

ALL HANDS



The Warsash Association Journal

Iconic Ships



Queen Mary 2

Built: STX Europe Chantiers de l'Atlantique, Saint-Nazaire, France, Yard Number: G32

Passengers: 2,695 (2016 refit) – **Personnel:** 1,253 (Officers & Crew)

Tonnage: 149,215 GT
Displacement: 79,287 tonnes
Length: 1,132ft 0in (345.03 m)
Beam: 134ft 6in (41 m) waterline
Draught: 33ft 10in (10.3 m)
Decks: 14 passenger, 18 total
Speed Max / Service: 30 knots / 26 knots

All Hands 2026-2 (UK Summer)





Table of Contents

1	From the Executive Committee	3
1.1	Chairman's Message – Roger Holt (HoltR64)	3
1.2	From the Webmaster – Stan Bowles (BowlesS69)	4
1.3	From the Editor – Stan Bowles (BowlesS69)	4
1.4	New Joiners Since – Recruitment Initiative – Chris Clarke (ClarkeC59)	5
1.5	Australian Branch News – Richard Regan (ReganR70) Branch Chairman	7
1.6	New Zealand Branch Report – Larry Robbins (RobbinsL70) Hon. Secretary	7
1.7	North America Branch News – Co-Chair WANA Stan Bowles (BowlesS69)	9
2	WA Notices, News and Events	9
2.1	2026 WA Social Events – Jane & Richard Leedham (LeedhamR69)	9
2.2	WA Letter to the IMO – Roger Holt (HoltR64) – Our Chairman	9
3	Warsash Maritime School News	10
3.1	Friends of Warsash (FoW) – Ed	10
3.2	WA Warsash Maritime Society (WMScty) Report & Officer Cadet Interviews	11
3.2.1	WMScty Report for the Warsash Association All Hands	11
3.2.2	Officer Cadet Interviews - by OC Julian Dadgostar (DadgostarJ28)	13
3.3	Members Writing In - From Malcolm Sanlan (ScanlanM62) - QE2 Refuelled At Sea	15
3.4	The Kitty and the Typewriter - Seafaring Story by Robert F. (Bob) Wise (WiseR54)	15
3.5	Peter Broad (BroadP89) Request – Reunion Planning	16
3.6	Ian Moignard, at Warsash from Sept 1967 to Summer 1969	17
4	Graduation Photo – Summer 1974 Phase 1 OND – by Mike Waight (WaightM66)	17
4.1	2026 Graduation From Warsash Maritime School Facebook Page	18
4.2	Warsash Maritime School - Officer Cadet Graduation Dinner	18
5	Lighter Moments – Various Contributors	19
6	Iconic Ships	19
6.1	Queen Mary 2 – from various sources including Wiki, etc. Ed.	19
7	The WA Wardroom – The World of Good Reads, Art & Volunteer Work	25
7.1	Good Reads – Battle of the Arctic by Hugh Sebag-Montefiore (non-member)	25
8	Maritime News	26
8.1	Cement Ships!	26
8.2	Monty's Masts! The Richard Montgomery Masts to Remain in UK – Ed.	28
8.3	Marine Techno News	30
8.3.1	World's First 271,000 Cubic Meter LNG Ship Under Construction in China	30
8.3.2	AIS Dark: What the Shipping Data Is Not Telling You	30
8.3.3	What New Cybersecurity Rules Mean for Vessel Design & Construction	31
8.3.4	WSC Dual Fuel Fleet Dashboard – OceanGlam	33
8.3.5	First Feasibility Study on Maritime Nuclear Generation – Core Power	34
9	Obituaries	36
9.1	Mr. Duncan Beaton (BeatonD66) went aloft 17.06.26	36
9.2	Mr. Peter Johnston (JohnstonP64) went aloft 04.01.25	36
9.3	Captain Richard Martin Howse (HowseM68) went aloft 18.11.25	37
9.4	Mr. John Arthur Thow (ThowJ66) went aloft 02.12.22	38
9.5	Thomas Russell Jarvie Urry (UrryR50) went aloft 06.04.26	38
9.6	Roger Bowyer (BowyerR56) went aloft 08.04.24	39
10	WA Memorabilia	39



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

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

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

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

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

Please do NOT copy or republish any part of this newsletter without permission which is only granted in exceptional circumstances.

1 From the Executive Committee

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

Dear Members,

I hope this edition of All Hands finds you in good form and if you have been caught up in the heat wave(s) in the UK, you have been able to cope. It has all been rather extreme and exhausting and speaking personally, perhaps my age has something to do with that. I remember well working on deck in the Tropics and not being at all affected by the heat but time marches on and no doubt it would be more difficult these days. A small investment in an air conditioning unit a few years ago has been something of a saviour for us here at home.

It has been another very active few months and I am pleased to report that your Association is in good health. We have had an Executive Committee meeting using Zoom and all the reports have been very positive. We will always be looking closely at our income and expenditure and with the rebuilding of the website, costings of All Hands and other projects, there may be a need for a modest increase in membership fees but more of this anon. However, this is a good time for me to once again to thank the whole Executive Committee team for their dedication in keeping everything moving along positively.

Sadly, quite a number of our members have crossed the bar since AGM 2025 and two of my cohort (63/64), David Dearsley and Peter Johnston, are no longer with us. Both David and Peter will be remembered for many years as both were great characters and good company and always getting into scrapes of one sort or another during their cadet training.

Our overall membership numbers at 652 look very impressive but 266 are non-paying Officer Cadets. However, the important point to note is that our new paying members are roughly balancing out those who have crossed the bar or who are no longer members for whatever reason. This balance is an excellent result and a special thank you must go to everyone who is trying to promote the Association and in particular our Membership Secretary, Martin Greenwood and to Chris Clarke who is working tirelessly on developing a recruitment tool using LinkedIn to locate and contact those potential members who we hope will sign up. It is inevitable that our overseas membership continues to suffer but there is good work underway in N. America/Canada in developing a close relationship with other maritime associations, some of whom are in serious decline.

Our working relationship with the Officer Cadets through the Warsash Maritime Society continues to prosper and contact has proved to be much easier since it was created. We are told that it is the most vibrant student society at Solent University. We have been invited to give a presentation to the new Officer Cadet recruits and Robin Plumley as OC Liaison will be delivering it during their Welcome Week. Robin also very kindly attended the OC Graduation Dinner and in my absence was able to present the WA Cup plus framed Certificate to Engineer OC Jesse Strong as winner of the Commendation for Individual Achievement. Jesse had to overcome serious injury after an accident and showed great determination to complete the HND course.

Our Social Event team, Jane and Richard Leedham, have put in a real shift as always and have organized a really great social event, 16th-18th September at Buckler's Hard and Beaulieu. I am looking



forward to a wonderful few days – please sign up if you have not done so. Christmas Lunch has been booked for 12th December at Winchester Hotel – another social gathering not to be missed.

One industry matter which is raised in this edition of All Hands is the issue of Officer Cadet sea time or lack of it. It has been apparent for some time that many OCs are having great difficulty in complying with the need to complete 12 months sea time when submitting themselves for orals for their Certificates of Competency. The IMO's reaction to this dilemma is to reduce the amount of sea time required to nine (9) months. We think that this is a retrograde step and we wrote to the MCA accordingly. The MCA agreed entirely and so also did the Nautical Institute. The Warsash Association is not an NGO at IMO and so the best we can do is to support those who are - such as the Nautical Institute - and we will be writing to other NGOs to raise our concerns.

Finally, I should mention that one of our number has stepped forward to fund in total the construction and placement of a memorial plaque for the School of Navigation (and its subsequent institutions) at the National Memorial Arboretum. The plaque should be in place by the end of this year and an event will be organised to dedicate it in 2027.

Thank you once again to Stan Bowles who has produced another fantastic edition of All Hands majoring on QM2 with some of his own personal experiences.

Best wishes to all,

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

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

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

WA Membership worldwide currently is 650 (this includes 260 Officer Cadets & Officers at sea. Of the total number, 98% are online.

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

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

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

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

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

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

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

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

This edition features the Queen Mary 2 – what a lovely ship and a tribute to Cunard keeping all that history alive. The QM2 is a true masterpiece of the sea, celebrated as the world's last grand ocean liner. She combines classic style, incredible strength, and unique features that make ocean travel feel special. Her true ocean liner design, unlike regular cruise ships, with a strong hull and sharp bow built to cut through heavy North Atlantic swell with ease. Her classic elegance features grand public rooms, wide hallways, and real wood promenade decks echoing the golden age of travel. Such features as the only



planetarium at sea, a brilliant library, and even dedicated pet kennels for cats and dogs crossing the ocean. My wife and I thoroughly enjoyed our time onboard and as a follow-up I would love to hear from others who have had the pleasure of a voyage on her.

