ALL HANDS

Journal of The Warsash Association

The GIANTS

MSC Irina - 24,346 TEUs.

Legend of the Seas - 250K GRT - 7,600 Pass Capacity

Ore Brasil 402,347 DWT

FSO Oceania 441,585 DWT

USS Gerald R. Ford (CVN 78) Displ 100,000 Mt

Royal Clipper 5 Mast – 42 sail

All Hands 2026-1 (UK Spring)

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1 From the Executive Committee

1.1 Chairman's Message – Roger Holt (HoltR64) wachair@warsashassociation.net

Dear Members,

Once again, your All Hands editor has put together a very thoughtful and interesting edition and I hope that you will enjoy reading it. Don't forget that Stan is always on the lookout for interesting stories linked to your time at Warsash and the Warsash Maritime School and later as you developed your career afloat or ashore. It is amazing how the maritime industry has changed over the years and what seems obvious to one age group is quite mystifying to another. Where will that 'change' take us? It is an interesting question. I visit careers events at schools quite regularly and the average student has no clue as to the importance of the maritime industry to the world's economy. Perhaps the issues surrounding the closure of the Strait of Hormuz may enlighten a few – I hope so.

It is always unfortunate to start with sad news but many will know that we have recently said goodbye to David (Jim) Dearsley, a dear friend and active member of the Executive Committee. Jim and I were pre-sea cadets together at The School of Navigation and later in our careers we were very close but more of that anon. However, every cloud has a silver lining and I am pleased to report that Dr David Hughes has agreed to fill the vacancy on the Executive Committee on the basis of 'without portfolio' for the moment. David brings fresh talent to the Committee and we look forward to working with him.

I am very pleased to report that our contact with the Officer Cadets goes from strength to strength as we become more successful at delivering the message that there is an Association out there with which they can engage and which can add value to their endeavours. This success does not come without considerable efforts such as delivering a presentation during Fresher's Week and organising a Quiz, to mention two. The idea of a Quiz for Cadets and Members was proposed by Jim last year and after a false start, actually took place this year with Angela Winteridge who did a fantastic job in organising the evening. We are very grateful to her and the social events team.

One very interesting development is the creation of The Warsash Maritime Society which is a new community for Officer Cadets studying at Warsash Maritime School. It is a university society led by a committee dedicated to improving the cadet experience. Operations started in October 2025, and it has quickly grown to become the third-largest society at Solent University. The Warsash Maritime Society has over 80 members and holds frequent extracurricular events to improve community spirit and industry awareness. The Society has provided us with a very useful focal point to maintain contact with the cadets and will go some way to preventing the breakdown of communication when the cadets are in the seagoing phases of their training.

The Grim Reaper has taken his toll again since my last Chairman's Message with 10 of our full members Crossing the Bar – it is often said that there are only two certainties in life – one is death and the other is of course the demand for the payment of taxes. There is not much we can do about either but my heartfelt condolences go out to those of you reading this who have lost a loved one. Our challenge is to replace those who are no longer with us. Great efforts are being made to follow up on potential new members and converting cadet membership into full membership when they have qualified.

The Social Event this year will be held at Buckler's Hard, 16-18 September. This will be a fantastic few days of interest and relaxation and I urge any of you who have not yet signed up, to do so quickly. Our Social Secretaries, Jane and Richard Leedham (office@leedham-marine.co.uk) will be more than happy to assist you.

We will be joining forces with the Cachalots (Southampton Master Mariners) at Wellow Golf Club on 11th September to compete for the Wakeford Trophy. Sadly, we do not have enough active golfers to warrant our own golf day but if you would like to be involved, please contact Chris Dowty (cdowty@gmail.com). Please do not be concerned about your handicap, if that is an issue, mine is pretty lousy at the moment as well!

The School of Navigation Memorial Project at the National Memorial Arboretum is progressing well under the supervision of Martin Greenwood and during May we are confident that the NMA will give us the 'green light' to proceed. We are very fortunate that we have a very generous sponsor to thank for enabling this project to proceed to fruition.

Finally, may I extend another big 'thank you' to Chris Clarke who continues to drive forward with the membership recruiting project. This takes hours of work but the results speak for themselves as more potential members are beginning to emerge. Chris describes it as 'slow steam ahead' – perhaps if you have the time and inclination you could help to turn that into 'full speed ahead'?

Let us all be mindful of the distress being experienced by the seafarers trapped in the Arabian/Persian Gulf and offer whatever help we can to them and their families. They must all be going through terrible hardship at the moment and our thoughts are with them.

Best wishes for 2026, 

1.2 Website Report - Stan Bowles (BowlesS69) wawebmast@warsashassociation.net

WA Membership worldwide is currently 641 (incl. 261 Officer Cadets & Officers at sea), of which (96%) are online.

If you have changed your personal details, please update your 'Profile' on the website. If you are unable to do this please notify Membership Secretary wamemsec@warsashassociation.net or the Webmaster we will change them for you.

The following members remain MIA: ***Ivor Forsyth-Grant (Aus); Joseph Jones (OC); Alan Cooke; (NZ); Tom Branley; Gerald Coleridge; Lindsay Clubb; Charles Schofield; Lionel W Hall.***

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

We are still looking for assistance with web support. Much of the support needed is not technical in nature. Those who are computer literate would be able to pick up relatively quickly. Present technical work is carried out by PDStig, LLC and a Test Site is used to validate changes as the live website is modified. It is very important that our past is preserved and protected in the years to come.

As we move forward, illustrated guidelines providing a step by step process for each task is available thereby minimising an individual's involvement. These duties can easily be shared between two or three members from any country, support is not required to reside in the UK - technical support is in the USA and I am in Canada. If you wish to participate and learn more about this, email me. I would also like as much feedback about the site as we modify and update it over time. We are currently considering modernisation of the Website, if you have any thoughts on this please contact the WebMaster.

1.3 From the Editor – Stan Bowles (BowlesS69)

As you will see in this edition, I have targeted the leviathans of the oceans, from ULCCs to icebreakers and all in between. These vessels are quite amazing purely for their size, but what is sometimes not considered is how they are operated. There are a few stories in this edition from members who have spent time on these monsters that will give you a glimpse into their world.

Operating a "monster ship" - the likes of a 400,000 dwt supertanker, massive cruise liner, or heavy-lift vessel - requires specialized manoeuvring techniques, advanced technology, and precise coordination, as these vessels are often clumsy in coastal waters and demand significant stopping distances.

Specialized training includes the use of scaled-down models, such as those found at the Warsash, Timsbury Lake Ship Handling Centre, for pilots, masters, and senior ship officers.

I hope you enjoy the edition as much as I did putting it together!

Email waahed@warsashassociation.net articles or suggestions about future editions. The next edition will feature the Queen Mary 2 – those who have sailed on her, I am sure like me, came away with a desire to do it again! But for me, I'd like to be onboard to see how she performs in a good North Atlantic hoolie!

Best regards,
Stan

2 WA Notices, News And Events

2.1 New Joiners Since AH2025-3 – Stan Bowles, (BowlesS69) Webmaster

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

Title	Name	Username	WA Year	Country	Joined
Captain	Patrick Chandler	ChandlerP75	1975	UK&Ireland	Cunard Line
Captain	Peter Francis John Broad	BroadP89	1993	South Korea	RFA & Royal Yacht Squadron of Oman
Mr.	William Tomlin	WilliamT06	2028	UK&Ireland	Lomar Shipping
Mr.	Mark Andrew Williams	WilliamsM88	1988	UK&Ireland	Buries Markes
OC	Judah Lorenzo Rossi	RossiJ26	2026	UK&Ireland	Clyde Marine Training Ltd
Captain	Roger Towner	TownerR73	1973	UK&Ireland	Trident Tankers
Mr.	Paul Andrew Coultas	CoultasP69	1969	UK&Ireland	Cayzer Irvine
Mrs.	Shirley McAllister	McAllisterS79	-	UK&Ireland	Assoc Member - husband's WA member
Other	Peter Wilson	WilsonP76	1976	UK&Ireland	Clan Line/B&C/OCL then Army
OC	Jack William Hays	HaysJ27	2027	UK&Ireland	Zodiac Maritime LTD
Captain	Alejandro (Alex) Procopuk	ProcopukA26	-	UK&Ireland	Wightlink Ltd. (WMS staff)

2.2 Australian Branch News - David Montgomery (MontgomeryD63) Secretary

Little to report from Australia this quarter. I am pleased to report that we have completed the payment of membership for 2026 and that our membership remains at 40.

As previously mentioned we unfortunately are not able to hold reunions due to distance and the age of our membership. Perhaps the data below will clearly explain why this is so:-

When our members attended Warsash:

- 1940s 1
- 1950s 16
- 1960s 18
- 1970s 5

Where we now live:

- Australian Capital Territory 1
- New South Wales 10
- Queensland 7
- South Australia 3
- Tasmania 4
- Victoria 9
- Singapore 1
- Western Australia 5

We have not been able to find any more ex-Warsash Cadets in Australia for the last three years and so our membership numbers have remained static.

All the very best, David

2.3 New Zealand Branch Report – NZ Chairman Adair Craigie-Lucas (Craigie-LucasA63)

Firstly, belated Happy Easter to All! Unfortunately, we have little to report. As we come to the end of our long, and mainly pleasant, summer we are only just starting to get active again. As a group we haven't met together since our AGM that was held in Taupo last November. However, we have roused ourselves from our Summer slumber and are planning to meet for lunch at the Riverhead Tavern in Auckland on 15th April. Am not sure of the numbers who have said they will attend but we usually get about 16 - 20 members and partners attending these get-togethers.

At the Riverhead lunch we will set a programme for the remainder of the year. Probably one more luncheon, usually in Auckland in late winter and then our AGM in November at a location to be

determined. So, very little to report but yes, we are still here in NZ, trying to keep our collective heads down whilst the world is doing its best to turn to chaos.

2.4 North America Branch News

Co-Chairs Stan Bowles (BowlesS69) and Gordon Cooper (CooperG66)

From Stan - in a very wet Raincouver of late! All quiet on the western front. We lost Bill Dancer (DancerW54) in February which came as a bit of a shock. He was a stalwart member of the Branch and will be missed.

The weather at the end of March seemed to be swinging into a good Spring but the rains have returned. I have nothing to report re: Branch activity since my last foray to Vancouver Island for a dinner with Bill Dancer and Roger Purdue (PurdueR60) our secretary. Time is rushing away but hopefully we will be able to set up a branch BBQ during the summer at a suitable venue (my back garden??). More to come!

Gordon reports - Sadly, there is nothing to report in regard to social events, etc. from the US Northeast region WANA members, other than myself, Martyn Reynolds (ReynoldsM62) and Steve Pinney (PinneyS60) meeting at the monthly Connecticut Carnivore Club lunches in Stamford, CT. Nevertheless, we have exciting activities on the horizon in this region for any WANA colleagues that are willing to travel to the Tristate area.

July 3rd to July 9th 2026 - https://sail4th.org/tall-ships. The usual New York Harbour Fleet Week will shift dates to coincide with the Sail 4th celebrations. In 2026, Fleet Week NYC will move from its traditional Memorial Day timing to July 3-8 coinciding with the nation's 250th birthday and the Sail4th 250 maritime celebration. This historic event in the New York & New Jersey Harbours will feature the largest gathering of tall ships and naval vessels, including parades of sail, aerial flyovers, and fireworks.

Key 2026 Fleet Week Details:

- Location: New York & New Jersey Harbour (NY/NJ), featuring locations in Manhattan, Brooklyn, Staten Island, and the Intrepid Museum.
- Dates: July 3–8.
- Highlights: International naval review, ship tours, and a “Homecoming of Heroes” ticker tape parade on July 6th for veterans and first responders.
- The 2026 NYC event is part of a special commemoration, with major events scheduled around July 4th to honour the 250th anniversary of the U.S.
- And of course, for soccer fans we have all the hoopla activities surrounding the FIFA World Cup.

The 2026 FIFA World Cup in the NY/NJ region (MetLife Stadium) features eight matches, starting with Brazil vs. Morocco on June 13th and concluding with the final on July 19th.

Key matches include five group stage games and two knockout rounds (Round of 32 and Round of 16). Full MetLife Stadium Match Schedule (All times USA Eastern Time):

- June 13, 6:00 PM: Brazil vs. Morocco
- June 16, 3:00 PM: France vs. Senegal
- June 22, 8:00 PM: Norway vs. Senegal
- June 25, 4:00 PM: Ecuador vs. Germany
- June 27, 5:00 PM: Panama vs. England
- June 30, 5:00 PM: Round of 32 (Match 63)
- July 5, 4:00 PM: Round of 16 (Match 91)
- July 19, 3:00 PM: FIFA World Cup 26™ Final FIFA World Cup 2026™

And here is the NYNJ Fan Zone list of activities in Manhattan and the surrounding area.
https://nynjfwc26.com/fan-zones/

If anyone is heading this way, please contact me, in case I may be able to assist with tips and advice.

2.5 Save the Date!

2026 Chrissy Lunch

Look out for future notices of our UK Christmas Lunch which is now booked for Saturday 12th December and will be held at the Winchester Hotel, Worthy Lane, Winchester, Hampshire.

Winchester Hotel. Worthy Lane

3 The Wardroom – AH Ed.

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

3.1 The Book Corner – If you have any good reads and would like to send me the review! Fire it at me! – Ed.

3.2 Your Thesis as Part of Your Training at SON

How many of our members completed a thesis as a requirement of training at the SON?

It was a challenge as I remember concerning myself with the fact that my handwriting was unreadable to say the least – I was criticised, and quite rightly so, when submitting my Cadet journal when with P&O one had to persuade a willing typist back then to commit the prose through a hand-a-matic process.

The following is the submission by Our Chairman, Roger Holt (HoltR64) from 1971. I would like to publish others, if you are up to it! Send me yours! – Ed.

Study in the Carriage of Dry Cargo By Sea between the UK and the Channel Islands

By R.C. Holt (Chairman WA)

A Dissertation submitted for the Honours Degree of B.Sc. in Nautical Studies.
Supervisor: Captain MDA. Lee, Director of Studies, The School of Navigation. April, 1971.

Summary
This dissertation is a study in the carriage of dry cargo by sea between the U.K. and the Channel Islands.

The trade pattern of the Channel Islands is investigated in detail and the peak orientated pattern of the flower and produce exports is shown. It Is found that the Channel Islands are forced to import nearly all their day-to-day requirements and that most of these imports are shipped from the U.K. The 1969 tonnage figures showed that the total amount of cargo carried between the U.K. and the Channel Islands was less than ½ million tons. Tonnage figures from recent years show that the trade is virtually non-growth and that it is likely to remain so unless conditions change.

