 for her. The city planned to turn the Queen Mary into a grand tourist attraction and a city icon. The result was the "Hotel Queen Mary," convention and entertainment centre and museum. As the Queen Mary was loved by millions around the world, she was responsible for placing the City of Long Beach on the world map.



For her final voyage to Long Beach, a New York travel organisation chartered her for what was officially classified as a cruise. She departed Southampton with great fanfare, as countless thousands came to see the Grand Dame depart her homeport. Flying high from her aft mast was the long white banner, the length indicating her long years of service. Helicopters flew high above saying a sad farewell to RMS Queen Mary. Her departure remains in the annals of British maritime history!



On 11 December, ownership was officially transferred from Cunard to the City of Long Beach. After 31 years, RMS Queen Mary was removed from the British Registry of Ships. Queen Mary underwent a massive three and a half year, \$72,000,000 refit, seeing her giant propellers permanently removed. In May 1971, the stately 'Hotel Queen Mary' was officially opened.

The years have not been kind to the QM. In 2017 survey estimated that the total cost to fully repair the Queen Mary would be around \$300 million, though some documents specified up to \$289 million for a five-year overhaul. The most urgent repairs at the time were projected to cost about \$23 million to prevent the ship from flooding or sinking. The city of Long Beach has since spent millions on various repairs, with more work still needed.

City and leaseholder response to the repair survey necessitated the city taking over management of the ship in 2021 and has been working with the current leaseholder on a preservation plan. Recent spending since 2021, is approximately \$45 million on repairs, funded largely by the ship's own revenue, with major projects completed. Despite this progress, the ship still requires extensive repairs to address the underlying issues of corrosion and structural damage.

Specific repairs in way of rust and hull repairs include \$3.35 million for bulkhead repairs and the removal of the deteriorating lifeboats, which posed a safety hazard. The sheer stake under the davits and supporting them was in imminent danger of collapse. There have also been \$4.8 million for hotel room repairs and amenities and the funnels have been repainted costing around \$471,000.

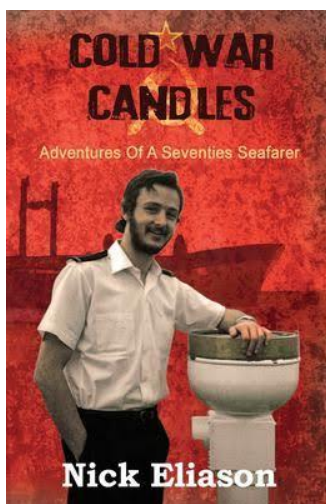
The current outlook is favourable as officials note from a recent hull study suggesting the cost might be less than previously believed, substantial future repairs are still required to maintain the 90-year-old ship's integrity. Her long term preservation reports costs ranging from \$150–\$175 million to preserve the ship for another 25 years and \$200 to \$500 million for a 100-year plan but that would require moving the ship to a dry dock. The City of Long Beach hopes to make the ship financially self-sustaining through hotel operations, events, and surrounding land development, with profits funnelled back into ongoing maintenance and repairs.

The following are pictures from our North American AGM held onboard the vessel in 2016. What a wonderful stay!

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

7.1 Good Reads – Cold War Candles – Adventures of a Seventies Seafarer

By Michael James Gold (non-Member)



A great read for any seafarer of the seventies. Well written, full of interest, with a fascinating final twist. The author Nick Eliason ([EliasonN74](#)) had a similar start as me. Uncertain what he wanted to do, he was persuaded by an advert in a newspaper to go to sea and joined the

Merchant Navy securing a cadetship with Port Line, the last cadet to be accepted there. Nick was sent to Warsash Maritime School then served on many Port Line ships. His description of life as a cadet of that era is very accurate and entertaining.

Port Line joined forces with Cunard and Brocklebank where he served in several ships tramping the world visiting some amazing places and also did a spell on QE2. Sailing as uncert 3rd Officer before finally passing 2nd Mates on a referral.

Finally, falling in love with a Russian girl he meets in a Seamen's Club in a remote Russian port while his ship is discharging a full cargo of mutton from NZ, he attempts to marry. The final chapters are fascinating to read. The transition to containerisation finally brings about redundancy, and after finally marrying his girl and bringing her to UK, he joins the Hertfordshire Police Force.

A thoroughly entertaining read especially if you were a cadet or deck officer of the seventies but for all those who went to sea "to see the world and be paid for it"! Well written, full of interest, with a fascinating final twist.