The next edition of All Hands will feature those incidents at sea that have change the life at sea both operationally and the construction of vessels we sail in. I hope that our Officer Cadets will put-pen-to-paper to let us know how technology is changing their lives on the bridge and in the engine room, etc.

1.4 New Joiners Since – Recruitment Initiative – Chris Clarke (ClarkeC59)

CQ – CALLING ALL MEMBERS!

Are you at all bothered that the Warsash Association might actually fade away within a few years? Sad to say we were on track for just that to happen! Did you know that between 2019 – 2025 our membership fell by 20% through failing to recruit enough new members in place of those members who, very sadly but inevitably, have died?

Is there a way to turn the vessel around before we hit the rocks?

YES THERE IS!

What can **you** do about it? People often, with good reason, shudder at the thought of using social media. However it does also have benefits and specifically here I'm talking about using LinkedIn as WA's recruiting tool. For this reason we now have a WA group on LinkedIn.

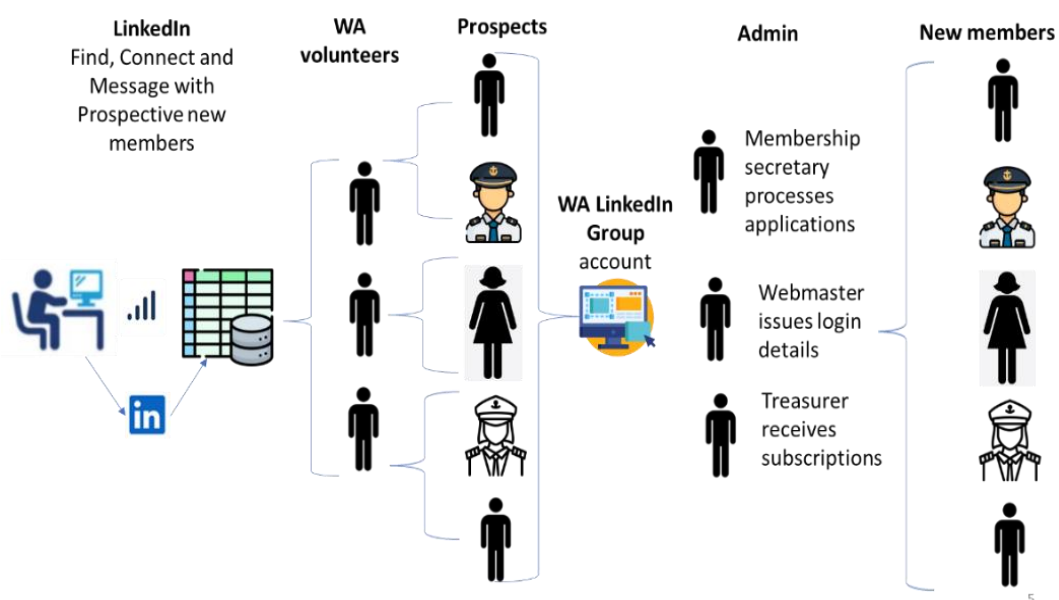
If already on LinkedIn don't hesitate, search with the name and join The Warsash Association Group now!

Here's the crux of the matter – whereas The Warsash Maritime School for legal reasons is not allowed to put us in touch with ex-Warsash personnel, LinkedIn can! I was astounded to discover how many seafarers use the product!

There are many hundreds, possibly even thousands of ex-Warsash personnel, past and present including Deck, Engineers, ETOs, WMS staff and Warsash SuperYacht Academy attendees.

It's like an email system built specifically for WA to invite eligible people to join us! All we have to do is find their LinkedIn profiles and invite them to join The Warsash Association Group and then the Warsash Association. Unbelievable but it's that easy!

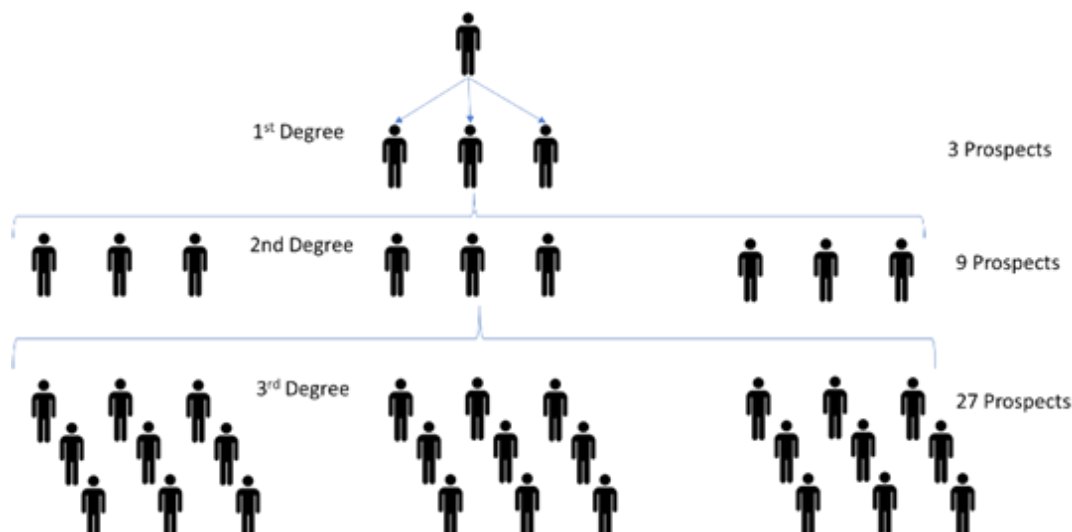
Not to mention of course, if in employment, especially Officer Cadets, LinkedIn's benefits are there for job-seekers and recruiters, which is its main 'raison d'etre'. The following illustrates how we use LinkedIn for WA recruitment.



You must have your own free LinkedIn account first of course, then join the WA Group when your invitation arrives. Each member of the Group opens a door to many other prospects; once you have inserted your maritime experience and education in your own account LinkedIn automatically finds and suggests Profiles for you to Connect to!



This shows how networks expand from one person joining our Group which then identifies and shows more and more potential WA new members (assumes three new links per person but it's often more).



Our results using LinkedIn in recent months are encouraging with over 70 members already in our LinkedIn Group, a number of whom have joined WA (19 from all sources since the last AGM).

Every individual in the Group will open the door to many others prospects who can in turn be encouraged to join WA. That alone surely is a worthwhile reason for you to join The Warsash Association Group!

Being a really old codger, I may not be able to carry on this activity for much longer which makes it all the more important for another enthusiastic volunteer to work alongside me on this initiative. The need is urgent.

Using LinkedIn is not difficult and I can tell you it's a doddle compared with the ColRegs! There must be many WA members capable of using LinkedIn, all it needs is enthusiasm, practice, determination and a little help to get started, which I shall provide.

WA Chairman Roger Holt braved a teach-in session with me recently after which he declared that if he can do it so can anyone so who am I to argue?

Recruiting Statistics (via all recruiting sources)

Item (To Aug 2026)	Paying	OCs & non-paying members	Totals
Total joined since AGM 25	21	9	30
Deceased since AGM 25	15	3	18
Resignations		6	6
Net gain / loss	6	0	6

Comparison with 2024-2025 when we recruited only seven new members all year illustrates the significant part you could play using LinkedIn for WA.

Will you volunteer to learn a role which will help the Warsash Association exist and thrive well into the distant future?

If so please email me at chris@chrisjclarke.co.uk

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

Officer Cadets who joined the Warsash Association Since All Hands 2026-1 Edition

Name	Username	Employer
Captain Jeff Lock	LockJ82	Texaco, CP Ships, Zapata, Lloyds Register, Hewett & Co, MFB - maritime lawyer, UK P&I Club, Maritime Arbitrator
Steve Reed	ReedS99	Denholm, Maersk (Britship), Esso Uk, P&O Ferries (Portsmouth), Bunkers Gibraltar, Pritchard Gordon, JH Whitaker
Alistair Johnston	JohnstonA26	Associate Member
Kathleen Dearsley	DearsleyK26	Associate Member
Captain Kulvinder J. S. Hayer	HayerJ87	P&O, KOTC, GEM, Pearl Ships
Captain Alireza K. O. Jafari	JafariA06	Warsash Maritime School



Georgios Avgoustatos	AvgoustatosG26	Thenamaris Ship Management
Harvey R. Tootill	TootillH28	Royal Caribbean
Matthew Carleton	CarletonM29	Carisbrooke Shipping Ltd.
William McGibbon	McGibbonW29	Zodiac Maritime
Connor T. Clarke	ClarkeC27	Zodiac Maritime
Alice Baugh	BaughA29	Carnival UK
Evan Sharma	SharmaE26	North Star Shipping
Harvey R. Clark	ClarkH28	Zodiac Maritime
Captain John E. Peck	PeckJ58	P&O Cable and Wireless
Alejandro (Alex) Procopuk	ProcopukA26	Wightlink Ltd.
Jack William Hays	HaysJ27	Zodiac Maritime LTD
Peter Wilson	WilsonP76	Clan Line / British and Commonwealth, then OCL
Shirley McAllister	McAllisterS79	I did not join a shipping/maritime company
Paul Andrew Coultas	CoultasP69	Cayzer Irvine
Roger Towner	TownerR73	Trident Tankers
Judah Lorenzo Rossi	RossiJ26	Clyde Marine Training Ltd
Mark Andrew Williams	WilliamsM88	Buries Markes Ship Management Ltd
Peter Francis John Broad	BroadP89	RFA & Royal Yacht Squadron of Oman
Patrick Chandler	ChandlerP75	Cunard Line
John C. W. Reid	ReidJ67	Furness Withy / Terkol / PLA
Stephen Martin Hicks	HicksS75	P&O General Cargo Division
Geoffrey William Anderson	AndersonG63	Furness Withy, Sealink, Trinity House Pilotage, Harwich Haven
Steven William Hayward	HaywardS73	Retired

1.5 Australian Branch News – Richard Regan ([ReganR70](#)) Branch Chairman

Richard indicates there is nothing of note to report.