The total income revenue for the two Islands is seen to be attributed to the export of flowers and horticultural produce, and to the tourist industry. It is important that any new commercial development on the Islands should not have an adverse effect on the tourist industry. This is a limiting factor when new methods of cargo handling and cargo transport are considered.

The need for a regular, daily service is indicated by the perishable nature of the exports from the Channel Islands and the habits of shippers with respect to imports. The peak orientated requirement for export cargo space is noted and it is considered that ships should be chartered during peak seasons.

The methods of presenting horticultural produce for shipment are considered and the packing and distribution organisations are assessed in relation to the overall efficiency of the transportation system. It is considered that further investigation is needed to rationalise the handling of produce under a central organisation for each Island.

Monthly figures for the 1969 cargo flow were collected from port authorities and are total tonnages handled. The figures are used for analysis in Appendix II where the tonnages are converted to deck space requirement on the basis of a unitised system using 10' I.S.O. Units. The minimum fleet

requirements are suggested for a rationalised service and examples are given for a one-port and a two-port system. A breakdown of figures between Jersey and Guernsey was not available and so specific recommendations have not been included. There are indications of over-tonnaging at the present time but further study is required to support this conclusion.

It is suggested that cargo handling methods should be rationalised by using standard units. It also suggested that collapsable containers and flats could be used in conjunction with rigid containers to allow greater flexibility of unit stuffing/destuffing and to minimise wasted space on the backhaul journey. It is noted that the limiting criterion for the carriage of cargo in this trade in unit form is deck space area and not deadweight or volume capacity.

Existing port and land transport facilities in the U.K. are studied in depth and it is found that only Portsmouth and Southampton could be considered for a daily service. Portsmouth has the advantages of flexibility of labour, low port charges and unitised operations geared to short sea routes. Southampton has the advantage of the Freightliner Service and development potential.

Discussion on the port facilities in the Channel Islands is limited to St. Helier (Jersey) and St. Peter Port (Guernsey). Both ports are found to suffer from a lack of quay space and transit shed facilities in the port area. Plans to introduce Scotch Derricks for container handling are well advanced in both ports. In St. Helier the existing transit shed at the New North Quay is to be developed for unit handling whereas in St. Peter Port transit sheds have been built away from the port area. Land transport is being improved by using a truck/trailer system.

The four regular ship operators to the Channel Islands are considered and the differences in service offered are seen to vary between conventional break bulk operations and a unit service. The 499 GRT. and Continental registered ships have the most economic DWT/GRT ratio and manning scales and are favoured by the independent ship operators. The large deck space area is used so that there is no overstowage of units. It is suggested that British Rail operate at a competitive disadvantage since their own ships have high manning scales and high running costs.

The proposed entry of the U.K. into the E.E.C. is investigated briefly and the position considered if Guernsey joins the E.E.C. and Jersey remains outside the Community. Such a situation is not expected to affect the requirement of a daily service although the peak season ship requirements might be reduced. It is observed that the use of air transport is increasing for urgent, perishable or valuable cargoes. This increase is not expected to continue into large scale air freighting due to the adverse effect on the environment. There is a need for further investigation into the potential of this mode of transport for the Channel Island trade.

4 Warsash Maritime School News

4.1 Life Membership Roger Holt (HoltR64) – WA Chairman

Royal Maritime Hotel Portsmouth 13th December, 2025

Dear ExComm,

I just thought that I should let each one of you know how much I appreciated receiving the Life Membership Award on Saturday. Thank you all most sincerely – the award is very much appreciated.

Starting in 2011, it has been an interesting and challenging journey which I have thoroughly enjoyed but I am aware that whatever has been achieved could not have been done without your support and wise counsel.

I am of course passionately involved with the Association and for as long as I am Chairman I will continue do everything in my power to expand our membership and encourage a closer relationship with the Warsash Maritime School and the Officer Cadets.

Chairman Roger Holt receiving his Lifetime Achievement Award from John Millican

I remain convinced that we have a wealth of knowledge within the Association which we can share with the Officer Cadets and if the Cadets who attended our Christmas Lunch on Saturday are a fair reflection of the talent under training then we can indeed be confident for the future.

I hope you all had a Very Happy Christmas and that 2026 will prove to be an excellent year for you and yours.

With best wishes and thank you, Roger

4.2 Annual Warsash Association Christmas Lunch

Royal Maritime Hotel, Portsmouth, December 13th 2025

Table 1

L to R:

Jonty Howard,

Graham Pepper,

Eileen Goldberg,

Peter Goldberg,

Kaie Baker,

Julian Dadgostar,

Gillian Tate,

John Tate

Table 2

L to R:

Dominic Steele,

Richard Cullingford,

Trudy Coleridge,

Ged Coleridge,

Frances Patterson,

David Patterson,

Bogdan Ionasco,

Angela Winteridge

Table 3

L to R:

Olive Vale,

William Bland,

Lauren Ashpole,

Roger Holt,

Alison Holt,

Mackenzie Whitehouse,

David Dearsley,

Zak Khanna,

Roger Squirrell.

Table 4

L to R:

Anselm Lally,

Richard Leedham,

Jane Leedham,

Vikrant Bharat,

Mark Williams,

Mala Williams,

Simon Daniels,

Richard Whistler.

Table 5

L to R:

Mike Smith,

David Tipper,

Chris Phelan,

Peggy Phelan,

Christopher Bond,

Susan Hunt,

David Hughes,

John Millican

Officer Cadets:

Mackenzie Whitehouse and Zak Khanna with David Dearsley (RIP).

4.3 Quiz Night Southampton - 5th March 2026 by Angela Winteridge (WinteridgeA18)

The room at the White Star in Southampton was very well suited to our event. It had its own bar, room for six tables of six people, plus a nice little raised corner for me as the quizmaster!

We would like to thank Just Be Maritime for kindly donating the cost of a welcome drink for each participant.

Around 30-35 cadets had said they were coming, plus Jane & Richard Leedham, Mike Smith, John Millican and Robin Plumley. I'm an old cynic and suspected that not all of the cadets who had signed up would actually turn up. In the end, we only used five of the tables, and one team only had five players (the winning team, as it happens!), so I think we had 29 participants. There were a couple of female cadets who arrived, had their free welcome drink, and then 'went to the toilet', never to be seen again!

Needless to say, hardly any of them arrived at 6.30 as requested and were still trickling in at 7.00 when we had planned to start, but once we got underway, it was all fine. Before we started, John just said a few words about David Dearsley, and we all raised our glasses to David.

I had hoped that we could integrate the 'mature' participants with the cadet teams as I know from experience that youngsters don't seem to have a terribly wide general knowledge! This worked out for the most part, except there was one team of six cadets and no 'crumbly' (Richard's phrase, apparently!) - not surprisingly, they came last!

There were six rounds, on a nautical theme - general knowledge questions but in one round all the answers were parts of a ship/things you'd find on a ship, in another the answers were all names of famous ships, and a third had different types of boat in the answer. The picture round was famous people in naval uniforms.

There were quite reasonable scores and there was only a point between first and second place, and another point between second and third. I had a tie break ready in case it was needed!

Jane had organised prizes of beer, Easter eggs and WA merchandise. She had also brought other merchandise to show the cadets, available to purchase. The last thing Jane had brought with her was sea shanty songbooks, so there was a rousing rendition of 'What shall we do with the drunken sailor' and 'The Wellerman' at the end!

I was chatting to a few of the cadets afterwards who didn't seem to be in a hurry to get away, and they all said they enjoyed it, even if they hadn't known a lot of the answers, and would definitely come again if they weren't at sea. All in all, I think it was a good evening - I enjoy writing quizzes and it's very satisfying when it all goes well!

The Teams in order of winning – by Jane Leeman

John Millican with the Tonging Dragons came 1st with 47 points

Robin Plumbley with The Young Ones and an Oldie came 2nd with 46.5 points

Mike Smith and the Captain Corner Team came 3rd with 46 points

Richard Leedham with the Drunken Sailors came 4th with 43 points

On their own team name The Youth of the Day came 5th with 34 points

4.4 Warsash Maritime Society Report - Julian Dadgostar (DadgostarJ28) Liaison OC

Connecting Cadets to the heart of the Maritime World.

The Warsash Maritime Society was started because there is more to being a cadet at Warsash. A key focus is the widening of a cadet's knowledge of the maritime industry. Members are educated on what is available to them shoreside, how to work towards these roles and get a taste of different routes to follow. So far, two off-site visits have been held to Southampton VTS and HM Coastguard Fareham.

Each featured a Q&A session followed by a tour of the operations suite. From both visits cadets gained a real insight into how large operations can be managed, the opportunities for cadets and what these organisations need from cadets as seafarers.

The society also holds regular social events, including pub quizzes, karaoke sing-alongs and movie nights. These bring together cadets from different classes, departments and phases, fostering friendships and bridging gaps that previously separated them.

The cadets also had the pleasure of joining the Warsash Association for a quiz night at the Star Hotel.

The social calendar is crowned by the Winter Formal event, a black-tie night held at Papillon Southampton. The 2025 event saw over 140 cadets, and some teaching staff, enjoy dinner, dancing, a “monopoly money” blackjack table and live music throughout.

Finally, the Warsash Maritime Society runs an outreach programme. This programme is aimed at increasing awareness of the Maritime industry, specifically the cadetship, amongst local youth clubs and schools. The outreach team has visited three schools; the Southampton Sea Cadet unit and, while on leave, other organisations in different parts of the country. They have delivered presentations talking about the Merchant Navy, the benefits of working at sea and the pathway to get there. Reportedly, it was surprising how few people had heard about the Merchant Navy, but they were pleased to see so many keen faces after explaining the opportunities available.

This is the first of many updates on the society’s progress, which is currently working towards more visits offsite and beginning to run previous visits again for the new intake of cadets. To ensure continuity, as President David Tipper begins his sea phase, he and the committee are handing over to a new team, who are just returning back to university, and will continue to enhance the cadet experience. Stay tuned for Cadet Interviews in upcoming editions of All Hands.

5 Lighter Moments - AH Ed

6 Graduation Photo – Autumn 1974 – Phase One – Michael Waight (Waight66)

There are a few missing names – if you have them, I’ll update the photo for the website - Ed

7 The Giants

7.1 Life with the Leviathans by Captain Richard Myton (MytonR63)

The Oxford Dictionary has the meaning of the word “leviathan” as a sea monster or very large vessel. The word does appear in the Bible, but I think I saw it first in print in Herman Melville’s classic book “Moby Dick” where it referred to the great white whale. The whale was the obsession of Captain Ahab and the actor that played with him, Gregory Peck.

As I walked down Newtown Road from Warsash village to the School of Navigation one day in the Spring of 1962 I had little idea of what may lie ahead. I was on my way for interview at the school. The first thing that struck me when I entered the cadet block was the smell of the floor polish. I passed my interview, as you may have gathered and some months later I became well acquainted with the actual application of that same floor polish, particularly on Saturday evenings before rounds.

On my first night as an interviewee, I remember lying on a top bunk in a Hudson Division cabin and seeing mass illumination on the other side of Southampton Water. This was Fawley refinery, which I had not even heard of before. It seemed a surreal science fiction sight somehow. Not in my wildest dreams (or nightmares) did I imagine that in 30 years’ time I would be Captain of a 307,000 dwt VLCC berthed alongside at Fawley to discharge about 200,000 tons of Arabian Crude to the refinery. With a draft of 22 metres fully loaded, we had to discharge part cargo at Rotterdam to reduce draft enough to get up the Solent and round the Calshot Spit buoy. As a tanker it was mandatory then for us to have a tug astern. This was in event of engine failure. Apparently the skippers of yachts anchored in Cowes Roads get touchy about big ships drifting down on them and scratching their paintwork. What prima donnas!

Dear reader, you are wondering what all the above is leading to. Well, I have kindly been invited to write about my career on big oil tankers. Such tankers are divided into two groups, very large crude carriers (VLCC) and ultra large crude carriers (ULCC) with the difference being above or below 320,000 dwt. Tankers of this size, I believe have gone out of fashion these days. The demand for crude oil in huge quantities has gone with the reduced reliance on fossil fuels and the fact that we now use oil so much more efficiently. It would seem these days that large container and cruise vessels are the biggest things afloat. I’m not a fan of gigantic cruise ships. A couple of years ago I was on the P&O Arvia with 5,199 fellow guests. It took me all of two days to get to know everyone.

Back to my Warsash days. As a cadet I cannot recall anyone saying anything about oil tankers. They appeared to be a low form of marine life. Teaching seemed to be directed at cargo ships and that our future would be with the old established British cargo ship companies. I do not think tankers figured much in studying for our certificates either. Certainly in my term at Warsash no one left to join a tanker company. We all shuddered at the thought! I joined P&O after leaving Warsash, who strangely at that time did have four tankers which I guess I could easily have sailed on - but didn’t. I spent six years with P&O, my last voyage was as 3rd Officer on Oriana then came ashore to seek my fortune. I found that living near the village of Meriden in the heart of England, as I do, there was not a huge demand for the skills of a navigating officer. I returned to sea in 1972 which was about the time that the leave and pay in the industry were improving. I joined Shell Tankers and flew to Esbjerg in Denmark as the equivalent of a first trip 3rd Mate. Here my tanker career started and continued until 1996 with the final 17 years in command. I then spent three years on cruise ships, firstly as 1st Officer working for Cunard then as Staff Captain with Saga Cruises.

Let us return to the subject of my story. In 1975, I made a good career move and joined Globtik Tankers. This was a British company owned by business man Mr. Ravi Tikoo. He had negotiated a lucrative time charter for his two vessels at a time when many tanker fleets were being laid-up all over the place after the boom years of the early seventies. Globtik had the best conditions of any company I worked for. The two vessels were Globtik Tokyo and Globtik London. They were the two biggest ships in the world.

Main dimensions were as follows:

- DWT: 484,000 tons
- LOA: 379 M
- Beam: 62 M
- Depth: 36 M
- Draft: 28 M
- Cargo: 3.5 million barrels

The first time I joined was by launch off the coast of Ras al Khaimah, U.A.E. We did the same round trip for the four years I sailed with Globtik, loading in Ras Tanura, Saudi, mainly at the Single Buoy

Mooring (SBM) offshore at Juaymah terminal. From Saudi we would sail for discharge to Kiire Terminal, just south of Kagoshima, Japan. Kagoshima was easily the most scenic of any tanker port I visited and now is a port of call for cruise ships. Kagoshima lies at the top of a sheltered bay, just a few kilometres from Sakurajima, Japan's most active volcano. The "No Smoking" notice painted on our accommodation front seemed somewhat academic!

Possibly the most notable dimension of the Globtik tankers was their loaded draft of 28 meters. This meant that we were too deep when loaded for transit through Singapore Straits, and instead we used the Lombok Straits between Bali and Lombok islands. This passage could be somewhat challenging, with few navigation aids, unlit fishing boats and frequent rain showers. We would then proceed north up the Celebes Sea to pass east of the Philippines and head up to Japan. I suppose it may seem monotonous to sail the same round trip continuously, but I found it not too bad.