8 Marine News – AH Ed.

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

Subject link	Source
The New Nuclear Age: Why the World Is Rethinking Atomic Power https://www.goldmansachs.com/insights/articles/new-nuclear-age-why-the-world-is-rethinking-atomic-power	
Nuclear power is making a comeback, says IEA https://www.world-nuclear-news.org/articles/nuclear-power-is-making-a-comeback-says-iaea#:~:text=After%20more%20than%20two%20decades,from%20the%20International%20Energy%20Agency,ncv	
Nuclear-Powered LNG Carrier Design Receives Landmark Certification https://gcaptain.com/nuclear-powered-lng-carrier-design-receives-landmark-certification/	

8.1 Enclosed Space Entry - Captain John F. Lewis Master Mariner, FNI CRSP(Ret) - Ed

John sailed for 16 years in the British Merchant Service, moving through the ranks to Master - primarily on chemical tankers. He is a Canadian Registered Safety Professional (CRSP) and holds a BC Instructor Diploma in addition to other qualifications.

He is the former Manager of the BC Fire & Safety Training Centre in Vancouver and has been consulting with his own company Seafire Training since the 1990s in the field of safety and risk management. Having developed and delivered many marine shipboard firefighting courses for numerous organisations in Canada and the US, he is eminently qualified to address all issues regarding Entry into Enclosed Spaces.



I have also had the pleasure of working with John for many years and in the development of both the Marine Firefighting text (for seafarers) and the Shipboard Firefighting for Land-based Firefighters text (for Fire Departments) under the auspices of the International Fire Service Training Association (IFSTA).

With this background John has responded to a number of questionnaires from organisations regarding 'Hazardous Space Entry'. Unfortunately, deaths continue to occur at sea as unsafe practices continue in the workplace. It is our hope that these practices are revisited in the light of the following in an effort to 'rethink' the procedure to save lives!

For decades, on oil and chemical tankers, we had a red line painted on the deck for'd of the accommodation block. **NO SMOKING FORWARD OF THIS LINE.** What amazes me is that WE took so long to realize how ridiculous this was. We now joke about how ridiculous it was to have the non-smoking seats in a plane, or the non-smoking section of the restaurant, etc. Nevertheless, it took years for that awareness to develop. This similar misconception applies to enclosed spaces and we, the industry, need to change our approach. This is most noticeable when assessing a space before entry and establishing ventilation.

John bases his commitment on years of assessing and entering enclosed/confined spaces, designing programs and instructing workers on safe entry, and rescue, in marine and shore industries. He believes in asking "is this a hazardous space?" rather than asking "is this space confined?" Regulations vary. Some allow as low as 18% Oxygen as acceptable for entry. Worldwide, misconceptions abound. Do not rely on regulations for guidance - use them cautiously.

Before entry, develop a rescue plan, and test it by having the workers 'rescue' a colleague by actually removing them from the space and hoisting the "victim", etc. If doors or hatches have to be removed, make that part of the plan. Sometimes, structural alterations must be made so that entries in subsequent years would be easier and more manageable. Workers are more confident when they know rescue is possible.

An example is the act of sending the first person in on a rescue line with a 'telescopic monitor'. This is solid best practice and one that has been employed successfully on VLCCs (amongst others) where sludge accumulations can be an issue and exit routes get long very quickly. The added assurance improves team performance working inside the spaces.

The smart receivers of John's comments regarding Enclosed Space Entry Awareness have withdrawn their courses from circulation, replacing learning titles with alternative more robust and coherent learning packages. In their development, special care is taken around language, clarity of depictions of good vs bad practice, composition of entry teams, rigging of rescue equipment amongst other things have been fully considered against industry best guidelines (Code of Safe Working Practices for Merchant Seaman, ISGOTT and IMO resolution 1050(27)).



The composition of the learning materials, assessment style and video graphic depictions in the many courses need reworking to address concerns. All too often these courses give general impressions which are incorrect, e.g. that rescue is quick and easy.

The courses should include a comprehensive revision of all of our Enclosed Space Entry titles taking into account all upcoming improved recommendations for enclosed space entry adopted at the recent MSC 110. Ensuring all the content on this critical safety issue critical to providing clear direction, adhering to best management practices and promoting a safer approach.

Safe entry and rescue into enclosed spaces, should be carefully considered when incorporating procedures into a training package with guidance applicable to all vessel types carrying mandated equipment. Consider your training regimes and operational practices and let's stamp out these ongoing concerns in entry procedures.