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

WANZ is quietly ticking away as we endure the cold snaps of the NZ winter punctuated by beautiful sunny days.

With some kindred organisations including NZ Company of Master Mariners (Auckland) we recently sponsored a deserving young lady for a ten day trip aboard the sail-training ship Spirit of New Zealand. Bella recently wrote to us (below) about her trip, commenting that *“it was an amazing experience”* and saying that there were times when she was *“yanked out of her comfort zone, like climbing up to the VERY top of the mast”* (shades of Halcyon?) and getting up each day at 0630 (memories of the daily run?)

August will see our mid-winter lunch in Auckland and the start of November will see our AGM get together for a couple of days. We had aimed to hold the AGM in Tauranga but despite the very best efforts of our Social Secretary, Mike Pigneguy, an affordable venue could not be found. Accordingly we have moved the venue to Auckland.

Bella sent a very nice thank-you letter to WANZ, below, together with my reply and a short bit about the Spirit of Adventure Trust (which owns and operates Spirit of New Zealand).

Spirit of Adventure – New Zealand’s Youth Development at Sea Spirit of Adventure is a not-for-profit programme running 10-day voyages on the tall ship Spirit of New Zealand, designed to empower 16 - 19-year-olds with leadership, resilience, and personal growth through the challenge of the sea.

Founded over 50 years ago, Spirit of Adventure offers a life-changing, technology-free experience where young people from across New Zealand live and work together at sea. The programme is run by the Spirit of Adventure Trust, which has helped more than 85,000 young people develop skills, confidence, and community spirit.



Spirit of New Zealand

The 10-Day Voyage:

- Who: Ages 16–19 (must not have had a 20th birthday), meeting medical and conduct requirements.



- What: 40 trainees (equal mix of males/females) from different backgrounds, stripped of digital devices, work and live aboard the three-masted Spirit of New Zealand.
- Skills & outcomes: Leadership, communication, teamwork, self-awareness, resilience, problem-solving, and environmental stewardship.
- Activities: Sailing tasks, hiking, rafting, rigging climbs, ocean swimming, and other challenges.
- Community: Participants form deep bonds, often staying connected for life.

Dear Captain Craigie-Lucas and WANZ

I am writing to say a huge thank you for sponsoring my trip on the Spirit of Adventure. It was an amazing experience, and I could not have gone without your support.

I was pretty nervous getting on the ship at first before getting to know everyone. I pushed myself when waking up at 6:30 every morning to jump off the side of the ship onto the water while the sun rose. It was interesting learning how to handle the sails as well as living with a bunch of other kids who I'd never met before. There were times where I was yanked out of my comfort zone, like that huge four hour hike we did in the great barrier island. I'm not too fond of hikes. But there were some really cool things I got to do such as steering the ship and climbing up to the very, VERY top of the mast. It was cool looking down at everyone on deck. We saw a lot of dolphins swimming alongside us while we were sailing which was super cool.

I learned a lot about teamwork, developing leadership skills, and that I can actually achieve things even when it gets rough. I made so many friends and memories that I will never forget. I also learned that I really like sailing and being on my voyage really had me wanting to be a sailor once I leave school, so I'm very excited.

Thank you so much for giving me this opportunity. I am truly grateful to have been sponsored by you all to go out onto the water.

Bella

Dear Bella,

On behalf of the Warsash Association of New Zealand (WANZ) I would just like to say how pleased we were to receive your letter of thanks following your voyage on Spirit of New Zealand.

It is clear from your letter that your experience on Spirit of NZ, which may have initially pushed you to the boundaries of your comfort zone, has left a lasting impression on you. Through your perseverance and the support of fellow voyagers it seems you found strengths that you didn't know you possessed.

I am sure you will carry the memories of your voyage, and maybe a new-found love of the sea, with you into adulthood and for many years after that.

We are so glad that that WANZ were able to contribute to such a good outcome for you.

You may be interested to know a little bit about the Warsash Association of New Zealand. We are the NZ branch of a wider group based in the United Kingdom, simply called the Warsash Association.

Our members all have attended the Southampton School of Navigation at some time in their careers. The School of Navigation was based at Warsash, near Southampton in England and was established initially to train young men (all men in those days) to become officers in the Merchant Navy.

Many of us, myself included, attended the school as cadets, where we learned the basics of navigation, seamanship and other nautical subjects before joining our first ship and commencing our careers at sea. Others attended the school in later years to study and sit for their professional certificates as they progressed their career at sea.

Interestingly, as cadets, we also had a sail training ship on where we learned how to put into practice some of the new skills we had been taught in the classroom.

I join with our Membership in wishing you all the best for the future, wherever that may take you.



Sincerely,

Adair
Captain Adair Craigie-Lucas,
Chairman, Warsash Association (NZ Branch)

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

There is nothing substantial to report and nothing out of the USA from Co-Chair Gordon Cooper.

Our Members of the North American Branch regularly participate in Conway Club regional luncheons to "swing the lamp" and bring each other up to date. We all share British Merchant Navy cadet training roots as former cadets and officers living abroad maintaining ties to our sea-going heritage without requiring travel to UK-based alumni reunions. Our Friend of Warsash Section is open to all branches to update their events.

2 **WA Notices, News and Events**

2.1 2026 WA Social Events – Jane & Richard Leedham ([LeedhamR69](#))



Save the Date

The Warsash Association UK Christmas Lunch 2026

On Saturday December 12th – 1200

At the Winchester Hotel & Spa, Worthy Lane, Hampshire, UK, SO23 7AB

This year, we will be trying a new venue for our Christmas Lunch. Just a 10-minute walk from the train station and the historic City Centre. For those members who would like to stay a little longer, Winchester offers a good choice of local attractions, such as the Cathedral and Abbey Gardens, King Arthur's Round Table at the Great Hall Museum and City Mill to name just a few. Also a short drive away is the Bombay Sapphire Distillery. There will also be the very popular Christmas Market in town to help get us all into the festive mood and giving you a chance to pick up any last-minute gifts or you could pre-book a spa treatment at the hotel and enjoy some pre-Christmas pampering.

The cost will be £49 Menu options are not yet available but it will be along the lines of a traditional festive meal. We will be in the Crystal Room, where we will have our own private bar available to order pre-lunch drinks and table wine from 12.00 followed by lunch at 13.00.

There is a small parking area available to the rear of the hotel on a first-come basis and some allocated spaces available for pre-booked Blue Badge holders. Alternatively, there is a large pay and display car park in the front of the hotel.

Rooms are also available for anyone wishing to stay overnight in the hotel, you will need to book these direct with the hotel on 01962 709988, please mention that you are attending the Christmas lunch.

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

2.2 WA Letter to the IMO – Roger Holt ([HoltR64](#)) – Our Chairman

A Letter Expressing Concern Regarding the Proposal to Reduce Qualifying Sea-Time for Officer Cadets.

It is with alarm that the Warsash Association notes the decision at IMO sub-committee level to reduce the required sea-time for STCW II/1 candidates from 12 months to 9 months with simulator training allowed to substitute for part of that period.



Since the reduction of sea-time to 12 months members serving at sea have found that it is difficult for Cadets to develop the necessary practical seamanship skills and nautical sagacity in the time available. This inevitably produces junior officers who will often initially lack these qualities and reducing qualifying sea-time still further will worsen an unsatisfactory situation. This in no way reflects poorly on the training conducted on board or the cadets themselves – rather it is an inevitable consequence of limited time and the need to prioritise between the different training tasks that must be undertaken.

With regard to the use of simulators to reduce qualifying sea-time we have the following comments made on the strength of members' experiences both as instructors and students.