The ballast passage was broken up by the Singapore Straits and the loaded passage by the Lombok Straits, and the time passed quickly enough unless one was being relieved at the next port. It may seem somewhat unprofessional, but our courses were actually inked on the chart as they never altered. I think this habit may have been frowned upon at Warsash. We took three weeks loaded enroute to Japan and two weeks in ballast back to the Gulf, with another week for loading and discharge to make about a six week round trip.

The two Globtik ULCC's were fairly new and well equipped with the latest bridge navigation aids. It was my first experience with such items as docking Doppler, weather fax and satnav. The satnav then was the size of a large domestic refrigerator and went by the acronym of "OSCAR", which stood for Orbital Satellite Communication and Radio I think. It worked off the American Navy system with just six satellites orbiting then and gave us a fix every 60 to 90 minutes, which was then printed out on a teleprinter.

Likewise, the cargo handling and stability systems were modern and reliable. For discharge ports we had four steam centrifugal cargo pumps which were each rated at 6000 tons/hour. In theory we could discharge in 24 hours but had we done so, all the lids would have blown off on the shore tanks!

As an aside, the Globtik Tokyo had a pet dog onboard. It was named "Biscuit" and looked rather like a Japanese akita type of breed. It was a friendly dog and would wander round the accommodation at will, getting plenty of fussing. He was quite lazy and would only use the elevator, not the stairs, if he wanted to go to another deck. I think he was a bit of a snob because he really preferred to live on the Captain's deck. I guess Biscuit led something of a monastic existence. He never went on leave or enjoyed the company of lady dogs. Looking back, I wish I had bought a video of Crufts for him to look at.

Alas, all good things come to an end, but not this story yet I'm afraid! In 1979 I was promoted to Chief Officer. Six months later the lucrative time charter ended and both ships were handed over to be operated and manned by Tokyo Tankers, who were the original charterers. I was sorry to leave Globtik as they were a good company to work for. (I think Biscuit found a home with the Kiire agent, by the way). Nevertheless, matters turned out quite well for me as I took my redundancy package and shortly after got my first command. It was a 34,000 ton British flagged product tanker which was technically managed by a Norwegian shipping company. That was the start of my 17 years as Captain, mainly sailing on VLCC and ULCC size vessels.

I would not say it was all plain sailing but there were no major disasters. One unanticipated event was the Iran/Iraq war of the late eighties. During this, tankers were targeted by both countries, depending loosely on whose oil they were thought to be transporting. Very sadly, 400 seafarers lost their lives. I was lucky in that I joined one ship that had taken a missile hit and left another ship shortly before it was shelled by the Iranians.

Then in 1990 there was more trouble in the Gulf when Iraq invaded Kuwait. The ensuing conflict was basically Saddam Hussein versus everyone else, including the U.K., with the Royal Navy playing an active role which included the protection of tankers. I was in command of a 310,000 dwt VLCC at this time and became involved with the Navy to a small extent. I was winched up into a Lynx helicopter to visit HMS York one day and another time my ship was used for an exercise by a Royal Marine assault team who rappelled down on to the bridge wing from their helicopter. Coincidently, the support ship used by the Navy then was RFA Orangeleaf, which I had captained for five years when it was then mv Balder London. It was handed over to RFA in 1984 and then operated until 2015. Just to clarify things, I was not on the Balder London continuously for five years but shared command with another captain. Thus, my leave was very good. For my services I was awarded the Gulf Medal.

I have written enough but I appreciate the opportunity to write of my career and hope it has been of some interest. I am glad that I remained at sea more or less after my Warsash year. I remember that when I went to sea in 1963 just about every other ship seemed to be flying the red ensign. Now Britain has no merchant fleet to speak of. During my career I came to hold Master's Licenses of 5 different flag states just so that I could ply my trade. I'm fluent in the Liberian language by the way.

What has made my life worthwhile above all else was that in 1966 whilst a Cadet on P&O's Cathay I met a lovely, vivacious Children's Hostess and we fell in love. Sixty years on we still share a pot of PG Tips in bed in the morning and discuss my work list! We have had hitherto 27 years retirement and have travelled and cruised all over the world together. Of course, we have slowed down a little now but I still get up early two mornings a week to subsidise the extravagant life style of my golfing chums. Did I say chums? I meant bandits!

Globtik Tokyo

Globtik London


Richard's last command - USS Nimitz in foreground in Jebal Ali


The pipework!


SBM Buoy


Red Seagull - 406,258 DWT


RN Lynx Helicopter


HMS York D98 - Armilla Patrol.


Richard in Lagos - what fire?


Richard in 1998 with deck walla Serang or Tindal?

The size of vessels are getting to the point where it is being questioned as to how big is too big!

Ships become "too big" when they exceed the constraints of port infrastructure, dry dock availability for repairs, operations, manoeuvring, or safety limits, rather than purely engineering limitations. While modern technology allows for massive, safe, and efficient vessels, practical, financial, and environmental limitations dictate when a ship is too large.

Whilst on the topic of ship's animals, I came across this ditty from Wiki. – Ed.

Unsinkable Sam was Oscar's nickname or by the Germanized spelling of his name, Oskar was a ship's cat who purportedly served during World War II with both the Kriegsmarine and the Royal Navy surviving the sinking of three ships in 1941; the German battleship Bismarck, the British destroyer HMS Cossack and aircraft carrier HMS Ark Royal. Reports of the story were widely publicised after the sinking of Ark Royal, including photographs of Oscar. However, there is no firm evidence to link the cat to Bismarck or Cossack.

Reuters wired a story from Gibraltar on 18th November claiming that a black cat had been found floating on a plank after Ark Royal sank. It was rescued and identified as Oscar, the Bismarck pet, who had been rescued by the destroyer HMS Cossack and transferred at some point to Ark Royal before she sank. Having lost two of his nine lives, during an interview with three survivors by the Yorkshire Post revealed a petty officer as saying that "*both the ship's cats*" had been saved. The number of cats varied dramatically in different reports. A Daily Express journalist who witnessed the sinking mentioned an unnamed ginger cat as *"one of dozens"*!

Oscar reappeared in the press in early December, in a report by Northern Irish papers to have been taken to the Derry Sailor's Rest and given to the manager, Margaret Hill of Enniscorthy. One of these reports was the first to add that Oscar had been aboard Cossack when she was sunk and not merely transferred. In February 1942, Hill married an American technician, Paul Boone, and planned to take Oscar with her to America after the war. In March, he was the focus of a program on Armed Forces Radio broadcast from Derry, where "*Oscar made himself heard by millions of listeners*".

Unsinkable Sam reportedly died in 1955 and a pastel portrait of him by Georgina Shaw-Baker is in the possession of the National Maritime Museum in Greenwich.

7.2 Journal Excerpts October 1970 - Alan Ewart-James (Ewart-JamesA60)

WA Treasurer

I joined the "Ardshiel," a VLCC (very large crude oil carrier) belonging to P&O Trident Tankers of 250,000 deadweight tonnes at Europort, Holland, taking up the role of Second Officer. From the outset, I was awed by her vast proportions—stretching 1,064 feet in length, with a beam of 157 feet and a draft of 90 feet, she was very impressive.

Ardshiel

She was propelled by a large boiler supplying steam to a turbine, which turned the single screw propeller. At that time, automation was still in its early stages of development, and she featured an unmanned engine room at night, with engine room controls and alarms transferred to the bridge—a revolutionary concept that resulted in a smaller engineering crew compared to other ships on which I had previously served.

Once we had discharged our crude oil cargo, we sailed in ballast for the Persian Gulf, forced to take the long route via the Cape of Good Hope as we were unable to go through the Suez Canal. Our first major issue arose when off the coast of South Africa as the bearing on one of the two forced draft fans supplying the boiler failed catastrophically. This mishap left us running on reduced power, as we could only use the boiler at half its usual efficiency. The engineers spent two days dismantling, repairing, and reassembling the bearing, during which we crawled along at very low speed.

Having rounded the Cape we continued north bound and having passed Port Elizabeth we encountered further complications. Persistent steam leaks had developed in the extensive pipework between boiler

and turbine, resulting in excessive fresh water consumption. It soon became necessary to stop the ship and shut down the boiler for repairs, as the salt water evaporator could not keep up with the fresh water demand. We therefore set course due east out in the Indian Ocean and steamed 60 miles off the coast off East London, away from the main shipping lanes, where we stopped and shut down and carried out the repairs which took 24 hours to complete. During this time, the current unexpectedly swept us 44 miles closer to land. By then, just 17 tons of water remained, short of the 24 tons required to flash up the main boiler. Since this boiler was essential for both propulsion and operating the evaporator and could not be restarted, the auxiliary and much smaller donkey boiler was brought online in an attempt to generate enough steam for the evaporator. However, after several hours, it became clear that this method was insufficient.

Consequently, the pipework was reconfigured to connect the donkey boiler directly to the turbine, in hopes of generating enough power to limp onwards. By now we had drifted uncomfortably near to the shore so the anchors were cleared with the intention of anchoring in the shallower water if we drifted inside the 100 fathom continental shelf line. At this point, we were only 11 miles off East London and we had to set off at reduced power towards Durban, some 250 miles away, hoping to replenish our water supplies there. Domestic water was rationed, then completely shut off, and all non-essential electrical systems were powered down. With the reduced engineering crew, two deck cadets were sent below to assist the engine room watch, which now required three men at a time due to the challenging engineering conditions. Crawling north at just 5 knots against the Agulhas current, we displayed Not Under Command signals and broadcast TTT warnings to keep other ships clear. We eventually reached a point 13 miles off Durban, but the Harbour Master refused us entry, citing our size and the lack of suitable harbour tugs.

Fortunately, the “Statesman”, a large British ocean-going salvage tug, was nearby and agreed to tow us to the anchorage off Durban on a Lloyds “No Cure No Pay” basis. Despite our limited steam winch power, we managed, with great effort, to get the tow wire aboard, and the tug expertly brought us to the anchorage, turning us in a full circle to stop our momentum before we dropped anchor outside the port limits.

A small coastal fresh water tanker was dispatched to replenish our supply. However, during her second trip, while she was alongside transferring water, a force seven gale blew up. The heavy seas caused her to roll violently against our hull, damaging her radar scanner, whip aerial, mainmast, starboard side light, and railings. After breaking away, she decided it was too dangerous to continue and refused to return. The “Statesman” who was still in the vicinity came to our rescue again and by lying astern of us she was able to pump fresh water across by hose although at a very slow rate. It took a number of days before we had sufficient water onboard to get things back to normal, release the “Statesman” from the contract and resume our voyage to Mina al Ahmadi in Kuwait.

I don’t know what all these shenanigans cost P&O but I know that they were not impressed!

World’s largest cargo ships:

1. **Container Ships** - MSC Irina & Loreto are the largest container ships with a capacity of 24,346 TEUs. 399.99m by 61.3m, and her deck area spans a 24,000 sq. meters. The vessel has a depth of 33.5m, a structural draft of 17m, and has a service speed of 22.5 knots. Container shipping is an important part of commercial freight transport and thus of the shipping industry, as they now carry the vast majority of seaborne non-bulk cargo. However, there are different types of cargo ships that are used to transport different types of cargo.

2. **Bulk carriers** – MS Ore Brasil (IMO: 9488918) is a Valemax Class ship ordered in 2009 by Vale SA, Brazil’s largest mining company and logistics services provider. Built by Daewoo Shipbuilding and Marine Engineering, South Korea. Ore Brasil entered service in 2011 and is presently sailing under the flag of Hong Kong while it is registered at the port of Singapore.

Earlier known as Vale Brasil, it surpassed MS Berge Stahl, a Norwegian ore carrier as the largest bulk carrier in the world, constructed for shipping iron ore from Brazil to European and Asian ports, especially China. She measures 362 metres lengthwise and 65 m beam, while its hull is 30.4 m deep, making it one of the longest marine vessels. Its gross tonnage is 198,990 tonnes, and it consists of 7 cargo compartments, each having a volume equal to a small-sized Panamax ship. Its total gross volume is around 219,980 m3, and it is loaded using a ship-loader at the rate of 13,500 tonnes per hour.

Classified by Det Norske Veritas as a Very Large Ore Carrier, its deadweight is 402,347 tonnes while its net tonnage is 67,993 tonnes. When fully packed with iron ore, MS Ore Brasil has a draught of 23 metres equivalent to more than 11,100 trucks. Her size restricts her entry at most ports, and only the

biggest harbours can accommodate carriers of this size. It has space for 35 crew members and an average cruising speed of 15.4 knots.

3. **Roll on/Roll off** – Tonsberg (IMO: 9216999), constructed by Mitsubishi Heavy Industries, is the world's biggest Ro-Ro vessel owned by Wallenius Wilhelmsen. It started operations in 2011 and is currently sailing under the flag of Malta. It has an overall length of 265 metres, moulded breadth of 32.26 metres and a design draft of 11 metres, while the gross tonnage of the ship is 76,500 Gt.

4. **LNG Tankers** - The world's largest LNG carriers are the Q-Max class vessels, with Mozah being the first and most renowned, capable of transporting up to 266,000 cubic meters of liquefied natural gas. Built in 2008 by Samsung Heavy Industries, these vessels are 345 meters long and 53 meters wide, offering nearly 80% more capacity than conventional LNG carriers.

5. **Heavy-Lift Ships** - Boka Vanguard (IMO: 9618783) is the largest Heavy Load Carrier, was built in 2013, and has a capacity of 116,173 DWT. The ship sails under the flag of Curacao, while its current draught is reported to be 8.7 metres, its length overall (LOA) is 275 metres and its beam is 70 metres.

6. **Offshore Drilling Platforms** - The Troll A platform is a massive Norwegian offshore natural gas platform in the North Sea, famous as the tallest structure ever moved by humans, standing 472 meters (1,549 ft) tall, with concrete legs extending 303 meters below the surface, and operating since 1996 to extract gas from the huge Troll gas field, using innovative concrete and suction anchors to remain stable in harsh conditions.

Key Features & Facts

- Immense Size: With a total height of 472 meters, it's taller than the Eiffel Tower (including its spire) and was once the largest structure moved on Earth.
- Gravity-Based Structure (GBS): It rests on a colossal concrete base, with four legs sunk into the seabed, allowing it to stand in deep water.
- Engineering Marvel: Built in sections and towed into place, its construction involved complex slip-forming of concrete and precise marine operations.
- Location: Situated in the Troll gas field, about 80 km west of Norway, extracting gas from 1,400 meters below the seabed.
- Function: It processes natural gas from the Troll field, pumping it through pipelines to the European market.
- Stability: Uses vacuum anchors and its massive weight to secure itself to the seafloor, designed to withstand extreme North Sea weather.