8.2 PntGuard™ – the Ultimate Safeguard Against GNSS Spoofing & Jamming at Sea

This article is not an attempt to advertise a product! Nevertheless, it highlights the escalating menace that previous All Hands have been alerting with all aspects of cybersecurity – Ed.

Tschudi Shipping Company, NAL Research, and SGM Technology AS has launched PntGuard™, a maritime-security solution that provides pinpoint situational awareness. It supports navigational integrity at a time when GNSS signals can no longer be taken for granted. As a standalone navigational aid independent of all other bridge systems, PntGuard™ delivers instant alerts the moment a vessel's position is falsified, providing true position data when other bridge systems are compromised.

Electronic Warfare: An Escalating Menace - Malicious disruption of GNSS/GPS signals is increasing at an alarming pace. Attacks can originate from land-based systems, hostile or "dark-fleet" vessels, or even occur opportunistically in congested sea lanes – often without vessel crews ever realising their position has been manipulated.

Such interference is now recognised as a strategic threat with the potential to cause serious physical, commercial, and legal damage. By corrupting GNSS/GPS signals using a proliferation of low-cost equipment, attackers can place a ship miles away from its actual location, fabricate AIS tracks, and trigger cascading errors across bridge systems jeopardising crew safety. This amplifies the risk of various critical scenarios including:

- Collisions and groundings (especially in low visibility, at night, and in dense traffic zones with risk to life, assets, and the environment)
- Unintended or manipulated entry into restricted waters
- Claims of sanctions evasion / calling at ports in sanctioned states
- Port delays / disruptions to cargo logistics including deviations causing delays, increased fuel consumption, and emissions.
- Charter disputes and insurance challenges when a vessel appears to have breached compliance boundaries

Concern is being voiced at the highest levels in shipping, while all major marine insurers are recommending urgent action to safeguard operational resilience.

Plug-And-Play Simplicity - Leveraging leading Assured Positioning, Navigation and Timing (APNT) technology, PntGuard™ is the most resilient solution on the market. Most solutions available today can only warn that GNSS/GPS is disrupted, but do not provide an alternative authenticated, trusted position. Enabled by the Iridium® low-Earth orbit (LEO) satellite network, PntGuard™ receives a secured PNT signal that is about 1,000 times more powerful than GNSS/GPS and is resilient to jamming and spoofing of those systems. The solution complements a vessel's navigation feed with accurate situational awareness and immediately alerts the crew to manipulation or interruption.

Easy to install and use, PntGuard™ comprises two compact components – an above-deck unit (receiver) that connects to the Iridium PNT service and a below-deck unit (bridge display) that shows both the falsified GPS track and the vessel's true position on a nautical chart in real time.

Safety, Compliance and Proof On Demand - Most crews would never know they're being spoofed until it's too late. PntGuard™ provides a single point of truth so crews can react rapidly and continue to navigate with confidence. Shore offices can also receive an accurate record of a vessel's true position at any time – proof that can be shared with charterers or insurers to defend against claims based on false data – safeguarding both revenue and reputation.



PntGuard™ is built on the same technology that enables APNT solutions for many aspects of critical infrastructure, including telecommunications networks, data centres, and utilities. Its performance for maritime use has been thoroughly proven through multi-month sea trials with leading international shipowners through a proof-of-concept pilot program with Norway's DNK, one of the world's leading maritime war risk insurers, and through independent evaluations for two consecutive years at Jammertest in Andøya, Norway.

Affordable and Flexible - PntGuard™ is available today with deployments scaled to fleet size – offering immediate protection against a threat both invisible and growing. To learn more visit www.Pnt-Guard.com

8.3 Spacewear Hits the High Seas by Sam Chambers, Splash247, November 6, 2025

Japanese shipping giant Nippon Yusen Kaisha (NYK) is trialling space suits at sea (pictured to the right).

NYK has teamed with a Japanese fashion-tech brand called Moonrakers to see how its advanced clothing could work for crew at sea as well as shipyard workers. Moonrakers, which works with the Japan Aerospace Exploration Agency (JAXA), merges aerospace-level materials with everyday apparel. Its signature fabric system, MOON-TECH, packs features such as sweat-absorption, quick-drying, anti-stain, antibacterial, UV-cut and stretch into minimalist designs.

NYK has recently targeted space exploration as a new source of revenue, obtaining an approval in principle this summer from ClassNK for the conceptual design of an offshore recovery system for reusable rockets, an initiative developed through the Space Strategy Fund at JAXA.