Modern simulators are undoubtedly realistic and allow a wide variety of scenarios and exercises to be conducted. They are a valuable resource for a wide range of training tasks including Bridge Resource Management, Emergency Response, Bridge Equipment Training, Ship-handling and Continued Proficiency Assessment. They are also successfully utilised for Port Assessments and Manoeuvre Planning. There are however limitations not the least of which being that most exercises are of limited time duration and that no simulator no matter how sophisticated can fully replicate the experience of being on a ship with all that entails such as accumulated fatigue, commercial pressure and so forth.

It is not clear how it is proposed to utilise simulators for the proposed purpose of substituting sea-time. The consensus within the Warsash Association is that simulators cannot adequately replicate the experience that cadets might be expected to gain onboard ship. They could certainly have an application for the assessment of candidates during examination and for some elements of training but their use as a substitute for sea-time is dubious at best. In the aviation industry pilots learn to fly before they go near a simulator.

In summary the proposed reduction of sea-time and the substitution of simulators for part of this is potentially dangerous. With the present 12 months sea-time many cadets are qualifying as officers without the necessary practical skill set and require careful mentoring and monitoring. It is questionable whether simulators can adequately replace the experience gained on ships.

The Warsash Association can understand the reasons why this proposal is attractive. The question should be asked – what are we trying to produce? The answer must be well educated officers able to operate modern ships and equipment but with sufficient practical skills and judgement to command them at sea.

Kind regards,

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

3 Warsash Maritime School News

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

- Warsash LinkedIn
- Warsash Maritime School @ <https://www.facebook.com/search/top?q=warsash%20maritime%20school>
- Warsash Maritime School Alumni @ <https://www.facebook.com/groups/ALUMNIWMS>
- Warsash Maritime Academy Cadets @ <https://www.facebook.com/groups/1037566496275915>
- The Warsash Association's FB Group @ <https://www.facebook.com/groups/warsashassociation>

3.1 Friends of Warsash (FoW) – Ed.

It is with sadness that one of our Conway Companions and Friend of Warsash, George A. Adams (1938 – 2026) crossed the bar on 4th August, 2026 in West Vancouver, B.C., Canada

George was a 'Grimsby lad' and prominent leader in British Columbia's maritime and forestry industries and resident of West Vancouver, Amica Retirement Home, and passed away with his loving wife, Vivienne, by his side.

A titan of global logistics, George devoted decades to shaping the province's international trade footprint. He spent the core of his career at MacMillan Bloedel, rising to serve as Vice President of Transportation from 1981 until his retirement in September 1997. Concurrently, he served as President and CEO of the Canadian Transport Company Limited (CTCo) - MacBlo's shipping arm - from 1980 through its sale in 1997.



Throughout the 1970s and 1980s, George spearheaded the establishment of corporate shipping offices and stevedoring subsidiaries in Europe, Australia, and Nanaimo, ensuring BC timber reached every corner of the globe. Following his retirement from MacMillan Bloedel, his dedication to the coast never wavered; he served as Chairman of the Vancouver Port Authority from 2005 to 2007, leaving an indelible mark on Canada's largest port.

Beyond his executive accomplishments, George was a man deeply attuned to the water and his North Shore home. Whether navigating Howe Sound or looking out over English Bay, he brought a steady presence, sharp strategic vision, and warm camaraderie to everything he undertook.

A memorial service will be held at St Christopher's Anglican Church at 1068 Inglewood Avenue in West Vancouver on Wednesday, September 23rd at 1400 hrs. In lieu of flower, memorial donations can be made to Mission of Seafarers - Vancouver.

*"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."
— Alfred, Lord Tennyson*

3.2 WA Warsash Maritime Society (WMScty) Report & Officer Cadet Interviews by OC Julian Dadgostar ([DadgostarJ28](#))

3.2.1 WMScty Report for the Warsash Association All Hands

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 widening 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 offsite 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.

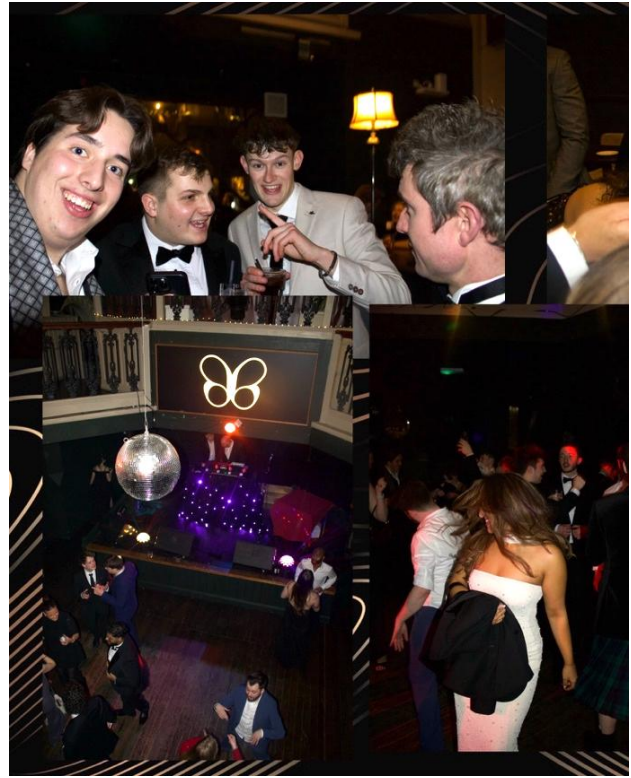
The Society also holds regular social events, including pub quizzes, karaoke sing-alongs and movie nights. These bring together cadets from different classes, departments and phases, fostering friendships and bridging gaps that previously separated them.

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.

3.2.2 Officer Cadet Interviews - by OC Julian Dadgostar ([DadgostarJ28](#))

Zack Heathfield-White - Marella Cruises | September 2025 Intake

When did you join the Warsash cadet programme, and what motivated you to sign up? *"I joined September 2025, the main motivation being tax free income."*

What have you learnt so far as a cadet? *"Engineering protocols and maritime law."*

How are you finding the pace and volume of learning? *Very fast due to amount of content and short amount of time to complete it."*

As part of the first cohort in the modernisation programme, what's your perspective so far? *"Due to my shallow understanding of what the programme used to be, I can't compare but so far the course has been fine."*



Zack

What's working well for you, and what could be improved? *"Pace of lessons could be improved, there is a lot being mentioned each lesson."*

What are you most looking forward to at sea? *"The practical work."*

Tell us a bit about who you are outside of your studies. *"Outside of studies I am a chef, kickboxer and surfer."*

George Presland Carnival UK / September 2025 Intake

When did you join the Warsash cadet programme, and what motivated you to sign up? *"September 2025. I was motivated to work at sea and a cadetship is the best way to achieve that dream."*

What have you learnt so far as a cadet? *"Theory,, not so much as it's a struggling topic but engineering side lots as it's been hands on which works best for me."*

How are you finding the pace and volume of learning? *"The pace is a very big jump for me from school and college and is almost unmanageable but I'm coping just about."*



George

As part of the first cohort in the modernisation programme, what's your perspective so far? *"Doing the theory is very difficult but the engineering is good but by end of the week motivation to keep going is*



gone. "What's working well for you, and what could be improved?" *"The best thing is the looking forward to the sea phase and what needs to be improved is support for exams."*

What are you most looking forward to at sea? *"Travel and the experience of living and working onboard."*

Tell us a bit about who you are outside of your studies. *"Avid luxury watch collector and amateur boxer competing out of Southampton."*

George Armitage - September 2023 Intake / Final Phase

When did you join and why? *"Joined in September 2023, had finished A levels and wanted to start taking on some responsibility in a real job. I also enjoy academia so the hybrid of both seemed like a good opportunity for me. I have always had an interest in working at sea, grew up locally and frequently sailed. The unique lifestyle of this career appealed to me too."*



George

What have you learnt during your cadetship? *"I am in my final phase of my cadetship and I feel I have learned and changed a lot since being the 18 year old boy who joined. Not only have I learned quite high level academic subjects, most interesting to me was celestial navigation, I have also, and perhaps more importantly, learned how to deal with real world hardship."*

How are you finding the pace and volume of learning? *"The education provided is good quality and professional, the pace at which it is delivered is sometimes tough but clearly necessary. I have coped but it wasn't as easy as college."*

What's your perspective on the modernisation programme? *"I believe that the modernisation of the programme is a good idea; when I first went to sea, I didn't know starboard from larboard and I was painfully aware of it. But the new system ensures that the cadets have a solid understanding of what they are looking for at least and are therefore able to learn more on the job."*

What's working well and what could be improved? *"The university provides a good foundation for your studies, the sol page online is very useful and the lecturers do know what they're teaching (having had experience in the field themselves). At the end of the day, it's down to each cadet to make of it what they can, if you aren't someone who is happy studying after class then the course may be a shock for you."*

What were your sea phases like? *"Being at sea wasn't easy but it was certainly worth sticking it out. It's completely different from anything I've experienced and gives a young person some perspective on their lives. You are extracted from the sheltered society of your own friends and family and detached out at sea for six months at a time. Doing this as a young adult has you questioning whether it's worth it but the sense of responsibility and pride you gain for yourself when you get through it is worth it."*

What are you looking forward to in your career? *"I'm looking forward to working on tall ships before I start chasing a pay-check as reading about old sailing ships in books like Hornblower and Bolitho is what inspired my career at sea."*

Tell us about highlights? *"The highlight of my seetime was arriving in China after a month and a half without seeing land - I was working on deck and at the first sight of land there was a cheer amongst the crew. It felt like I was on the Santa Maria. There is a strong sense of comradery amongst the cadets on land too."*

Anselm Lally - September 2024 Intake | Second Sea Phase

"I started my deck cadetship back in September 2024. I'm on my second sea phase now."