Troll A represents a significant achievement in offshore engineering, demonstrating advanced concrete construction and marine installation techniques, and continues to be a vital energy supplier for Europe.

7.3 Is BIG Better? – Ed.

Physical and Infrastructural Limits:

- Draft and Beam: A ship is too big if it cannot fit through major canals (Panama/Suez) or enter key ports due to depth and width constraints;
- Dry Dock Limits: Ships require maintenance - if a vessel cannot fit into existing dry docks for repairs, it is too big, and;
- Structural Stress: As ships grow, shearing stress on the metal frame increases, leading to potential hull fractures.

Operational and Safety Limits

- Emergency Response: Extremely high passenger numbers (up to 10,000 in mega-cruise ships) challenge evacuation protocols;
- Manoeuvring: Extremely large vessels are less agile, making them difficult to handle in tight channels or high winds;
- Port Limitations: As vessels get larger, many ports are beginning to limit or refuse entry for the largest ships.

Cruise vs. Cargo "Too Big"

- Cruise Ships: The limit is often set by passenger experience (crowding) and market demand to fill over 7,000 spots, even if technically safe, and;
- Cargo Ships: They are generally considered "too big" if they cannot be fully loaded due to port depth limitations or if they struggle to find enough cargo to justify their cost.

Current Records
The largest cruise ships, like Icon of the Seas, are about 364-365 meters long. The largest container ships, such as the MSC Arena, reach up to 400 meters.

The biggest ship depends on the category, with the Prelude FLNG being the largest by length, and the Icon of the Seas being the largest cruise ship by gross tonnage. The all-time largest ship, though no longer in service, was the oil tanker Seawise Giant, recognized for its massive length. Other large vessels include the crane ship Pioneering Spirit and massive container ships from the MSC Tessa Class and ONE I Class.

By Length (LOA)
Prelude FLNG: A floating natural gas facility, is the longest vessel ever built at approximately 488 meters (1,601 feet) and displaces approx. 600,000 tonnes when fully loaded. She is the world's largest FLNG facility constructed to date.

By Gross Tonnage (Cruise Ships)

All from Royal Caribbean

1. Icon of the Seas Class: The largest cruise ship measuring 250,800 GT.
2. Utopia of the Seas: A close 2nd, of 236,860 GT.
3. Wonder of the Seas: The 3rd largest of 235,600 GT.

By Length (By Type)

1. Seawise Giant (ex-Jahre Viking, Knock Nevis, Mont) [Crude Carrier]: Once the largest ship in the world, was 458.46 meters; breadth 68.6 meters and a DWT of 564,763 tonnes, was the longest and heaviest self-propelled ship ever constructed, with a capacity of over 4 million barrels of oil and displacement of 657,019 tonnes. It remains unsurpassed.
2. ONE I Class/MSC Tessa Class [Container Ships]: The MSC Tessa Class and ONE I Class ships are among the longest container ships at 400 meters.
3. Pioneering Spirit [Crane Vessel]: A massive crane and construction vessel, it measures 382 meters long.

Other Noteworthy Anecdotes About Large Ships

Batillus Class Tankers were a class of supertankers with a length of 414.22 meters (1,359 feet), ranking among the longest ships ever built. Unlike Seawise Giant and most other ULCCs, the Batillus-class vessels had twin propellers, twin boilers of full size and power, and twin rudders. As a result, in the event of an engine or other failure, they could continue operation with the remaining propeller and boiler. While there were minor differences between the four Batillus-class ships, they all approached a gross tonnage (GT) of 275,000 and 553,600 (DWT) with an LOA of over 414 metres (1,358 ft) (taller than most skyscrapers in the world). Fuel consumption of about 330 metric tons of heavy oil per day - fuel enough for 42 days. These 1976 behemoths were designed by the French shipbuilding company Chantiers de l'Atlantique and owned by Shell France.

Cruise Ships - The invention of the modern cruise is a relatively recent phenomenon. Back in the days of old for trans-oceanic travel, journeys were arduous and risky, and the idea of traveling for pleasure on the high seas would've been seen as close to insanity. Sure, people did go a-sailing for adventure, but that's a far cry from what's promised by modern ships, which are meant to be as luxurious as possible.

Starting in the early 19th Century, technology and economic conditions had made it possible for the modern cruise ship to exist. Unlike ocean liners such as QM2 and the ill-fated Titanic, which were principally means of transportation, a cruise ship travels a relatively short distance with various ports of call allowing ‘guests’ to go ashore and for local sightseeing. The former were and are, the ‘real passenger’ ships.

Current cruise ship technology allows for every amenity found in a 5-Star hotel, and then some. Modern cruise ships boast a variety of entertainment options including bars, concerts, water slides and mall-like shopping outlets.

The size and complexity of these ships require considerable organization and resources to operate. They have two basic components of a cruise ship crew: the sailing crew, headed by the captain, and the hospitality/hotel staff.

In addition to the Legend of the Seas the following may be of interest regarding those in search of a BIG cruising adventure.

Name	GT	Guest Cap.	Length Feet / Meters	Beam – Feet / Meters
Icon of the Seas	250,800	7,600	1197 / 365	217 / 66
Utopia of the Seas	236,473	6,509	1185 / 361	210 / 64
Wonder of the Seas	235,600	6,988	1188 / 362	210 / 64
Symphony of the Seas	228,081	6,680	1184 / 361	216 / 66
Harmony of the Seas	226,963	6,687	1188 / 362	216 / 66
Oasis of the Seas	226,838	6,771	1180 / 360	198 / 61
Allure of the Seas	225,282	6,780	1180 / 360	198 / 61
MSC World Europa	215,863	6,762	1094 / 333	154 / 47
Costa Toscana	186,364	6,554	1106 / 337	138 / 42
Arvia	185,581	6,685	1130 / 345	138 / 42

The cruising industry is very ‘fluid’ and many ships reposition during the various seasons in the North and Southern Hemispheres. There is also a trend causing a number of companies to consider the size of the ports of call with respect to other ships calling at the same time. Smaller destinations are restricting the number of ships considering the volume of guests ashore at the same time. Now coined ‘Overtourism’ it is becoming a necessary part of the cruising programme logistics.

On the eve of the Titanic disaster, I thought the following was appropriate in relation to that remembrance and also in keeping with Leviathans. Ed.

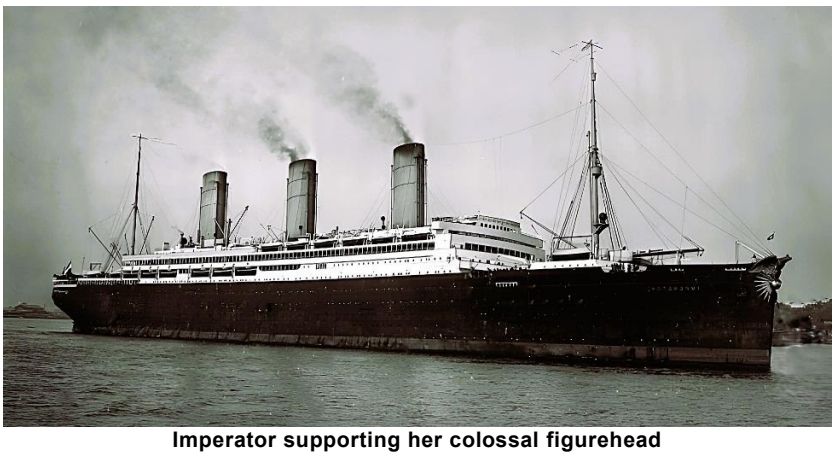
The Imperator - Germany’s rival to Titanic.

80 years ago the world’s largest liner, a symbol associated with efficiency, discipline, and the "Baltic German" culture that held power in Eastern Europe for centuries, was scrapped in Scotland.

In 1910, King Edward VII’s death, the age of optimism, invincibility, social order and techno-pride began to slide and as we all know in April 1912, the RMS Titanic sank. 1914 war erupted in Europe.

Nationalism in Europe was abhorrently evident with each state striving to outdo the other by building the biggest, fastest and most luxurious liners ever seen.

Cunarders such as Lusitania and Mauretania boosted the largest tonnage and fastest ocean greyhounds but White Star was not to be outdone. Olympic (1911) and Titanic followed in 1912 with Britannic in 1914, the British reigned supreme.



Imperator supporting her colossal figurehead

In 1910 the Germans, not to be underestimated, set about designing the next generation of leviathans in excess of 50,000 tons. Nicknamed “The Colossus of the Atlantic” the Europa was laid but was subsequently called the Imperator to appease the Kaiser. She was to carry 4600 passengers in four classes and 919 ft long. This length was to be challenged by Cunard’s Aquitania at 920 feet, being built on the Clyde.

The rivalry of one foot (1 ft) caused much underlying humiliation but not to be outdone, the Imperator was fitted with a large bronze figurehead as above. However, during a storm the eagle’s wings were torn off resulting in the figurehead being removed and not replaced.

June 20, 1913 Imperator on her maiden voyage called into New York (NYK), she was then the largest passenger ship in the world. On arrival at NYK, as passengers rushed to the railings to see the Statue of Liberty, the ship dramatically healed over. It was acutely apparent she was top-heavy and rolling made the transatlantic crossing very uncomfortable. She was crowned the “Limperator”! Skippers of the assist tugs in NYK pronounced she never came in upright. To correct the problem the ship has much of her interior remodelled to remove weight from marble bathrooms marble and installing light weight furniture. Here funnels were also reduced in height by 10 feet including pig iron ballast placed down low

in the ship's hull. She eventually became one of the most profitable and popular liners on the North Atlantic run. Nevertheless, war saw her laid up.

During hostilities, Lusitania was lost to a torpedoing off southern Ireland. Britannic, as a hospital ship, struck a mine and sank off the Greek island of Kea. Armistice in 1918 saw compensation ruled that 'prizes of war' Imperator and sister ship Bismarck ended up under the British flag. Another, the Vaterland, was seized by the Americans and renamed her Leviathan. Bismarck was renamed Majestic and Imperator was renamed by Cunard to Berengaria after an English queen, Richard the Lionheart's wife. She became the company's largest and therefore the flagship and resumed service in 1922 assuming the nickname "The Happy Ship". She also 'achieved' the nickname 'Bargain-area' during the downturn of the '29 Great Depression with price slashing to lure guests!

He fate was sealed due to age and fires and in 1938 the Americans withdrew her certification returning passenger-less to Southampton, never to sail again. She was sold for scrap and much of her interior was auctioned off. As workers were called up to serve in the Second World War and 80 years ago as conflict abated, the hull was cut in two in 1946 and towed to Rosyth for final scrapping.

Little is left of this giant but the Liverpool's Maritime Museum has a 1:50 Scale model as well as a number of documents. A similar fate of Mauretania's Interior Fittings can be found in the bar Mauretania in Bristol. The Mauretania (often referred to as part of the Java complex at 9 Park Street) is a grade II listed public house in Bristol, known for its extensive use of interior mahogany panelling and fixtures rescued from the RMS Mauretania.

Icebreakers - Extracts from Wiki/Nuclear News

The Arktika is one of a Russian nuclear-powered icebreaker class known by their designations Project 10520 (first two ships) and Project 10521 (third ships onwards). These were the world's largest and most powerful icebreakers until 2016 when the Project 22220 icebreaker were launched, also named Arktika.

Ships of the Arktika Class are owned by the federal government, and operated by the state-owned corporation Atomflot. Russia operates ten civilian nuclear-powered vessels built in Russia and six are of this type.

They escort merchant ships in the Arctic Ocean north of Siberia and for scientific and recreational expeditions to the Arctic.

Russian Icebreaker Arktika

Cargo movements within the Arctic have reached 38 million tonnes and is increasing. Russian energy developers are indicating that future trends suggest that several hundreds of millions of tonnes are very possible. There is a need for 11 icebreakers now but envisage the next stage of 100 to 150 million tonnes and 15 to 17 icebreakers.

Russia is looking at international cooperation to assist in the development of the region and hence the need for more icebreaking capabilities. Cooperation between Russia and both China and India on the Northern Sea Route, as well as discussion about the development of tourism and hospitality in the Arctic with in the development of 'nuclear cities', are part of the measures to attract young professionals to live and work there.

The Arktika, Sibir and Ural (Project 22220) and the Yakutia, Chukotka and Leningrad (under construction) and later this year the Stalingrad will be laid down, are set to enhance icebreaking capabilities.

These Project 22220 vessels are 173 metres long, 34 metres wide and with a height from the waterline to the mainmast of 57 metres. They are designed to break through ice up to three metres thick with a speed of 22 knots in clear water. They have RITM-200 pressure water reactors with a thermal capacity of 175 MW, which converts to 30 MW at the propellers. These reactors are lighter, more compact and 25 MW more powerful than previous generations used on nuclear-powered icebreakers. The service life is 40 years.

There is also a larger nuclear-powered icebreaker under construction, the Rossiya, which will be the first of the proposed Project 10510. It will feature two RITM-400 reactors for a propeller power of 120 MW. It will be able to penetrate ice up to 4.3 metres thick and clear a channel up to 50 metres wide. It is due to be operational in 2030.

Research of ice conditions is now using AI to analyse satellite radar images and indicates that 'climate change' is not making the ice conditions any better for the trade routes running the length of Russia's northern coast from Europe to Asia. It is also noted that the ice conditions have been deteriorating over the past few years. And although we often hear about global warming, current research by the Arctic

and Antarctic Research Institutes does not confirm this. According to their observations, no significant changes in ice coverage are expected in the winter-spring period until 2050.

Lider Class Russian Nuclear Icebreaker

The 70,000-tonne (displacement) icebreaker known as Project 10510 Lider (Leader) class is Russia's latest nuclear-powered behemoth. The Rossiya is designed to be the largest and most powerful icebreaker in the world, enabling year-round commercial shipping along the Northern Sea Route. She is designed to break through ice up to four meters thick ensuring access for large-tonnage commercial vessels throughout the Arctic. Measuring approx. 209 meters long and nearly 48 meters wide with propulsion provided by a nuclear turbo-electric system (two RITM-400 reactors) delivering up to 120 megawatts (MW) to the shafts giving a speed through deep ice of 12 knots. She will create a 50-meter-wide channel, for large vessels unable to follow the narrower leads from existing icebreakers and will be able to operate in extreme arctic conditions for months at a time without refuelling.

Livestock Carriers

MV Becrux, the world's largest livestock carrier, was launched in 2002 by the Italian shipping company Siba Ships. Built at the Uljanik Shipyard in Croatia, it is designed to transport 20,000 cattle or 60,000 sheep and goats. The vessel measures 176.5 meters in length, has a beam of 31.1 meters with a draft of 8.6 meters. Her deadweight is 13,400 tonnes and a gross tonnage of 29,770, it can travel at a speed of 24 knots. The ship's routes primarily pass through the Java and Red Seas and the Arabian Gulf.