NYK now aims to carry out a demonstration test of this new vessel type in 2028, working with multiple partners, including Mitsubishi Heavy Industries.

NYK is not the only Japanese company to have trialled alternative uniforms at sea.



Splash reported back in 2018 on Mitsui O.S.K. Lines (MOL) trialling specialised cooling-work suits (pictured above) for crewmembers, developed by Osaka-based Teijin, on one of its ships. The work uniforms were equipped with rechargeable cooling fans that draw in outside air and circulate it between the two layers of the uniform.

9 Obituaries

9.1 Douglas William McAllister C.Eng. MRINA Cert.Ed. MLIA(Dip) ([McAllisterD86](#)) went aloft 23.09.25 - From Chairman Roger Holt ([HoltR64](#))

You will all be saddened to learn that Doug McAllister, a former lecturer in Naval Architecture, crossed the bar on 23rd September 2025. Doug was a great supporter of the WA and he and his wife Shirley attended many Christmas lunches and Social Events when organised close to Southampton.

Shirley writes: Doug was born in Portchester, Hants, and attended school in Gosport where we met. We were married for 63 years.

He entered Portsmouth Dockyard in 1954 as a Shipwright Apprentice and worked for about 25 years both afloat and in the Drawing Office, leaving as an Inspector. His career path changed becoming a Lecturer in Naval Architecture at Highbury College Portsmouth. Later the whole department transferred to Warsash where he was welcomed and felt very proud to be part of the School of Navigation, Warsash.



He was well liked at Warsash even receiving an invitation from Maltese students to visit Malta, where Doug, myself, two daughters and their husbands were hosted by the students on a family visit there.

On retiring from Warsash, we caught the cruising bug and spent the next 20 years visiting places we had always wanted to see, enjoying every minute of it.

Doug passed away after a short illness, aged 88. His two daughters and I will carry out his final wishes. He was a true gentleman and will be sadly missed by us all.

Roger indicates that he has spoken to Shirley and she would like to stay connected as an Associate and would quite like to continue receiving All Hands.



Doug at one of the Social Meetings

9.2 Stuart G. Thomas (non Member) went aloft in 2024 - Ed

We have received sad news that Stu crossed the bar sometime in 2024.

Stu as he was known to us, was one of the '69 Middies and served with British & Commonwealth Shipping Group/Union Castle/Clan Line/Safmarine/Bowater then Boss Kalis Westminster before coming ashore.

He became a senior business executive with a strong and extensive National/International, General Management, Sales/Marketing & Operations background with Blue Chip Service/Business-to-Business Industries focusing particularly on Quality, Concept and Strategic activities.



It seems Stu had a very extensive business career including Change Management embracing P&L and Budgetary exposure. By all accounts he was an excellent negotiator, relationship builder, HR Manager and motivator committed to providing the highest level of service and excellence to both Internal and External Customers.

His shore career included a number of consultancy projects as General Manager with ACE Diving and Marine Services LLC and Managing Director - Oilfield Integrity Management Limited.

He was Group Ops Manager for Al Shaali Marine which was primarily involved in redesigning manufacturing and implementation program procedures for the construction of 'Luxury Boat' GRP boats up to 40 Metres+ resulting in increased production levels of 40% for the Maldives Operation.

Other positions held were GM for Quickfix Group; CEO/Managing Director for Links Resource Management/Links Environmental; GM AMC/Stow International; GM - KSA Overseeing Departmental Managers UAE; Consultant CEO & GM for AS.Pro FM LLC; Middle East Director for GRESCO LLC (Belhoul Medical Group); GM for ServeU LLC (EBI / UP Group); Middle East Sales & Marketing Director for Evapcool LLC; Regional Operations and Business Development General Securitas Security Services.

He was a self-employed Management Consultant in the UK, Europe, USA and the UAE honing his skills to be much sought after in the coming years. He was also TNT Worldwide – European Product Manager – quite the resume! He was a member of the following:

- MCiM - Member of the Royal Chartered Institute of Marketing.
- FCiSMM – Fellow of the Royal Chartered Institute of Sales & Marketing Management.
- MMS – Member of the Marketing Society.
- ASIS - Member of the American Society of Industrial Security.
- FMBG Dubai – Founder Member.
- MISQEM – Member of the International Institute of Safety, Quality & Environmental Management.