Previously, I was based in Southampton, serving in the British Army at 17 Port & Maritime Regiment, RLC. My role was a deckhand, but unfortunately the military offered their training in house and so when I came to leave, I'd have no transferable qualifications. A friend of mine from the local rugby club recommended the cadetship. I decided to come to Warsash because of its leading facilities, which I am yet to use. Also being familiar with the local area and volunteering with various organizations, swayed my decision to continue with my studies here in Southampton."



Anselm



"So far, the cadetship has been a stimulating challenge. I have volunteered to be my class rep since the start of the course, hosting class outings and parties for them. We also have these class rep meetings with lecturers to report what could be improved within Warsash. I would say that Warsash Maritime School is on an upwards trajectory, and the new curriculum seems to help towards that."

"Looking back on my first sea phase, it was full of drama. Initially deployed to Edinburgh, experienced two fires onboard, followed by inspections from MAIB, insurance companies and more. After weeks of scrubbing bulkheads, the lack of sea time was hindering progress. So I moved to another vessel in Hull doing an explosive ordinance survey on the Hornsea windfarm project. After which I travelled to Norway where we were exploring for gas near Bodø. I love the work my company has to offer, and so far, I would say my experience has aided my development. It's important to be well organised with your training record book, and make sure you complete as much of this as possible in the first sea phase."

"Now I'm on my second sea phase, surveying in Germany. Having previously passed all my exams, it takes the pressure off during my time onboard allowing me to focus on my remaining tasks, and hone in on precise learning for my orals next year. It almost feels like the final lap in a race now, where I just need to open my legs a bit more and use the second wind."

"All in all, I have loved the cadetship and thoroughly enjoy life at sea."

3.3 Members Writing In - From Malcolm Sanlan (ScanlanM62) - QE2 Refuelled At Sea.

Carrying on from our AHs edition 2023-1 and in keeping with this Edition on another Cunarder, Malcolm provided this little ditty from a former QE2 shipmate John Cullingford from June 1982, on our way back from the Falkland war zone. Malcolm was the 4-8 watchkeeper but on the bridge most of the day. Ed.

John reminisces – *"on returning from the Falklands with 650 survivors from three sunken Royal Naval ships, HMS Coventry, Ardent and Antelope, without any training, the QE2 is refuelled at sea. 2nd June 1982 - QE2 burns 500 tonnes of fuel a day at 28 Knots, we have 600 tonnes of fuel spread across 34 fuel tanks, consequently 500 tonnes is un-pumpable, so desperately need fuel and are considering slowing down."*

"First light the RFA Bay Leaf was nowhere in sight and then we saw her to be 12 miles astern, so slowed to allow her to come alongside. This will be the first time a commercial ship is refuelled at sea (RAS) moving at 10.5 knots in parallel. Despite heavy swell we linked up the fuel lines at 0930, steering a course of 300° and a steady speed of 10.5 knots and took on 4,100 tons of IFO 180 fuel, which is better than our normal IFO 360, finally breaking connection and parting ways at 1830 hrs. Nine hours of precision steering in heavy weather keeping two large ocean-going vessels in a dead straight line at about 100 feet apart, skilled seamanship at its best."



John's pictures of a most interesting and skilled operation

3.4 The Kitty and the Typewriter - Seafaring Story by Robert F. (Bob) Wise ([WiseR54](#))

I was asked the other day what was the most painful thing that ever happened to me?

Early 1957 I was standing by a Royal Mail ship, (I think RMS Araby) at the top of Royal Vic Docks, London and had borrowed the Chief Steward's typewriter to complete some paperwork. To return the typewriter, I had to go down a steep internal stairway. It was a big unit with a wide carriage, but I could carry it quite easily in two hands. Unfortunately, I slipped on the steel treads and took a tumble on my rump to the bottom with me going one way and the typewriter going another (write off!). I landed on the mat at the bottom of the stairs stunned with a very painful base of my spine (coccyx) and it was sore for a while, also bled, but soon healed up.





The MV Araby (2) was a 5,040 gross register ton (GRT) cargo ship built by Lithgows Ltd in 1947.

Originally operated by Royal Mail Lines Ltd, she was sold to Shamrock Shipping Co. of Larne in 1961 and renamed Glynn. Her subsequent history and names:



The Araby

- 1961: Renamed Glynn (Shamrock Shipping Co. Ltd, Larne)
- 1962: Renamed Aris (Aris Compañía Naviera S.A., Greece)
- 1968: Renamed Aria (Astrovalido Compañía Naviera, Cyprus)
- 1971: Arrived at Alicante, Spain, to be broken up for scrap

Fast forward about 15 years. I was admitted to hospital for surgery to relieve a large abscess on my coccyx to drain the sinuses. A relic of my tumble aforementioned. Post op, I was lying flat on my stomach in a ward of about 20 patients in a Tunbridge Wells hospital (Kent & Sussex) when after a junior nurse was told to replace the dressing, she promptly just grabbed the top of the dressing and drainage tube and ripped it off! The dressing was well fixed to me with dried blood etc. but it just tore the skin to the point where I screamed at the top of my voice. I was heard around the hospital let alone the ward! The ward Sister rushed in to see what had happened and chewed out the young nurse in front of everyone for being so stupid. From that moment I was mocked/teased by all the other patients (male) for being a wimp! I got out of the hospital in a shorter time than normal as I was scared it would happen again! My most painful moment!!

Back to the ship. I duly signed on and we set sail for the Caribbean. The prior trip we had been to Cuba loading sugar around the little ramshackle ports when one of the crew adopted a scruffy kitten that strayed on board at some point. They named it 'Oobang' for some unknown reason and it settled into life on board relying on the galley and crew dining area for food.

Some of the previous crew had returned and looked for Oobang but it was nowhere to be found. As we started off down the Channel the cabin staff and stewards started to clean up after weeks in port. A steward happened to lift the coconut mat at the bottom of the ladder to sweep! 'Lo and behold' there was Oobang dead as a doornail, flat as a pancake!

Of course, I got the blame after the Chief Steward ratted me out! The rest of the trip I was called the pussy killer! The poor little fella had been playing under the mat until some idiot decided to take tumble down the ladder on to the mat!! In those days I was not heavy but the trajectory and distance I fell was quite enough to cause the damage! RIP Oobang!

3.5 Peter Broad ([BroadP89](#)) Request – Reunion Planning

Some may be aware that Peter is planning a reunion September 2026 of Warsash Engineer Cadets from September 1986. He would like to reach out to any ex-cadets of that vintage who I do not have contact with. Peter is recently new member of the WA Association and hopes to be re-connect with a few ex-colleagues.

His list is as follows and names in **RED** and Missing in Action (MIA).

Peter Broad - Barry Walker - Nick Potter - Chris Cates - Dave Scott - Mark Davies - Tony Grainger - Andre D'Costa - Alan McGuire - Lee Harrison - Nigel Sim - Tim Sparrow - Alan Patterson - Keith Phillips - Robbie Stevenson - Andy Lee - Tim Daubney - Jon Short - Andy Alderson - Stuart Maven Hazelton - Steve Madden - Mike Travis - Dave Porter - Charles Phizacklea - Andy Wright - Danny Harwood - Steve Russel - **Chris Swan - Mark Richardson - Chris Glew - Des Pirkhoffer - John Smith - Graham Moffat - Alan Wardle - Jane Stone David Latham - Nick "alright mate" - Pete Oliver - Mike Lynch - Alex Leslie - Mike Long - Ian Oakley - Jeff Wilson.**

Also, please see the announcement below.

"I am very proud to have been inducted into the Worshipful Company on Shipwrights in April."

Business Relation Management BRM (Board) Statement of 10th April 2026.

The Worshipful Company of Shipwrights'



It is with great pride that we announce that Peter Broad has been installed as a Freeman of the Worshipful Company of Shipwrights at a ceremony presided over by the Prime Warden Mr. Andreas Bisbas; held at Ironmongers Hall in the City of London on the 9th of April 2026.

The Worshipful Company of Shipwrights' one of the City of London's 113 livery companies, with its origins dating from before 1199. Recognised as a Company 'incorporated by prescription', the earliest surviving written reference to this old and Worshipful Company occurs in the records of the City of London in the reign of King Richard II in 1387.