The ship has 24,000 square meters of pen area, with 779 pens for sheep and 1,416 pens for cattle. During her maiden voyage about 900 head of cattle died between Australia to Saudi Arabia, raising concerns about ventilation and animal welfare. Despite this, the Becrux remains unmatched in its class, with plans for two more advanced livestock carriers for the same company to enhance global livestock transport capabilities.

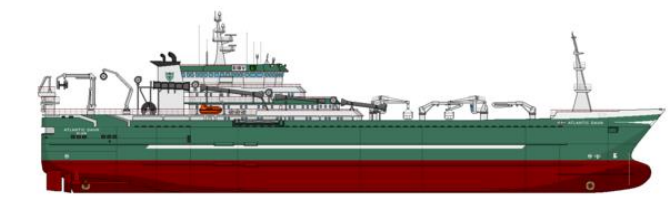
Car Carriers

AKA High speed garages! As of early 2025, the BYD Shenzhen is considered the world's largest car carrier, boasting a capacity of 9,200 car equivalent units (CEU). Measuring 220 meters long and 39 meters wide, it is designed for eco-friendly transport with LNG dual-fuel propulsion and 16 decks.

She has a 9-meter draft, and is powered by dual-fuel technology (LNG/traditional fuel). It utilizes specialized battery systems to reduce emissions in port. This is one of eight planned specialized car carriers in the BYD's fleet serving South America and Europe.

Fishing Vessels

When built, the Atlantic Dawn was dubbed the 'Ship from Hell'. This a supertrawler and factory ship deemed the greatest fish killing machine the world has ever seen and some say this this is a ship that should never have been built. She has been renamed the Annelies Ilena (IMO 9204556) and is 145 meters in length under the Polish flag.



Annelies Ilena

She is a highly controversial vessel, catching and freezing 400 tons of fish daily. It often operates in the North Atlantic, targeting blue whiting for surimi production.

Built at the Umoe Sterkoder shipyard in Kristiansund, Norway in the late 1990s costing 63 M€, her construction hailed as a massive step forward for the fishing industry". At 14,055 tons with a crew of 63

but could employ as many as 100 for specific fish processing, she is the most technologically advanced trawler in the world. Propulsions is provided by two 9,655 bhp diesel engines providing a top speed of 18 knots. Her nets span hundreds of metres wide and she is equipped with advanced low-frequency, long-range fish locating sonar. She has full onboard filleting, freezing and refrigeration facilities and capable of storing 7,000 tons of frozen fish, able to stay out at sea for up to five weeks at a time.

8 From The Letter Box

8.1 Bob Wise (WiseB54) writes before Christmas, Catching up etc.

In reading the three editions of All Hands for 2025, to say they are interesting is an understatement!

I would like to follow up on Gordon Steptoe's (SteptoeG54) write-in (All Hands 2025-1) as he was the same year as me and mentioned some of my fellow cadets. To expand on that, I remember the names very well and would add a few: Hutson CCC, Geoff and Roger Motte SCC Port and Starb'd (twins), & Chris Morgan SCC Boats, myself JCC Guns & Stores, all of whom were a group of friends who bonded very well in our final term. Some of us got together after Xmas 1953 and rented a boat on the Thames because someone knew a boat charterer who rented out boats in the winter! It sounds crazy I know, but we had a wonderful week cruising in the cold trying to find company of the female persuasion! Not much success really, but who in the world would be wandering the banks of the Thames at that time of year? Let alone females! We still had a lot of fun and visited some nice hostelries.

The Motte Brothers were instrumental in putting together a team of rugby players and we played an RN team in Gosport! Motley mix but one named Bryan was a very well-built fella with huge thighs, so big in fact that he destroyed at least two pairs of battledress pant/trousers by just rubbing them threadbare. He was an Aussie and a great guy whom we used as a battering ram in our game at Gosport! Smithy and 'Taff' Davies provided the excitement outside the scrum.

Some years ago, I contacted Geoff Motte who lives in New England and had a nice chat but he did not want to join the Warsash alumni and he said neither did his brother Roger, who lives in England. I asked Geoff if at least he would like to keep in touch by email and he said he did not have a PC and was not interested anyway. He was not ungracious just stated his preferences and I respect that. He did however confess that he had studied computing in Canada and had a degree in computing science which he used in his career.

I know the Motte brothers caused a bit of mayhem at Port Line and just about everyone you meet from Port Line knew them. I enjoyed their company at Warsash and we were good friends. I didn't know their background as kids but they were certainly a tough pair in their late teens and beyond. Good company to have in our adventures in Fareham and Southampton on shore leave. Local yokels found out pretty quick that you don't insult those two and expect to get away with it!

Unfortunately, we went our separate ways from all the friends we met at Warsash but it certainly provided a lot of long-term memories.
I really treasured my time at Warsash and have a lot of great memories from the short 12 months we were there. As I approach my 90th I enjoy the connection made possible by the dedication of the Association Admin.

Thanks again & a very Merry Christmas and Happy/Healthy New Year!

8.2 Paul Vincent (VincentP59) writes in!

Suggesting Chris Clarke (ClarkeC59) might find it amusing! It has been hanging in my study for rather a long time!

9 Online Maritime News

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

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

9.1 AI Co-pilot? - Machine-learning to Reduce Collisions at Sea?

David Szondy (edited)

Some say good, some say bad! The following is yet more food for thought and harkens back to the time when AIS assisted collision was the talk of the town. Many of us may feel the term 'by all available means' slots in here. Time will tell! Ed!

Seattle, Washington based journalist David Szondy is a retired field archaeologist and university lecturer. He has a background in the history of science, technology, and medicine with a particular emphasis on aerospace, military and cybernetics.

The AI Co-pilot uses machine-learning to reduce sea collisions with consequential millions of dollars in damage and lives at risk. If you want to spoil a sailor's day, collision is the way to do it!

Texas A&M University has developed a ship collision avoidance program called System Machine-learning And Radar Technology for Stationary Entities and Avoidance (SMART-SEA).

Imagine two container ships colliding at speed! Actually, that doesn't take much imagination!

Just Googling 'ship collision' you'll be presented with a parade of images of tankers, bulk carriers, containerships, warships, yachts, bridges, piers, and assorted bits of geography coming into unwelcome contact.

Insurance companies would love it if this was due purely to human error, but there's much more to the story than poor seamanship. It's also the reason why building an anti-collision system for ships is much more complex than the ones used to make motor cars play nice on the road.

The problem is a convergence of physics, technology, geography, sea conditions, weather, and human psychology – especially if the ship in question is an extremely large one. For example, a large, fully-laden ship can't stop on a dime. In fact, if you visit the bridge of a container ship you might find a placard reminding the crew of the stopping distance, which can be measured in miles even if the engines are in full reverse. Related to this is that big ships do not manoeuvre quickly. When the rudder is put over, the stern swings out first. When a vessel is in restricted waters, trying to avoid something ahead can result in hitting something astern (Costa Concordia). Squat effect in shallow water where the passage of the ship can cause a drop in pressure, sucking the hull downward (QE2).

Adding in these factors including radar limitations, blind spots, sensor time lags, and communication barriers combined with windage, currents, waves, and other sea conditions the result is a host of things that can go wrong with the need to rely heavily on the captain's skill, judgment, and experience.

Developed under a one-year contract by the U.S. Department of the Interior (DOI) and the U.S. Department of Energy (DOE) through the Ocean Energy Safety Institute (OESI), A&M's SMART-SEA is under the direction of Dr. Mirjam Fürth, an assistant professor in the Department of Ocean Engineering. Its purpose is to mitigate human error in maritime navigation by developing an improvement on fully autonomous navigation systems by keeping a "human-in-the-loop" advisor.

According to A&M, SMART-SEA uses raw radar data instead of post-processed AIS (Automatic Identification System) data, allowing it to detect moving objects in all weather conditions. In addition, machine-learning is used to classify and identify stationary hazards and to correlate sensor data to better understand the ship's behaviour.

A hybrid-physics-AI framework produces manoeuvring models to deal with uncertainty of currents and winds. Behind all of this is a tiered logic system that's based on seafarer experience gleaned through focus groups by Texas A&M Galveston faculty who are former professional mariners to categorize decision-making skills. This works with a Modified Velocity Obstacle (VO) algorithm combined with an

Asymmetric Grey Cloud (AGC) model to assess risks and calculate the best way to avoid collisions while compiling with International Regulations for Preventing Collisions at Sea (COLREGs).

Professor Fürth said "Many of these collisions are caused by human error. "By using data to provide seafarers with real-time instructions, we hope to reduce marine collisions."

As a thought provoker many would say – it's all in the training and if a mariner in command of a OOW has the training and experience this sort of add-on should not be required BUT! Can we rely on training to meet the demands of the aforementioned BIG ship operations? Fire your thoughts at me! – Ed.

9.2 AI Slop – Is the Internet Dying? - Ed.

'AI slop' is the exponential influx of AI-generated text, images and videos flooding the internet. It is described as a form of low quality advanced spam contaminating the internet and social media. Designed to solicit engagement with high volume, replacing human/real context information and suppressing bonified interactions resulting in a slow decline of 'death of the internet' as trust is eroded. Also, raising concerns of misinformation by manipulating inanimate objects to create the illusion of life through storytelling, character voices, and controlled movement of sometimes abhorrent situations.

There is a growing blatant injection of disinformation, fraud and unethical undercurrents with what is termed clickbait to 'hook' the naive participant. Deepfakes driven by AI facial re-enactment of prominent political and sometimes deceased individuals are made to appear as if they are speaking their own words or acting in ways they never have done in life, creating convincing and bogus fabricated records.

The world is slowly understanding, and in some cases retaliating, against this AI Slop though education and restricting use of social media especially of the younger participants - recently we have seen Australia banning Social Media connections for under 16 year olds. We are still at the embryonic stages of 'protecting' the public from this onslaught and the greatest fear is AI 'taking control' due to the fact that those developing the systems do not understand the ability of machine learning and the power of algorithms.

Platforms such as Qustodio are comprehensive parental control apps and digital wellbeing solutions designed to help parents monitor, manage and protect their children's online activities. It enables parents to monitor apps, block websites, locate family members, and manage daily usage limits. Key features include detailed activity reports and support for multiple platforms. It is known that LinkedIn posts are being AI-generated. It is becoming harder to validate dissertations submitted by students at high levels of education, even up to PHD level.

Trust in media from reputable outlets is being eroded and replaced by automated, inaccurate content. It is becoming more and more difficult to wade through the real from the unreal. Over the horizon we can hope that algorithms will evolve to filter out the fake. AI is here to stay and if used effectively, can 'modernise' the world especially where 'big data' is mined for the benefit of humanity, especially with the likes of health care.

9.3 Fragmented Shipboard Tech Stack Needs Fixing – ex-Splash

Raal Harris, the Vice-President of InterManager says digital workload at sea is rising and there's an urgent need for joined-up systems.

InterManager's members have long supported the drive toward smarter, data led operations, but they are increasingly clear about the practical strain that digitalisation is placing on seafarers. Crews recognise the value of technology and rely on it when it is well implemented. What concerns them is the growing volume of standalone platforms and reporting tools that do not work together and often complicate already demanding routines.

The recent Splash Seafarers magazine echoes what managers have been hearing from crews for several years. New applications arrive on board for understandable reasons. Some are linked to equipment, others to customer requirements, and many are introduced to meet regulatory obligations. Yet each one brings its own format, login, and workflow. Instead of reducing administrative burden, this expanding patchwork of systems frequently creates unnecessary duplication and forces seafarers to move between platforms that behave in entirely different ways.

Shipmanagers encounter similar challenges ashore. They oversee fleets with diverse equipment types and operate under varied commercial arrangements, which means data reaches them through an assortment of systems that were never designed to interconnect. The result is information that is plentiful but inconsistent. Managers often spend valuable time reconciling datasets, correcting formatting issues,

or trying to combine reports that were never intended to align. This slows decision making and dilutes the value of the data they work hard to collect.

These difficulties do not stem from a lack of ambition. Shipmanagers have invested heavily in digital capability, and many are actively piloting new technologies that hold real promise. There is also a recognition that managers and customers have a role to play in making digital tools work better in practice. That means engaging earlier with technology providers, sharing operational experience, and being clear about how systems are actually used on board. When managers participate in pilots, suppliers are far better placed to develop tools that reflect real working conditions at sea.

The problem is that digital systems have been added over time, rather than designed to work together from the start. Technology providers are often asked to solve specific issues in isolation, which can result in tools that work well individually but create friction when used together. Without closer cooperation across the industry, seafarers are left to manage the consequences of systems that do not naturally fit alongside one another. When crews are expected to use multiple applications simply to complete a single task, the industry cannot claim that digitalisation is easing life at sea.

As environmental regulations expand and reporting demands grow more complex, the need for coherent digital infrastructure becomes even more pressing. Managers require tools that can consolidate information, present it clearly, and support decisions under time pressure. Artificial intelligence (AI) may eventually help by smoothing inconsistencies and reducing manual workload, but its value will depend on having reliable, well-structured data. That can only be achieved if those who collect the data, those who rely on it and those who build the systems work more closely together.

If digitalisation is to succeed, it must be shaped around the people who rely on it every day. Seafarers need tools that reduce friction rather than add to it, and interfaces that reflect the realities of shipboard life, where connectivity is uneven and workload is already high. Ship managers need systems that create clarity rather than complexity.

The industry is not short of ideas or innovation. What is needed now is a more practical, cooperative approach. By working in partnership with technology providers, sharing information responsibly, and testing new systems on board and in day-to-day operations, managers and customers can help ensure digitalisation delivers genuine benefits for crews. If we get this right, digital tools can move from being a source of pressure to a genuine support for safer and more efficient operations. InterManager's members are ready to play their part and are calling on the wider industry to do the same.

9.4 IMO Launches Global Campaign to put Maritime 'Policy into Practice'
By Maritime Magazine, February 11th, 2026

The International Maritime Organization (IMO) has launched a two-year global initiative to promote the World Maritime Day theme for 2026-2027: 'From Policy to Practice: Powering Maritime Excellence'.