He schooled at Sir Norton Knatchbull Grammar School. (UK) obtaining eight 'O' Levels and two 'A' Levels; had a BSc – Nautical Sciences – Southampton University. (UK); MBA from Hartford University (USA); an M.En.Sci (Masters in Environmental Sciences) from Belford University (USA) and had a Dubai Police HQ Security Manager's Licence. RIP Stu, your job is done!



9.3 Captain Malcolm Rushan (non-Member) went aloft 28.08.25
from Derek Warmington P&O Pensioners Group

Captain Malcolm Rushan borne in 1929 was 96 years old and had been in a care home for some time.

After attending the School of Navigation at Warsash in Southampton Malcolm joined Port Line as an Apprentice in January 1947. His first ship was Port Fremantle.

Having obtained his Master's Certificate and having reached the rank of Chief Officer, Malcolm left Port Line and joined the Orient Line as 4th Officer in December 1956 - (the Orient Line required that all Deck Officers have a Master's Certificate). His first ship was Orontes and then he went to Orcades where he was promoted to 3rd Officer.



From there, he went to Orion as Junior 2nd Officer and then he spent nine months as Chief Officer of Garonne, a tanker being operated by the Orient Line. In October 1961, he joined Oriana, initially as Senior 2nd Officer and he later became Junior 1st Officer and then 1st Officer. From there to Canberra in May 1967, a voyage which was rerouted via the Cape due to the Six-Day War.

After leaving Canberra he went to Pando Sound as Chief Officer and following a number of short appointments to various ships, he was promoted to Staff Captain in Chusan. Malcolm sailed as Staff Captain in Oriana, Nevasa, Uganda, Spirit of London and Island Princess, where in 1977 he first sailed as Captain.

Malcolm did not take part in the Falklands campaign, but in 1984 he was Captain of Uganda when the ship was transporting troops from Ascension Island to the Falklands. Subsequently, he sailed in Sun Princess and Sea Princess before retiring at the end of 1986.

The funeral was on 2nd December at Salisbury Crematorium and a reception at 'The White Hart', Bishopstone, Salisbury.

9.4 Eric (Bunny) Hayward (HaywardE56) went aloft 26.04.25
from Derek Warmington P&O Pensioners Group

A report has been received belatedly that Eric (Bunny) Hayward crossed the bar in New South Wales on the 26th April, 2025 after losing a long battle with lung cancer. He was 87 years old.

Bunny attended the School of Navigation at Warsash in Southampton in 1956 before joining P&O as a Deck Cadet. His first ship was Perim. At the end of his cadetship he became 3rd Officer of Sunda in September 1961. Later he sailed in Salmara and Comorin as 2nd Officer before joining Canberra as Navigator in October 1966.



Spring 1956



Bunny

In 1967 he sailed as 2nd Officer of Chitral and then Chief Officer of Soudan, Cathay and Pando Head before leaving in 1971 and emigrating to Australia.

Bunny's funeral service was held on Wednesday, 7th May, 2025 at the North Chapel, Pinegrove Memorial Park Minchinbury, NSW 2770 and reception at Emu Hall, River Road Reserve, 2-26 Great Western Highway, Emu Plains, NSW 2750.

10 WA Memorabilia Ties & Caps etc - Checkout the website at:

<https://www.warsashassociation.net/site/about-products.htm>



Queen Mary



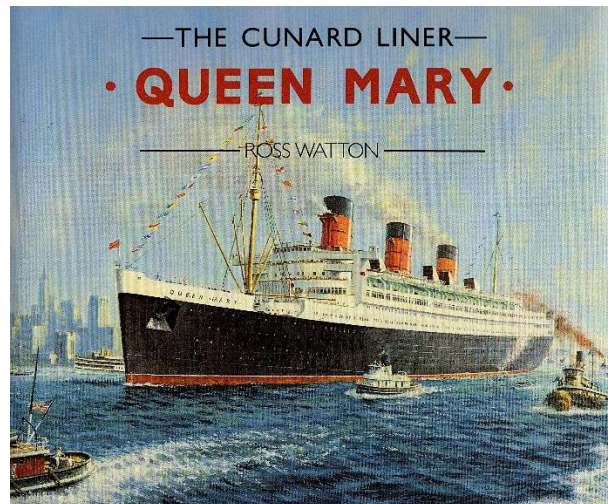
Dressed Overall



Southampton Ocean Terminal in the '50s



At Longbeach



The 'Bible' on Her Particulars



All Hands 2025-3 (UK Winter)

A VERY MERRY CHRISTMAS & HAPPY NEW YEAR TO EVERYONE