Peter receiving his recognition

The original purpose of the Company 700 years ago was to safeguard the quality of shipbuilding in London. This continues today via the provision of support to marine apprenticeships, boat building courses and naval and marine engineering students at university plus the presentation of annual awards of excellence. The Shipwrights' Company has a strong philanthropic purpose and donates annually to maritime related causes, individuals, charities and companies.

Peter said: *"It is a huge honour to be asked to join such a prestigious livery company that has its origins dating back 700 years. To attend the installation court at Ironmongers Hall was a very special event and to meet the Prime Warden, Wardens and Liverymen of the Worshipful Company of Shipwrights was such a memorable and prestigious occasion."*

I look forward to contributing to the good work of the 'Company' and their historical goals supporting organisations, charities, educational institutions and individuals associated with the Company's role as a City of London Livery Company and its origins and trade."

3.6 Ian Moignard, at Warsash from Sept 1967 to Summer 1969

Ian writes in as he has noticed on this page on our website:

<https://www.warsashassociation.net/site/history-son1950-1965.htm> that:

"September 1965: An Ordinary National Diploma Cadet Training Scheme was started; this was a sandwich course for 'A' Level entrants which enabled them to gain a nationally recognised qualification whilst studying for their professional examinations. A joint Engineering Cadet Scheme was also started as it had been long recognised that there would be many advantages from training both disciplines, deck and engine, together rather than separately. The course was organised so that the Engineering Cadets resided at the School of Navigation and did some common studies with the Deck Cadets, though the engineering studies were done at the then Southampton College of Technology."

Ian explains that he was an engineer cadet in the Bell Term (named after Titanic's Chief Engineer) at Warsash, starting in September 1967 and finishing in Summer 1969. This was reportedly the second year of engineer cadets at Warsash, thus the first year would have started in September 1966, not 1965 as stated on the website. John Thow was in the year ahead of me, and in his third term was Chief Cadet Captain (CCC) during the summer term of 1967. He was the first engineer cadet to become CCC.

Therefore, the question to all is – did the first engineer cadets start in 1965? As can be seen in John Thow's obituary (this edition Section 9.4) which may have been extracted from the present indication above.

4 Graduation Photo – Summer 1974 Phase 1 OND – by Mike Waight (WaightM66)



L to R

Rear:

- Parker
- P. Kidman
- S. Sookoo
- K. Lumbee
- P. Baldcock

Front:

- S. Pembridge
- C. Lee
- P. Morter
- J. Thorburn
- M. Shakespeare

4.1 2026 Graduation from Warsash Maritime School Facebook Page

Newly qualified marine engineering and navigation officers celebrated the successful completion of their studies at Southampton Solent University's Warsash Maritime School (WMS) on 10th July.

During a special awards ceremony in the evening, outstanding cadets were recognised for their academic achievement, professionalism and contribution to life at the School, in front of leading figures from the maritime industry, including representatives from Princess Cruises, Carnival, MSC, Just Be Maritime, Clyde Marine Training, Merchant Navy Training Board, MVS, Warsash Association, MCA, Pembrokeshire College and Maritime Solent.



4.2 Warsash Maritime School - Officer Cadet Graduation Dinner Captain Robin Plumley MBE ([PlumleyR72](#)) – WA Cadet Liaison Officer

I had the honour and privilege to attend the 2026 graduation dinner in the Spark Atrium at Solent University and to present the Commendation for Individual Achievement. This is awarded annually to the Deck, Marine Engineering, or Electro-Technical cadet who has demonstrated exceptional motivation, effort, and determination in successfully completing their cadetship.

The recipient may have overcome adversity or significant challenges during their training or shown remarkable perseverance in progressing through these complex and demanding programmes. In recognition of this achievement, the student is awarded the Sword of Honour, which is on loan to the School from Mr Michael Ripper.



Several years ago, the Warsash Association, a long-established association of former Warsash students, generously established a fund to recognise excellence amongst the School's cadets. As part of this recognition, the recipient receives an engraved cup, a certificate, and five years' complimentary membership of the Association.

I had the greatest pleasure in presenting the cup and certificate to Officer Cadet Jesse Strong with Kunal Anand, Director of Warsash Maritime School.



OC Jesse Strong, Robin Plumley, and Kunal Anand



OC Jesse Strong's Commendation



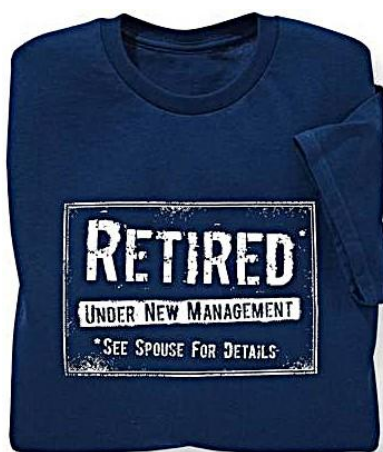
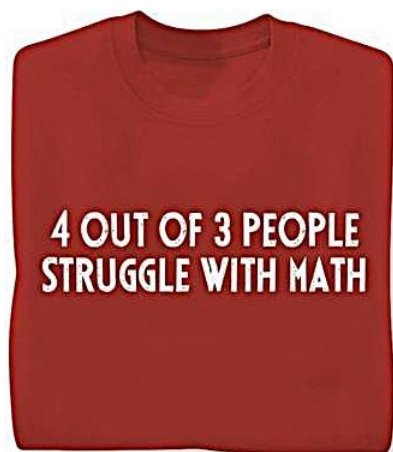
The Awards



The Graduates

5 Lighter Moments – Various Contributors

T-Shirt Time!



6 Iconic Ships

6.1 Queen Mary 2 – from various sources including Wiki, etc. Ed.

RMS Queen Mary 2 (QM2) as of April 2004 is the flagship of the Cunard Line and as of 2026, remains the only ship built for service as an ocean liner still in active service. QM2 sails a regular transatlantic crossing between Southampton and New York City, with the occasional short cruises and an annual world voyage.



She was constructed to replace the Queen Elizabeth 2 (QE2), which was the Cunard flagship from 1969 to 2004 and the last major ocean liner built before QM2. She has the RMS (Royal Mail Ship) prefix conferred on her by the Royal Mail when she entered service, as a gesture to Cunard's history, although mail is no longer transported by liners which was the criterion for this designation.

Designed by a team of British naval architects led by Stephen Payne, she was constructed in France by Chantiers de l'Atlantique. On completion QM2 was the longest, at 1,131.99 ft (345.03 m), and largest passenger ship ever built with a gross tonnage of 148,528 GT. Royal Caribbean International's Sea class cruise ships now hold that distinction but she remains the largest ocean liner ever built.

Her final construction cost was approximately \$300,000 per berth using high-quality materials and she had 40% more steel than a cruise ship. With a maximum speed of just over 30 knots (56 km/h; 35 mph) and a cruising speed of 26 knots (48 km/h; 30 mph) she is faster than a contemporary cruise ship. QM2 also uses integrated electric propulsion to achieve her top speed with diesel engines, augmented by gas turbines, to generate electricity for electric motors for propulsion (four electric propulsion pods) and for on-board use. The spaces for these prime movers are split, and controls are backed up, so that a single failure will not disable the ship.

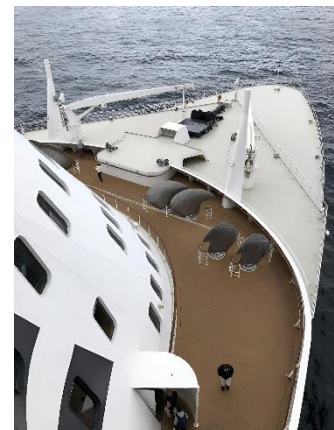
QM2's power plant comprises four sixteen-cylinder Wärtsilä 16V46CR EnviroEngine marine diesel engines, generating a combined 67,200 kW (90,100 hp) at 514 rpm, and two General Electric LM2500+ gas turbines, provide a further 50,000 kW (67,000 hp); these drive electric generators, which in turn provide the power to drive four 21,500 kW (28,800 hp) Alstom electrical motors located inside the podded propulsors (and thus entirely outside the vessel's hull). Such an arrangement, known as integrated electric propulsion (IEP), provides for economical cruising at low speed combined with an ability to sustain much higher speeds when required, and has been common in naval vessels for several decades.

QM2's gas turbines are not housed along with her diesels in the engine room deep in her hull, but instead are in a soundproofed enclosure directly beneath the funnel. This arrangement allows the turbines to be supplied with sufficient air without having to run large diameter air ducts the height of the ship, which would have wasted valuable interior space.

The propulsors are Rolls-Royce Mermaid azimuth thruster type podded propulsion units, each with one forward-facing low-vibration propeller with separately bolted blades. The forward pair of thrusters is fixed, but the aft pair can swivel through 360°, removing the need for a rudder. QM2 is the first quadruple-propeller passenger ship completed since the SS France in 1961.