The IMO Secretary-General, Arsenio Dominguez stresses that the global regulatory framework developed by IMO must not merely be adopted in principle, but translated into concrete actions and real-world results that deliver tangible benefits for all. He went on to say *"When we talk about 'practice', we are talking about people. The seafarers on the ship; the people in the port; those managing ship operations, ship recycling workers, port State control officers and flag State administrators. To make the maritime industry truly sustainable, we must ensure these high standards are felt in every port and on every deck – not selectively, not unevenly, but globally. IMO is committed to powering this transition through technical cooperation and direct support".*

IMO Image

Closing The Enforcement Gap - IMO's global framework of maritime conventions, codes and guidelines help to ensure ships operate and trade safely, efficiently and smoothly while protecting the marine environment. The framework is most effective when Member States adopt and implement IMO rules widely and consistently. However, audits conducted under the IMO Member State Audit Scheme (IMSAS) have repeatedly found gaps in national laws and enforcement. Those gaps weaken regulations and increase the risk of noncompliance and unsafe shipping. To address this challenge, the campaign

seeks to deepen Member States' understanding of IMO conventions and strengthen their ability to adopt and enforce them at home.

The focus will be around nine pillars:

1. **Capacity development and technical cooperation**: Boosting countries' capacity to apply IMO rules, through legislative support, enforcement frameworks and training.
2. **Focus on SIDS and LDCs**: Tailored legal assistance and technical support for Small Island Developing States (SIDS) and Least Developing Countries (LDCs), recognising the unique challenges they face, while highlighting achievements.
3. **Safety first through innovation**: Translating new safety standards on fuels, automation and digitalization into operational practice through updated training, oversight and risk management.
4. **Regulatory readiness for decarbonization**: Equipping States to implement the IMO Strategy on the Reduction of GHG Emissions safely, consistently and in line with operational realities.
5. **Tackling fraudulent ship registration and maritime fraud**: Developing practical guidance and strengthening due diligence, transparency and data sharing to prevent unlawful practices and misuse of national flags.
6. **Audit driven improvement**: Using IMSAS audit findings as a basis to address legal and enforcement gaps, prioritizing reforms and enhancing oversight and continuous monitoring.
7. **Facilitation, digitalization and resilience**: Embedding digital systems, including Maritime Single Windows, into daily port operations to boost efficiency and resilience.
8. **Cybersecurity and maritime security**: Integrating cyber risk management into safety management systems, training and port operations to protect global shipping networks.
9. **Ocean protection**: Implementing IMO environmental instruments (beyond those for GHG emissions), including on plastics, underwater radiated noise, invasive species and ship recycling, through national laws and day-to-day maritime operations.

As part of the campaign, IMO Member States and observer organizations are encouraged to organize events and activities throughout the 2026-2027 period and inform the Secretariat of their planned activities. Sharing outcomes and discussions on social media is encouraged, using the hashtags #WorldMaritimeDay and #MaritimePolicytoPractice.

9.5 Nuclear 'Gaining Ground'- Ed.

Nuclear-powered Container Ships - 10 March 2026 - World Nuclear News

The American Bureau of Shipping and South Korea's HD Hyundai have signed a joint development project for the conceptual design of a nuclear-powered electric propulsion system for a container ship.

16,000 TEU-Class SMR-Powered Containership Concept

The signing ceremony, held at HD Hyundai's Global R&D Centre in Bundang, Gyeonggi Province, was attended by Kwon Byeong-hun, head of the electrification centre at HD Korea Shipbuilding & Offshore Engineering (HD KSOE), Shim Hak-moo, head of the design department at HD Hyundai Samho Heavy Industries (HD HSHI) and Matthew Muller the sales representative for Far East Asia at the American Bureau of Shipping (ABS).

According to the agreement, ABS and HD Hyundai will collaborate in the following areas:

- basic design of a nuclear-linked electric propulsion system for 16,000 TEU container ships;
- selection of electrical equipment specifications, and;
- electrical equipment layout design.

In particular, HD Hyundai plans to integrate the characteristics of small modular reactors (SMRs), which can stably supply up to 100 MW of power, into the electric propulsion system to verify the potential of SMRs as a new ship power source. In this process, HD Hyundai plans to develop a power operation

system tailored to large container ships requiring long-distance and high-speed operation, while also applying a twin-screw propulsion system to enhance propulsion and manoeuvrability.

Furthermore, the company plans to adopt a direct-coupled propulsion system, where the engine motor is directly connected to the propeller, minimising energy loss during power transmission and enhancing operational efficiency. This will also allow for increased loading of reefer containers for transporting energy-intensive refrigerated and frozen cargo, enabling a more flexible response to shippers' transportation needs.

HD Hyundai will also accelerate efforts to ensure safety related to nuclear power generation. First, the company will incorporate enhanced safety standards into the design to ensure safety even in emergency situations, such as collisions and flooding. Furthermore, the company plans to apply an onboard power system that complies with International Maritime Organization (IMO) regulations and International Atomic Energy Agency safety standards, ensuring compliance with international regulations and operational reliability.

The project represents an important step in exploring the potential of a nuclear-powered electric propulsion system for container vessels. By combining HD Hyundai's shipbuilding expertise with ABS's deep engineering experience in maritime safety, it is aimed to evaluate technologies that can support safer, more efficient and lower-emission operations for the next generation of propulsion solutions. In response to the growing demand for eco-friendly ships, the team is continuously pursuing the development of electric propulsion systems using nuclear energy as a carbon-free energy source. The R&D efforts will be expanded to strengthen our technological competitiveness in nuclear-linked electric propulsion. The shipping industry consumes about 350 million tonnes of fossil fuel annually accounting for approximately 3% of total worldwide carbon emissions. In July 2024, the shipping industry. The IMO approved new targets for greenhouse gas emission reductions, aiming to reach net-zero emissions by or around 2050.

Last February HD Hyundai unveiled its nuclear-powered container ship model and in September it received approval in principle (AIP) from ABS for the conceptual design of the electric propulsion system for a 16,000 TEU container ship.

10 Crossing the Bar

By Alfred, Lord Tennyson

Sunset and evening star,
And one clear call for me!
And may there be no moaning of the bar,
When I put out to sea,

But such a tide as moving seems asleep,
Too full for sound and foam,
When that which drew from out the boundless deep
Turns again home.

Twilight and evening bell,
And after that the dark!
And may there be no sadness of farewell,
When I embark;

For though from out our bourne of Time and Place
The flood may bear me far,
I hope to see my Pilot face to face
When I have crost the bar.

10.1 David Dearsley (DearsleyD64) [aka Jim] went aloft 13.02.26

It is with unbelievable sadness that I report that our dear friend and colleague David (Jim) Dearsley crossed the bar 13th February, 2026.

Jim, as he was known amongst his peers resulting from multiple Davids in his cohort at SON, leaves a legacy that'll be hard to beat!

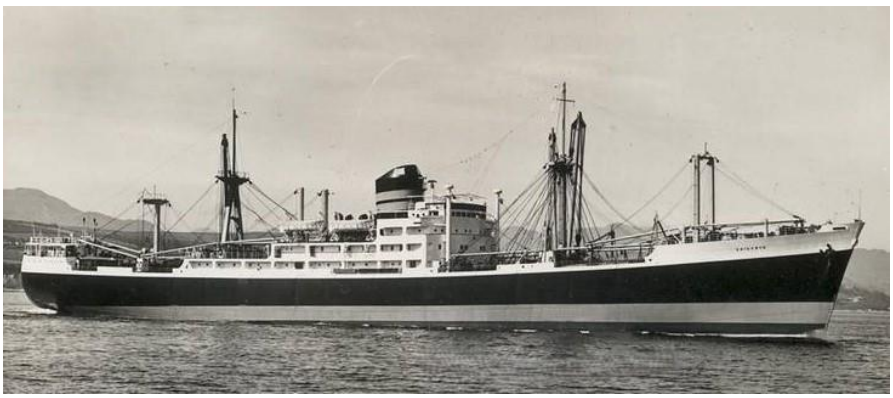
David was born in January 1947 in Catford, London, to Walter and Millicent Dearsley, with his sister, Margaret, who was two years older.

Cadet Jim

David at ISF

The family later moved to Worcester Park, where he went to Danetree Road School and quickly became known as the energetic, sporty one! He played football for the county and was heavily involved in the Scouts. And like many good Scout stories, one of his best involved a map being read upside-down! What was meant to be a gentle walk around a lake in Switzerland turned into an accidental mountain climb, complete with a mountain rescue when one of them got injured and had to be rescued! It was a tale of many.

Clan Line Cadet Jim

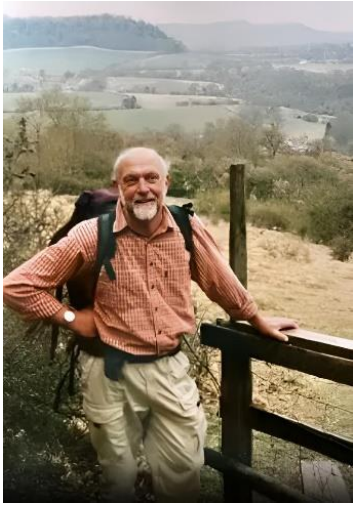


Ayrshire – Clan Line Management

Morris Dancer Jim

Kathie and Solent Uni. Hon. Dr. Jim

Merchant Navy Medal for Meritorious Service from Lord West of Spithead, former Adm. of the Fleet at Trinity House



Hiker Jim – he loved the countryside

A relaaxxxed Jim

Jim's Send-off – L-R Jo Horrocks, Roger Holt, Frances Patterson, Richard Leedham, Jane Leedham, Martine Greenwood, David Patterson, Alison Holt, Chris Horrocks – Morris Dancers in the background

When he was 15, his father encouraged him to join the Merchant Navy. He studied at the School of Navigation, Warsash. His early years at sea were anything but quiet. In 1965, he survived a shipwreck off the coast of Socotra where the crew encountered pirates! They had to smoke the cigars and drink the liquor to lessen the weight of the ship to try to refloat it. The Clan Line managed ship, Ayrshire, is still marked on maritime maps as a wreck. There was probably a lot more to that story, but it was always

one to be told and laughed about. These weren't the kind of experiences most would experience in a lifetime, but getting to know David, he would share these stories from the past, for which, on reflection, we can only hold much admiration.

During shore leave from the shipwreck, he met Kathie on a blind date. Her words to her sister when she met him were that he was very sunburnt obviously from his time shipwrecked! When he eventually came ashore in 1970, he stayed with the company as their Welfare Officer. They married in 1971, bought a small cottage in Haslemere and renovated it and then later moved to Farnham in 1974 when David began working for Gulf Oil.

His career took him into the British Shipping Federation in 1984 and later the International Shipping Federation. He played a major part in developing the Maritime Labour Convention, often called the Seafarers' Bill of Rights, something of which he was quietly proud. This says everything about him as a person: he was always there in the background but would speak up when necessary.

In 1992, when the IRA bombed the Baltic Exchange and the neighbouring building, David's office was destroyed. They spent many days picking up documents that had been blown everywhere including his C.V. He became Secretary-General of the International Maritime Employers' Council, a role he held until his retirement in 2009.

In 2012 he received the Merchant Navy Medal for Meritorious Service, a fitting recognition for someone who spent his life improving conditions for sailors at sea. This continued with him speaking and giving inspiration and encouragement to new recruits as they looked to join a life at sea.

Besides David's professional life, his hobbies involved the Thames Valley Morris Dancers, which he joined in 1967 and many a weekend or holiday was spent dancing the Morris! He was also a very keen gardener and allotment owner and was particularly proud of his potatoes.

David was someone who never wanted fuss; he was a quiet person with very wise words whenever he spoke. He will be sorely missed by his friends, colleagues and family.

Those Remembering David (Jim)!

Here are some special snippets which will amuse and only the '64ers will know about.

Roger Holt (HoltR64) remembers Jim telling of visits to the Rising Sun after Lights Out (but of course I was not involved!) and the escapade involving using a car with others to attend a shipping company interview in London which went horribly wrong.

Dave Hughes (HughesD64**)** picks up this story as he was one of those miscreants that went up by car to that P&O interview. The car belonged to Tony Chadwick (ChadwickA64) and it was he, Chris Finch , Dave Dearsley, myself and 'ANOther' (can't remember). The car was not at all reliable, kept stopping, overheating and we kept having to fill it with oil. We became very late for the interview, phoned in and arrived over an hour late. We were unceremoniously given a rocket, told we would not be interviewed and those of us who had rank would lose it.

When we returned to Warsash fearing the worst, we were called up for our dressing down but because we had not disobeyed any orders, it went no further. Just a further rocket for our troubles.

We eventually received interviews, went up by train and I miserably failed. The best thing that could have happened to me. I joined Trident Tankers and spent 37 years working for P&O!

Sad to hear of Dave's passing and he will always be Jim to me.

Memories of our Jim from Roger Squirrell (SquirrellR64)

Jim introduced me to "roll your own" with Golden Virginia tobacco. In 1963 a ½ oz tin was about 2s (2/- or florin) and had to last a week! As we were all on small pocket money then, think we started on 8s a week, it was an art to get as little tobacco into a fag paper!

After daily breakfast, we smokers went to a disused room behind the "old block" and puffed away and chatted about "stuff"! Bert knew of this smoking 'den', but left us alone, until the list of drill participants was

low and then did a raid. Jim's hours accumulated by this and hiding on the top floor when the 0630 hrs run commenced.

As sharing the SLC's cabin on C Deck in Wilson, it became the main access from the lower window for the 2200 hrs. dash to The Rising Sun. I was a 'good boy' and never did it! Pete Johnston (JohnstonP64) took part in these visits.

Jim was an excellent rope man and through his help I decorated my knife and spike, and made a sheath. I still have it to this day.

I lived in NZ for 20 odd years and in 2000 wrote a letter from Brazil to the ISF Deputy Secretary General (i.e. Jim) to make contact. I had already joined the Warsash Society, as it was called then and on my return, we made contact and have been close friends ever since until his passing.

Jim had always been a deep thinker and as you talked to him, you can see the brain cells whirling away before his answer.

I've just sneezed! James (his son) said at Jim's memorial, which brings back a memory of Jim sneezing continuously for 25 minutes after the Sunday roast! Ahhhhhh the memories!

10.2 Captain Reg Kelso MBE (KelsoR66) went aloft 20.12.25

As reported by the Cachalots Boatsteerer, Southampton Master Mariners Club https://www.bandcstaffregister.com/page1303.html

It is with profound sadness to inform you of the death of the last surviving Mail Ship Master. Reg passed away the morning of 20th December 2025. He was 97. We will all remember him for his fund of stories; all told with his very distinctive Northern Irish accent. Our thoughts are with his wife June at this very sad time.

Reg recounted his sea career with the following:

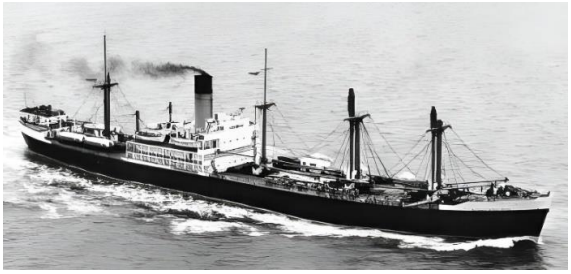
During my final term in the Conway in March 1946, I decided that I would serve my seafaring cadetship with The Union-Castle Mail Steamship Company and, despite the reservations of the majority of the academic and administrative staff with regard to my ability. I applied for an interview, travelled to Glasgow, had an enjoyable interview and was offered employment, returned to "Conway", packed my gear and, missing the final examinations, went home to Ireland to prepare for my new career. A few weeks later, fully kitted-out and not a little apprehensive I took the overnight sailing from Belfast to Glasgow and, on April 3rd, 1946 at 0850 hrs.

Reg as a Conway Cadet

Superintendent Reg

I climbed up the steep gangway of Good Hope Castle berthed at No.2 Ballasting Crane, Queen's Dock. As I stepped on board a young man in a white jacket appeared from a doorway and said *"Good morning, Sir, have you had breakfast?"* Nobody had ever called me "Sir" before and very few (other than my mother) had enquired about my breakfast. I was mightily impressed and I was immediately aware of a feeling of welcome and friendliness, a feeling that was to remain with me for the next 42 happy years.

The Good Hope Castle ship was an Empire Victory type, recently taken over from another company as the "Empire Life" and she was still painted in wartime grey but a few days later, resplendent in a lavender hull (later to be changed to black) and a Union-Castle funnel she sailed out of the Clyde for St. John, New Brunswick, New York, Boston, Baltimore, Philadelphia, Trinidad, South and East Africa, The Suez Canal, Genoa, Barcelona and home to Avonmouth - 5 months almost to the day since we left Glasgow.



Good Hope Castle

My fellow-cadet was an ex 'Worcester', Rodney (Rockie) McNeill and we formed a friendship that survived until his death a few years ago. I served most of my "time" in Good Hope Castle and then after a short trip in Rowallan Castle to get the requisite sea time I studied, and in June 1949, sat for my Second Mates Certificate of Competency in Liverpool.

After a brief period on Southampton 'Staff' (shore-based duties), I joined Cape Town Castle as Junior Fourth Officer in early August.

First Mates was taken in Liverpool in 1952 and after further Southampton 'Staff' I joined Bloemfontein Castle in London as Third Officer, being promoted to Extra Second Officer in 1955. During that brief period of Southampton Staff duties, I had cause to experience the care and consideration that the Company extended to its employees. One Saturday afternoon I was Duty Officer in Arundel Castle when I got a message telling me that my father had been seriously injured in an accident in Belfast. I telephoned the 'digs' of many of my brother Officers but, to a man, they were either out of town or unobtainable. Finally, in desperation I rang Captain Keen, the Marine Superintendent and told him of my problem. Within an hour Captain Keen and the Assistant Marine Superintendent, Captain Hodson, boarded the ship. I look back on my 42 years in the industry with pride and happiness. I remained in touch with many of those, ashore and afloat, whose loyalty and friendship contributed so much to that happiness.

Captain Hodson relieved me as Duty Officer and Captain Keen drove me to my 'digs' to collect some gear. He then drove me to the airport, bought me a ticket and I was in Belfast that night. Never did I forget the kindness and consideration of these two very fine gentlemen. Some years later, when home in Ireland anticipating his first Christmas at home for many years, he had no hesitation in responding to a gentle request to return to Kenya Castle on December 23rd as his relief had gone down with an illness.

Back to the mail ships Pretoria Castle and Edinburgh Castle as Second Officer and then back to Liverpool in August 1956 to study for my Masters Certificate of Competency.

I passed the examination in November 1956 and after my first long leave for years I joined Rochester Castle as Chief Officer, in Liverpool, on a very cold morning in January 1957.

After service in Rochester Castle and Kenilworth Castle I was appointed to stand by new buildings in Greenock and sailed out as Chief Officer in Rotherwick Castle on her maiden voyage in December 1959. I was meant to make one voyage in her and then return to commission her sistership Rothesay Castle but the plan was changed and I joined Carnarvon Castle as First Officer in July '61, a few days after my wedding!

After further spells in Rotherwick Castle, I returned to the mail ships – Capetown, Edinburgh and Windsor, as First Officer and then transferred to London as Chief Officer of Kenya Castle.

And so, my career progressed on reasonably 'traditional' lines – Staff Commander of "Pendennis Castle" and "Edinburgh Castle" was followed by a period of secondment to the London Office and then a three-month secondment to the British Rail Board Centre in Watford for a Work Study Course. In late 1966 I led a team of Officers undertaking a study of the Fire and Emergency Procedures in the passenger vessels. Based in Southampton we made voyages in each mail vessel in turn and our final recommendations were accepted and implemented throughout the Company.

On August 15th, 1967 I was appointed Master of Gladys Bowater and proceeded to Northfleet on the 22nd to take up my appointment. We moved from Northfleet to Ridham to finish discharge of cargo and then headed off for Charleston, S. Carolina for another load of newsprint. I made a further voyage to Holmsund and Risor and was on the verge of departing for Charleston again when I was told that I was to report immediately to Southampton and take up a two-year posting as Assistant Marine Superintendent to Captain Hodson, two happy years later I was seconded to the London Office and in April 1971 appointed to command Clan MacLachlan. A three-month commercial voyage was followed by a delivery voyage to Shanghai for 'breaking' and after an enjoyable and fascinating stay in China (during the Cultural Revolution) I flew home to take up a Tanker Safety Course at Warsash prior to taking command of the product carrier Hector Heron. The ship left Avonmouth on December 21st, 1971 on charter to BP. We loaded at Curacao for the Isle of Grain and Stockholm and after a dry-docking in the Tyne we loaded in Europort and the Isle of Grain for Nouadhibou, Little Aden for orders was followed by Bandar Mahsar, Fremantle and nine ports in Australia finishing in Port Hedland, back to Bandar Mahshar, Lobito, Luanda, Ango-Ango (an isolated jetty in the Congo bush), Bonny and Lagos. During the Australian coastal passage, we rescued three young men from the capsized trimaran Foam Light off Coff's Harbour in the most appalling weather conditions. In Lagos I was relieved by my friend Bob Royan.

My next appointment was to the bulk carrier King James. Joining at Wallsend in October 1972 we voyaged to North Shields, Ghent, Monrovia and back to Rotterdam. The next voyage was to New Orleans for an exciting New Year (involving a shoot-up in a top hotel) and discharge in Rotterdam followed by a short dry-docking there. We then loaded in Monrovia for Port Talbot where I was relieved and, after a period of leave, I was instructed to report to London Office for special duties. It was the era of mega expansion in Saudi Arabia and more than seventy ships, in varying stages of disintegration, were anchored off Jeddah laden with cement. Someone, somewhere had had the idea that this could be pallet discharged by helicopter and so a trial was carried out off the Tail of the Bank using Clan Macnair and a helicopter belonging to the Group company Bristow Helicopters. It was deemed to be 'a success' and I was immediately dispatched to work with Bristow's, at Redhill. as Marine Adviser. Few people there had either interest or belief in the project but a few days later three of us landed in Jeddah to investigate the possibilities. It was soon obvious that the many problems could be overcome only by paying vast sums of money to numerous people and despite encouragement from many high-ranking officials we pulled out at the 11th hour and 59 minutes! The contract was taken up by an American company and they lost an aircraft and pilot on the first operation.

In August 1973 I was appointed Relief Mailship Master but my first appointment was to the cruise ship Reina del Mar. After one cruise I was appointed to Edinburgh Castle and then back to Reina del Mar for several cruises before secondment to the Marine Department in London. June 1975 saw an appointment to S.A. Vaal followed by two more voyages in Edinburgh Castle. Little did I know when I left her in November 1975 that my seafaring days were over, well almost!

For a few months I was employed shifting and dry-docking ships in Southampton and then in 1976 I was instructed to report to Captain Hart, Group Nautical Adviser in London. Undoubtedly, Captain Hart was one of the most impressive and straightforward men I have ever met and, over the years, we had not always seen 'eye-to-eye. It was the era of redundancy and with the fast-approaching demise of the Mail Ships I was in little doubt that I was about to be chopped. At the age of 48 it was not an appealing prospect!

The interview was short, concise and very rewarding and, an hour later, I left Captain Hart's office with the title of Chief Marine Superintendent. I was to relieve the very great Captain "Mitch" Mitchell. We soon became good friends but, unfortunately, his health deteriorated rapidly and he died on his 65th birthday.

Massive changes were under way and, although we were not to know of it, the Cayzer family had made a positive decision to get out of shipping. British and Commonwealth Shipping ceased to exist and we became Cayzer Irvine Shipping. Ships were being sold at an alarming rate and I spent many unhappy hours making my friends redundant. Cayzer Irvine Shipping became C.I. Shipping, a ship management company managed by Alan Corlett (our Chief Technical Superintendent). In 1987 Alan and I spent some time in Korea where we had a team of Officers supervising the building of two reefer ships. On my last visit there alone, in July 1987, I was instructed to call in Chittagong on the way home and investigate the employment of Bangladeshi officers.

Despite assurances from London that a visa was not required I landed in Dhaka and was immediately arrested for not having one. Seven hours and $146 USD later, I was given a two-day pass to proceed to Chittagong. The monsoon broke on my second day there and after ten days I made a run for it to return to Dhaka by taxi, on foot, train and a bus without lights! Arriving in Dhaka filthy, unshaven and not very nice to be near I was promptly re-arrested and after six hours and all the money I had (not much) told that I would be deported on the next aircraft irrespective of its destination. My luck held and I boarded a BA flight to London via Dubai as a First-Class Passenger! The crew could not have been kinder and I was allowed to use their shower, given a clean shirt and trousers to supplement the few clean clothes I had in my hand luggage and a litre bottle of Famous Grouse! I recall very little of that flight but I was very glad to see Heathrow on August 1st, 1987.

In April, 1988 I returned to Korea, avoiding Bangladesh, for the launching, sea trials and delivery of Pluto the first of the two reefer vessels. The sea trials were horrendous insofar as we were in dense fog for most of them. Eventually, after three 'narrow misses' (one with a VLCC) my nerves failed and I instructed the Master to abort trials until the weather improved. The Korean Master was as relieved as I was but told me that his masters would not be pleased and that I would 'have to pay'. The fog lifted after about twelve hours and nothing was ever mentioned. The Bridge manning during the trials comprised an exhausted Master and a Second Officer *"who knows about gyro compasses"* (but little else). The auto pilot was used throughout. On May 25th, 1988, a few months after my 60th birthday, I arrived back in London. I was fast recognising that the delights of being Chief Marine Superintendent of a ship management company employing Third World officers and being directed from overseas offices was not quite as satisfying an occupation as the one I had enjoyed hitherto and so, on Friday July 29th, 1988, I said a sad farewell to my many friends in the London Office (and at sea) and rode off into the sunset.

Ed – *What a career!* Reg was awarded the Merchant Navy Medal in 2017 for services to the shipping industry and sea cadets.

10.3 Captain William (Bill) Dancer (DancerW54) went aloft on 16.02.26

It is with profound sadness to report Bill unexpectedly crossed the bar on 16th February, 2026. It was reported that he was undertaking one of his loved hikes when he succumbed to heart failure.

Born in Whitstable Kent, UK , on 17th November, 1936, Bill was a keen hiker and birder. All loved his maritime stories, his bird knowledge, his sunny disposition and his captivating voice. The hikers on that fateful day feel a special honour to have walked, talked and laughed with Bill.

He was also a wonderful story teller. On one hike he was asked how he ended up in the Canadian Coast Guard (CCG)? He reminisced that a school guidance counsellor gave him only three choices for a career, including the army or the merchant service. He applied for the merchant service. His interview was not going well until he told the recruiter how of a time he led his scout troop back to base using only the stars for navigation. He got the job! The merchant service led to an impressive career and service to Canada in the CCG, and of course, more stories!

Bill joined Clan Line as a Cadet in 1954 and stayed with them until 1968 sailing on general cargo, reefer and paper carriers. As Chief Officer in Clan and the managed Bowater vessels, he left Clan Line as he did not like the way shipping was going, that is to say, no longer long stays in port amongst a host of other perceived negatives becoming apparent.

He obtained Canadian 'Landed Immigrant' status and joined the CCG vessel Narwhal in Dartmouth, Nova Scotia on the 28th July as Relief Officer.

Bill's CCG career spanned the next 28 years of which the first eight were spent on icebreakers, navigational aids tenders and SAR vessels both in Dartmouth and for two years in St. Johns, NFL as 3rd Officer and over-time Master.

During his tenure as Director General Western Region Bill was involved with what was known as the Arctic Ocean Section 1994. During this time the CCGS Louis St. Laurent became the first Canadian vessel to reach the North Pole on August 22, 1994, alongside the U.S. Coast Guard Cutter, Polar Sea.

During the summer of 1994, the 392-foot, 15,000 ton St. Laurent and the 399 foot, 13,000 ton Polar Sea, the largest icebreakers in Canada and the United States, sailed together for a complex U.S.A./Canada joint scientific expedition into the Central Arctic Ocean to study global climatic change. Seventy Canadian and U.S. scientists on board both Coast Guard ships took measurements of the atmosphere, sea ice, water column, and sea floor, and collected data in a region of the world's ocean that has been the least sampled and understood.

Thumbs-up Bill!

The two ships departed Nome, Alaska, on 24 July, transited the Bering Strait, reaching the ice edge of the northern Chukchi Sea two days later. The Polar Sea and the St. Laurent, commanded by Captain Philip Grandy, broke ice for more than 1,600 nautical miles on a track line initially to the east and later to the west of the International Date Line. Thick fog caused low visibility for most of the voyage and slowed the icebreakers to an average speed of two to five knots through 5 to 12 Feet of sea ice.

The northward transit showed few areas of open water. During most of the transit deep into the Central Arctic Ocean, scientists observed sediment laden ice presumed to have originated from the Siberian rivers along the Russian Arctic coast. Scientists also sighted and tagged Polar bears during the voyage and gathered evidence that they roamed across the entire Arctic Ocean. A vast array of oceanographic and atmospheric data, for years of analyses, suggests environmental change even at the most remote locations of the Arctic Ocean was occurring.

While the USCG Polar Sea and the CCGS St. Laurent had been advancing toward the North Pole, Russian ships operated by the Murmansk Shipping Company had been carrying tourists between Murmansk and the North Pole.

On 20 August, 1994 the Yamal, commanded by Captain Andrei Smimof, reached the Pole with an international group of 65 gifted children on board. A Russian film crew was documenting the children's adventure and broadcasting the events throughout Russia and Europe. When the Canadian and U.S. icebreakers arrived in the area three days later, Captain Smimof invited the scientific expedition's leader. Dr. Knut Aageard, and the commanding officers of both ships was asked to visit the Yamal during the filming, approximately 20 nautical miles from the North Pole. The commanding officers agreed upon a rendezvous, and the Polar Sea and the St. Laurent hove to in the ice with the Yamal.