Queen Mary 2 carries eight spare blades on the foredeck, immediately forward of the bridge screen. In addition to the primary thrusters, the ship is also fitted with three bow thrusters, with a power output of 3.2 MW each. These allow the ship to turn in its own length while in port, to conduct more complex docking manoeuvres.

The propulsor pods have been prone to failure, attributed to the motors' thrust bearings, which continued to show a tendency to fail even after numerous attempts at redesign. In January 2009, Carnival, through its Cunard division, sued Rolls-Royce in the United States. The line alleged that the Mermaid pod propulsion systems fitted were inherently defective in design, and that Rolls-Royce knew about the design deficiencies and deliberately conspired to mislead, deceive and defraud in the course of winning the contract. In January 2011, the court awarded Carnival US\$24 million (approximately UK£15 million at the time of verdict).



Spare propeller blades mounted on the foredeck

She has fifteen restaurants and bars, five swimming pools, a casino, the largest ballroom on a ship in service, a theatre, a library, a gym, an art gallery, a golf simulator, and the first planetarium at sea. In common with liners such as the original RMS Queen Mary, there is a continuous wrap-around promenade deck (Deck 7). This passes behind the bridge screen and allows passengers to circumnavigate the deck while protected from the winds; one circuit is 620 m (2,030 ft) long. The flanking promenades are created by the need to step the superstructure to allow space for lifeboats. By SOLAS standards, these should have been lower on the hull (15 m/49 ft) above the waterline, but for the sake of appearance as well as to avoid the danger of large waves damaging the boats, Payne convinced SOLAS officials to exempt Queen Mary 2 from this requirement, and the boats are 25 m (82 ft) above the waterline.



Payne's original intention was for a stern profile with a spoon shape, similar to most previous liners, but the mounting of the propeller pods required a flat transom. The compromise was a Costanzi stern – a combination of the two, which provides the transom required for azimuthal pod propulsors and has better sea holding characteristics in a following swell. In common with many modern ships, Queen Mary 2 has a bulbous bow to reduce drag and thereby increase speed, range, and fuel efficiency.

While of a design similar to that of QE2, QM2's funnel has a slightly different shape, because a taller funnel would have made it impossible for the ship to pass under the Verrazzano Narrows Bridge in New York City at high tide. The final design permits a minimum of 13 feet (4m) of clearance under the bridge.

She is too large to dock in many ports, passengers are often ferried to and from the ship in tenders, which can also be used as lifeboats. These are stored at sea in davits alongside the lifeboats. To transport passengers ashore the tenders pull up to one of four loading stations, each of which has a large hull door that opens hydraulically to form a boarding platform, complete with railings and decking.

She was also designed as a post-Panamax ship, too wide to use the Panama Canal before its expansion in 2016. This allowed her to transit the canal for the first time during the world cruise in 2026. Prior to this she had to circumnavigate South America to transit between the Atlantic and Pacific oceans. The decision not to constrain her width to transit the Panama Canal was taken as QE2 only transited once a year, during the world cruise. Cunard decided to pass up the convenience of the occasional passage in favour of a greater passenger capacity.

As is the case with many modern passenger ships, many of the major public rooms on board QM2 are on the lowest public decks of the ship, with the passenger cabins stacked above.

- Deck 2, the lowest passenger deck, contains the Illuminations theatre, cinema and planetarium (the first at sea); Royal Court Theatre; Grand Lobby; "Empire Casino"; "Golden Lion Pub"; and the lower level of the "Britannia Restaurant".
- Deck 3 holds the upper levels of "Illuminations", the "Royal Court theatre" and the "Britannia Restaurant", as well as a small shopping arcade, "Veuve Clicquot champagne bar", the "Chart Room", "Sir Samuel's" wine bar, the "Queen's Room", and the "G32" Nightclub.
- The other main public deck is Deck 7, on which are the "Canyon Ranch Spa", "Carinthia Lounge", "King's Court", the "Queen's Grill Lounge", and the "Queen's Grill" and "Princess Grill" restaurants for higher-fare passengers.
- The public rooms on Deck 8 include the à la carte "Verandah Restaurant" an 8,000-volume library (the largest of any cruise ship), a book shop and the upper part of the Canyon Ranch Spa. Also on Deck 8 is a large outdoor pool and terrace at the stern.
- The kennels, located aft on starboard side of Deck 12, are available only for transatlantic crossings. They can accommodate up to twenty-two dogs (the kennels will also take cats) in small and large cages.

Deck 13	Staterooms 13.001 - 13.039 Sports Centre • Sun Deck • The Lookout
Deck 12	Staterooms 12.001 - 12.081 Kennels • Toilets ♀♂ • Boardwalk Café • Shuffleboard The Fairways • Pavilion Pool & Bar
Deck 11	Staterooms 11.001 - 11.153 The Grills Terrace • Laundrette • Atlantic Room Observation Deck
Deck 10	Staterooms 10.001 - 10.133 Laundrette
Deck 9	Staterooms 9.001 - 9.082 Concierge Lounge • Churchill's • Boardroom • Commodore Club
Deck 8	Staterooms 8.001 - 8.130 Terrace Pool & Bar • Toilets ♀♂ • The Verandah Restaurant Laundrette • Beauty Salon • Bookshop • Library
Deck 7	Queens Grill • Princess Grill • Grills Lounge • Toilets ♀♂ Kings Court • Carinthia Lounge • Spa & Health Club Fitness Centre • Outdoor Promenade
Deck 6	Staterooms 6.001 - 6.304 Minnows Pool • The Zone • Laundrette
Deck 5	Staterooms 5.001 - 5.269 Laundrette
Deck 4	Staterooms 4.001 - 4.225 Laundrette
Deck 3	Staterooms 3.002 - 3.012 - Use Stairway C or D G32 • Queens Room • Toilets ♀♂ Britannia Restaurant (Upper) • The Tasting Room • Sir Samuel's Chart Room • Shops • Champagne Bar • Grand Lobby (Upper) Royal Court Theatre • Illuminations (Planetarium) Art Gallery - Use Stairway C or D
Deck 2	Staterooms 2.002 - 2.018 Britannia Restaurant (Lower) • Britannia Club • Toilets ♀♂ Golden Lion • Photo Gallery • Casino • Grand Lobby (Lower) Purser's Office • Tour Office • Voyage Sales & World Club Royal Court Theatre • Cunard Connections
Deck 1	Knightsbridge Room • Kensington Room - Use Stairway C Belgravia Room • Chelsea Room - Use Stairway B Medical Centre - Use Stairway B

QM2 Decks



The King's Court area on the ship is open twenty-four hours a day, serving as a buffet restaurant for breakfast and lunch. The overall space is divided into quarters, with each section decorated according to the theme of the four separate alternate dining venues that are "created" each evening through lighting, tableware, and menus: Lotus, which specialises in Asian cuisine; the Carvery, a British style grille; La Piazza, with Italian food; and the Chef's Galley, which offers an interactive experience to food preparation.

The passengers' dining arrangements on board are dictated by the type of accommodation in which they choose to travel. Around 85% of passengers are in Britannia class, and, therefore, dine in the main restaurant. However, passengers can choose to upgrade to either a "junior suite", and dine in the "Princess Grill", or a suite, and dine in the "Queens' Grill". Those in the two latter categories are grouped together by Cunard as "Grill Passengers", and they are permitted to use the "Queens' Grill Lounge" and a private outdoor area on Deck 11 with its own whirlpool. This feature is also present on Queen Victoria, Queen Elizabeth and Queen Anne. All other public areas can be used by all passengers.

As the Britannia Restaurant takes up the full width of the ship on two decks, a 'tween deck, called Deck 3L, was devised to allow passengers to walk from the Grand Lobby to the Queen's Room without traversing the dining room mid-meal. The deck consists of two corridors that run beneath the upper balcony of the restaurant on Deck 3, and above the main dining area on Deck 2. This is why the balcony of the Britannia has tiers that step up towards the hull. This arrangement is illustrated on the hull where there is a stack of three rows of windows in the area where the main restaurant sits, the two upper and lower most rows illuminate the dining room, while the centre row serves Deck 3L. There is a similar arrangement through the Royal Court Theatre. As well, the passages that run on either side of Illuminations on Deck 3 ramp upwards to compensate for the change in deck elevation between the entrance to Illuminations and an elevator bank forward of the room.

More than 5,000 commissioned works of art are visible in public rooms, corridors, staterooms and lobbies, having been created by 128 artists from sixteen countries.

Two of the most notable pieces are Barbara Broekman's tapestry, an abstract depiction of an ocean liner, bridge, and New York skyline which spans the full height of the Britannia Restaurant, and the British sculptor John McKenna's sheet bronze relief mural in the Grand Lobby, a seven square metre portrait of the ship fabricated in bronze inspired by the Art Deco mural in the main dining room of the original Queen Mary. The Deck 10 Pavilion features a glass ellipse sculpture by Tomasz Urbanowicz called "Blue Sun Setting in the Ocean".