Yamal in the lead, followed by Louis St. Laurent and in 'sweep' the USCG Polar Sea.

The officers and crew of the Yamal began the extraordinary event with a barbecue on the ice, and the crew members of all three ships joined together for an international softball game. The commanding officers decreed 'open house' for the three icebreakers, offering tours and warm receptions on board each ship. A Kamov Ka-32C helicopter from the Yamal landed on board the Polar Sea, and among the senior Russian officers visiting the USCG ship was Staff-Captain Boris Sokolov, the 'dean' of the Russian icebreaker captains and for 30 years captain of the first nuclear surface ship, the polar icebreaker Lenin. The Arctic mariners discussed icebreaking operations in Russia, Canada, and the United States, with special interest paid to the Polar Sea's recent scientific and ice escort work in support of the USA Antarctic Program. The three ships departed in company and sailed with the Yamal in the lead for 36 hours tracking toward Murmansk. After observing each ship's icebreaking performance, the Polar Sea and the St. Laurent resumed scientific operations. The Yamal continued to Murmansk.

Discussions and observations revealed that the 500 foot Yamal is used normally for the escort of shipping along the Russian Northern Sea Route. During the summers of 1993 and 1994, the ship sailed on six voyages to the North Pole, with tourists filling 49 twin cabins. With a nearly 24,000 ton displacement and 75,000-shaft horsepower available from the nuclear propulsion plant, the Yamal appeared to be capable of sailing virtually anywhere in the Arctic Ocean basin. Canadian and US crews observed the Yamal breaking easily through seven to nine feet of ice at 10 to 12 knots, leaving a wide, clean track astern.

This unexpected and impromptu convocation of Russian, Canadian, and U.S. polar icebreakers at the top of the world might not have been possible a few years before. Professional and personal exchanges of this type enhanced closer cooperation among all polar nations as greater challenges in the use and protection of the Arctic environment to come.

During his tenure of Master of Search and Rescue vessel, Carol also reminded a time Bill took a CCG vessel to the rescue of a female crew member in need of medical attention off Newfoundland in some horrendous weather, eventually landing her and saving her life. He was awarded a medal for the effort!

In 1995, as a result of Coast Guard's move from Transport to Fisheries and Oceans, he spent a year as Coast Guard's Operational Manager in the salvaging of the Irving Whale, an oil barge, from the bottom of the Gulf of St. Lawrence which led to my retirement in October 1996. Bill ended up as Director General of the Coast Guard Western Region based in Vancouver British Columbia from 1993 to 1996.

Bill's pastimes with his wife Carol involved spending two years living in Liverpool on the South Shore of Nova Scotia before moving to Victoria, British Columbia in the summer of 1998. Carol is an expert gardener and Bill her 'helper' and an admirer of the fruits of her labours. Bill spent a great deal of time outdoors with hiking and birding being his main hobbies. He also did a lot of work introducing children to the natural world. He felt it was something that did not have a high profile these days. As Victoria is in an earthquake zone, he was active in local municipality Emergency Preparedness organisations.

The first two years of retirement were spent in Liverpool, N.S. but Carol's passion for gardening and his for the outdoors found them in temperate climes of Victoria, B.C. where they have lived ever since doing all the things they liked. Along with Bill's activities he immersed himself in local affairs as a Board Member of the local resident's association.

Ed's Note – I worked under Bill for a number of years before his retirement. I was Manager Pollution Prevention Dangerous Goods, Transport Canada/Coast Guard in the Regional Vancouver Office. He was the quintessential 'Master' and I really enjoyed his way of getting the job done.

He was a very active member of the Warsash Association North American Branch and attended many of our functions including the AGM across USA and Canada.

Rest in peace, Bill. We will follow in your footsteps that forever echo along the paths we walk!

10.4 Mr. Terrance (Terry) Davies (DaviesT54) went aloft 09.12.25

Terry's daughter Jessica wrote to inform that her father Terry sadly passed away on the 9th December 2025 aged 89 years surrounded by his family at Torbay Hospital.

Terry was hugely loved husband to Ann; Dad, Grampy, Great Grampy, Brother, Uncle, teacher, friend, rugby aficionada. He will be missed beyond words.

Bob Wise remembers the team (to the right) travelling to Gosport to play but doesn't remember who the opposition was. He does remember that it was instigated by the Motte Bros!!

Back row: ?, ?, ?, ?, Roger Motte, Bob Wise, ?, Jardine (deceased), Hudson.

Front row: ?, ?, ***Taffy Davies,*** Geoff Motte, Smithy, &, Bryan (Aussie) or "Thunderthighs". (wore out two pairs of uniform trousers per term!)

The 1953-54 Senior Rugby "Irregulars" courtesy Bob Wise (WiseB54).
Terry front row 3rd from left – Bob is 6th from left!

Terry's funeral service was held at St Mary's Church, Kingskerswell on 29th December, 2025 followed by burial in the church yard.

Donations in memory of Terry will support The Gurkha Museum and The Wooden Spoon and may be left online at www.wcpltd.com/donate or www.thegurkhamuseum.co.uk or www.woodenspoon.org.uk

10.5 Mr. Niall Middlehurst (MiddlehurstN71) went aloft 05.02.2025

From his wife Jeni

Niall died today February 5, 2025 at the age of 78 just minutes before I could get to him. He had cancer and we thought he might get well enough to take chemo, but that was not to happen. I know he had a lot of lovely friends and family that he would like me to inform, but too many for me to contact individually. At the moment I feel too lost and devastated to talk to anyone. On May 12 this year, we would have been married 54 years.

From his daughter Laura

Niall

In 1992 I entered Warsash to study Logistics and it made Niall Middlehurst, my Daddy (Captain Daddy when I was little) very proud to see his daughter following his footsteps at his alma mater. Dad was at Warsash in 1967 (I think). Today Daddy died, suddenly, unexpectedly. He is so missed, but I know he'd be chuffed to be remembered here in this group. I lived to make him proud. I hope I did.

Niall served with B&C as Cadet from 1966 to 1970 on Clan Matheson, Southampton Castle, Elbe Ore, Tantallon Castle, Good Hope Castle and 3/O from 1970 to 1972 on Rowallan Castle, King Arthur, Phyllis Bowater. As a member of the B&C Website group he noticed that there were no voyages for the Phyllis Bowater listed for 1971.

Niall sailed on her from Jarrow around June or July 1971, bound for Corner Brook. From there, they worked along Nova Scotia and the U.S. Eastern Seaboard coast, eventually returning to Ellesmere Port in December 1971. The Captain at the time was Ken Morton. Niall recalled him being a great skipper to sail with. Bob Ward was the Chief Officer and Chris (couldn't recall his surname), was the Second Officer.

During his tenure as 3/O, the ship's librarian was Jeni Middlehurst, who also happened to be Niall's wife. She originally joined as a supernumerary, but we ran into trouble with a U.S. immigration officer who didn't recognize that status as an official crew position. When they returned to Corner Brook, Jeni was formally signed off and re-signed on as Librarian.

Please pass the message round to all those who knew him. He held you all in his heart.

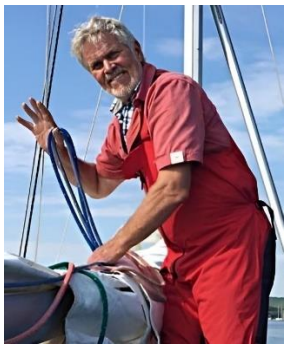
10.6 Captain Jack Edward Nott (NottJ63) went aloft 27.08.2022

Jack Edward Nott crossed the bar at his home in Topsham on 27th August, 2022 aged 76. Beloved husband, father, grandfather and brother.

Funeral service was held at St Margaret's Church, Topsham on the 30th, September at 1215 hrs.

Donations in memory of Jack for Hospiscare and Myeloma UK can be made at the service or c/o Peter Frank Turl, Funeral Directors, 16 Victoria Road, Topsham, Exeter, EX3 0EU.

Jack 1963 at Warsash



Captain Jack

10.7 David Arthur Oettinger (OettingerD58) went aloft 20.10.24

We were advised by Nicholas Oettinger (son) that David aged 83 and his wife Lois aged 85 crossed the bar together peacefully on 20th, October 2024.

David passed away at St. Catherine's Hospice and within a couple of hours Lois passed away peacefully in her sleep at home. Fortunately, Mum never got to hear of Dad's passing and the family are consoled by the fact that they were not separated in death just as they were never apart in life.

They were both dearly loved by all that encountered them in their long lives, and they will be sadly missed by all that knew them. Beloved parents to Marc (deceased), Nick and daughter-in-law Sam.

David 1958 at Warsash

Devoted Grandparents to Madison, Emily, Oliver and Harry.
A love story that lasted for nearly 60 years. We will all miss you terribly. x

Their funeral took place at the West Lancashire Crematorium (Burscough) on 12th November, 2024.

Donations can be given to the funeral director Neal Buckley Funerals, Tarleton Funeral Home, 49 Church Road, Tarleton, PR4 6UQ in their names in support of St Catherine's Hospice Lancashire Ltd.

10.8 Jean Margaret Sinclair – Warsash Staff went aloft 18.11.25

We have received sad news from the P&O Pensioners Group via her nephew that Jean Sinclair crossed the bar peacefully in Lymington Hospital on the 18th November, 2025. She was 99 years of age.

Jean joined P&O in 1951 in the West End Office prior to going to sea as a Stenographer in February 1952. During the years that followed she sailed in a number of different P&O ships including Strathnaver, Iberia and Chusan.

Stenographers were not Officers in those days and shared a cabin but following the merger of P&O with the Orient Line in 1960, they became Woman Assistant Pursers (WAPs) with full Officer status. This brought them into line with the Female Assistant Pursers (FAPS) of the Orient Line.

Jean left P&O as a Woman Assistant Purser in 1962. She then worked at the School of Navigation at Warsash and later, for Hampshire County Council until her retirement in 1986.

Jean Margaret Sinclair

A loving aunt of Gael, David and Keith and their families. Funeral Service took place at the New Forest Crematorium on Tuesday 9th December, 2025. Donations may be sent to the RNLI (Lymington Branch).

10.9 Mr. Alan John Williams (non-member) went aloft 31.07.24

From Peter Crump of the P&O Pensioners Group.

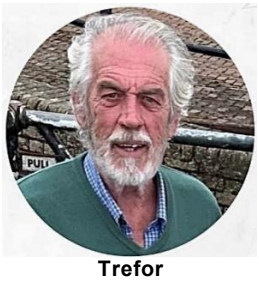
Alan John Williams crossed the bar peacefully on 31st July, 2024, aged 87 years. Dearly loved husband to Margaret, loving grandad to Amy and Jason. Funeral service were held at West Suffolk Crematorium, Abbey Chapel on Thursday 22nd, August.

John was a keen motorcyclist still riding his 1200cc Triumph until 3 months before he passed. He was a member of the Triumph Owners Club in UK.

When at Warsash in 1956, John was awarded the prize for the Best Article Submitted to All Hands on the book by H.V. Morton 'In Search of England' When a Junior Leading Cadet and in the Summer term was promoted to Chief Cadet Captain.

Donations may be sent to Cedrus House Care UK Stowmarket.

10.10 Captain Trefor Underwood Owen (OwenT75) went aloft 18.08.25


Trefor

Trefor Owen (68-71) Trefor crossed the bar in his sleep, surrounded by his family on 18th August after battling cancer.

He grew up in Borth, Ceredigion and Machynlleth Wales and joined HMS Conway as a 13 year old for three-years as a member of the last, 3X entry in January, 1968. He was placed in 'Maintop' and through the years, became the mainstay as successful hockey team goalkeeper during the reign of in Mr Fozard's reign as teacher in charge for those with a Conway background He achieved JCC Maintop and promoted to SCC Fo'c'sle in his last term.

He enjoyed a long, and interesting career at sea beginning with courses at Warsash, School of Navigation and sea time with British India. On amalgamation he moved over to P&O. He was known to reminisce of the many varied cargo and port experiences during the general cargo ship days before containerisation. These changes caused different challenges for most and that was no different for Trefor. He shifted gears becoming involved with a number of specialist towage companies including Wijsmuller, Cory and Svitzer. The oil industry also beckoned during his final operational years in his own company Red Dragon and achieved a Pilot Exemption Certificate for the port of Apapa. He was also involved in the supply and manufacture of specialist fenders and towing equipment.

As a Master (Class 1) Mariner and a member of the Honourable Company of Master Mariners, a member of the Nautical Institute, he represented his companies at International Marine Contractors Association (IMCA) and the Oil Companies International Marine Forum (OCIMF).

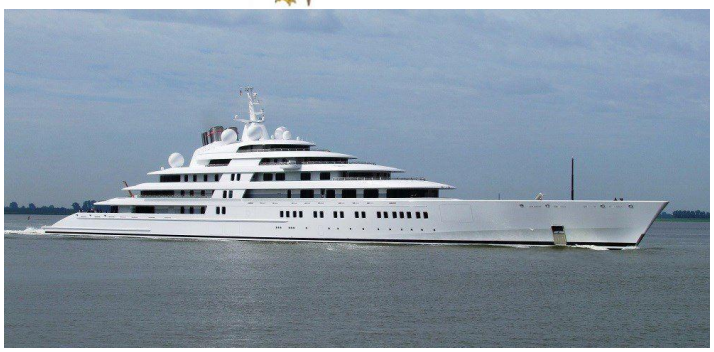
In between his seagoing appointments he met and married Deryn in 1978, first living around Shrewsbury and latterly Lowestoft. He was an accomplished amateur practical engineer and built himself a lookalike Lotus 7 in his garage between all his ocean-going appointments but still found time to raise three children Martyn, Katieann and Mary Lou. He described them, and latterly their own children, as his proudest achievement.

Bob Oliver (OliverR75) recalls Trefor joining BI as Cadet and much to his disgust had to attend Warsash SON as his time at Conway no longer qualified. After 2nd Mates he continued with P&O in the General Cargo Division. Bob also undertook 1st Mates with Trefor in 1978 but after that lost touch. Whilst at the SON Trefor was promoted to the Executive in the Autumn Term of 1973.

11 WA Memorabilia

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

The GIANTS



Azzam – Largest Superyacht

Becrux - Largest Livestock Carrier

Mozah – Largest LNG Carrier

Troll A - Largest Structure Ever Moved

BYD Shenzhen - Largest, Car Carrier

Prelude FLNG - Largest floating structure - Liquefied Natural Gas (FLNG) platform

A poem for our dearly departed David (Jim) as he loved his potato patch – author unknown

Knobby, pale, with eyes of green, Buried in the mud unseen.
April showers, warming light, Turn the darkness into might.
Summer waits in earthen bed, Growing spuds beneath the shed.