John McKenna's bronze sculpture panel

The ship has a fully integrated bridge system designed by Kelvin Hughes controlling navigation systems, radar, dynamic positioning system and engine monitoring system. The initial Kelvin Hughes components were replaced by Wärtsilä NACOS Platinum suite in 2023 to bring her in line with her fleet-mates.

The supply of fresh water is achieved using three Alfa Laval multiple effect plate (MEP) evaporators, each with a capacity of 630,000 litres (170,000 US gal) per day. The plants' energy is supplied primarily by steam and cooling water from the ship's gas turbines and diesel engines, or if needed by steam from the ship's two oil-fired boilers. The traditional multiple-effect distillation technology has been improved for the ship's plant, so that scaling of plates is reduced, vastly reducing maintenance required. The desalinated water has a very low salt content of less than five parts per million. Average total water production is 1,100,000 litres (290,000 US gal) per day with a capacity of 1,890,000 litres (500,000 US gal) so that there is ample spare capacity. The ship could easily be supplied by only two of the three plants. Potable water tanks have a capacity of 3,830,000 litres (1,010,000 US gal), enough for more than three days of supply. If the engines are running on low load (when the ship is running at a slow speed) the engine jacket cooling water temperature is insufficient to heat the seawater to run the desalination plants. In that case steam from oil-fired boilers is used to heat the sea water. This is uneconomical as generating steam is expensive. It may be cheaper, therefore, to buy water in a particular port than to produce it on board. The seawater intakes are located in the hull of the ship. Concentrated salt solution (brine) is discharged to the sea closer to the ship's stern together with cooling water from the engines.

Service history

On 12th January 2004 Queen Mary 2 set sail on her maiden voyage from Southampton, England, to Fort Lauderdale, Florida, in the United States, carrying 2,620 passengers. She was under the command of Captain Ronald Warwick, who had previously commanded Queen Elizabeth 2 (QE2). Warwick is the son



of William (Bill) Warwick, who had also been a senior Cunard Officer and the first Captain of QE2. The ship returned to Southampton late from her maiden voyage after bow doors covering the thrusters failed to shut in Portugal.

During the 2004 Summer Olympics Queen Mary 2 sailed to Athens and docked at Piraeus for two weeks for use as a floating hotel, serving the then Prime Minister of the United Kingdom Tony Blair and his wife Cherie, French President Jacques Chirac, then United States President George W. Bush, and the United States Olympic men's basketball team. According to Cunard, Queen Mary 2's passengers have also included jazz musician Dave Brubeck and singers Rod Stewart, Carly Simon, and James Taylor.



Queen Mary 2 in San Francisco, California in 2007 by Brocken Inaglor

One 2005 transatlantic crossing saw QM2 carrying, in a locked steamer trunk, the first United States copy of J. K. Rowling's book *Harry Potter and the Half-Blood Prince*, autographed by the author. In a promotional press release for the event, Cunard said that this marked the first time a book had been transported to its international launch on an ocean liner. The signed copy was given to the West Asheville Library, located in the city of Asheville, North Carolina.

In January 2006 QM2 embarked on a cruise to South America. Upon departure from Fort Lauderdale, one of her propeller pods was damaged when it struck a channel wall, forcing the ship to sail at a reduced speed, which resulted in Commodore Warwick's decision to skip several calls on its voyage to Rio de Janeiro. Many of her passengers threatened to stage a sit-in protest because of the missed calls, before Cunard offered to refund the voyage costs. She continued to operate at a reduced service speed and several itinerary changes were necessary until repairs had been completed after the ship returned to Europe in June, where QM2 went into drydock and the damaged propeller pod was unseated. In November she was drydocked once more at the Blohm+Voss yard in Hamburg (drydock Elbe 17) for the reinstallation of the repaired propeller pod. At the same time, sprinkler systems were installed in all of the vessel's balconies to comply with new safety regulations which had come into effect since the MS *Star Princess* fire. Additionally, both bridge wings were extended by two metres to improve visibility.

After completing the journey around South America, on 23 February 2006, She met her namesake, the original RMS *Queen Mary*, (Now permanently docked at Long Beach, California). Escorted by a flotilla of smaller ships, the two Queens exchanged a "whistle salute" which was heard throughout the city of Long Beach. QM2 met the other serving Cunard liners *Queen Victoria* and *QE2* on 13 January 2008 near the Statue of Liberty in New York City harbour, with a celebratory fireworks display; *QE2* and *Queen Victoria* made a tandem crossing of the Atlantic for the meeting. This marked the first time three Cunard Queens have been present in the same location. Cunard stated this would be the last time these three ships would ever meet, due to *QE2*'s impending retirement from service in late 2008. However this would prove not to be the case, as the three Queens met in Southampton on 22 April 2008. QM2 rendezvoused with *QE2* in Dubai on Saturday 21 March 2009, after the latter ship's retirement, while both ships were berthed at Port Rashid. With the withdrawal of *QE2* from Cunard's fleet and its docking in Dubai, QM2 became the only ocean liner left in active passenger service.

On 3 August 2007 three men were stopped by police while escorting and piloting a replica of the first American combat submarine within 200 feet (61 m) of QM2, which was docked at the cruise ship terminal in Red Hook, Brooklyn. The replica was created by New York artist Philip "Duke" Riley and two out-of-town residents, one of whom claimed to be a descendant of David Bushnell, who had invented it. The Coast Guard issued Riley a citation for having an unsafe vessel, and for violating the security zone around QM2.

On 19 October 2011, QM2 had her registry changed to Hamilton, Bermuda, from her previous home port of Southampton, to allow the ship to host on-board weddings. This marked the first time in its 171-year history that Cunard has not had a ship registered within the UK. Bermuda is a member of the Red Ensign Group and the ship continues to fly the undefaced Red Ensign rather than the Bermuda Red Ensign.



The Boston Cup is carried on board QM2. It is sometimes referred to as The Britannia Cup, this artefact was created for Sir Samuel Cunard in Boston, United States, to commemorate the arrival of his first vessel RMS Britannia. Cunard had selected Boston as the American port for his Atlantic service, which resulted in a strong connection between Boston and the Cunard Line. It is believed that the cup was presented to Sir Samuel Cunard sometime in 1840, but for much of its life it was missing. It was discovered in an antique shop in 1967 and returned to Cunard, where it was placed aboard QE2. In 2004, when QM2 became the flagship, the Boston Cup is kept in a glass case, aft of the Chart Room lounge.

On 10th January 2007, QM2 started her first world cruise, circumnavigating the globe in 81 days. On 20th February, she met her fleet-mate, QE2, also on her 2007 world cruise, in Sydney harbour. This is the first time two Cunard Queens had been together in Sydney since the original Queen Mary and Queen Elizabeth served as troop ships in 1941. Despite the early arrival time of 5:42 am, the QM2's presence attracted so many viewers that the Sydney Harbour Bridge and Anzac Bridge were blocked. With 1,600 passengers leaving the ships in Sydney, Cunard estimated the stopovers injected more than \$3 million into the local economy.

On 10th January 2012, the ship embarked on a three-month world cruise from Southampton, travelling south and then east around Africa, a first-ever circumnavigation of Australia, to Japan, then back to Southampton along the south coastline of Eurasia and through the Suez Canal.

Three years after the first Cunard Royal Rendezvous on the same date, QM2 met up with Queen Victoria and the then brand-new MS Queen Elizabeth for another Royal Rendezvous in New York City on 13th January 2011. Queen Victoria and Queen Elizabeth made a tandem crossing of the Atlantic for the event. All three ships met in front of the statue of Liberty at 6:45 pm for Grucci fireworks. The Empire State Building was lit up in red to mark the event. On 5th June 2012, the three met again, but this time in Southampton to celebrate the Diamond jubilee of HM Queen Elizabeth II.

QM2 has rendezvoused with ocean rowing teams in the middle of the Atlantic. On 30th July 2010 she met up with Artemis Investments, whose rowing crew were Don Lennox, Livar Nysted, Ray Carroll, Leven Brown. Carroll had been a former engineer and was patched through via marine VHF radio and Queen Mary 2's public address system to speak to the captain and crew. On 26th September 2013 QM2 resupplied solo-rower Mylène Paquette and her vessel Hermel with a replacement satellite phone, drogue anchor and groceries. She changed her course by 20° and only added 14 nautical miles (26 km) to the overall distance of the crossing.

On 6th July 2013 QM2 departed New York en route to Southampton on her 200th transatlantic voyage. On board speakers were Stephen Payne OBE—the ship's designer—and presenter and newsreader Nick Owen, who presented talks about the ship's design. On 25th May 2015, all three Queens met, once again, at Liverpool, in order to celebrate the 175th anniversary of the shipping line. After arriving at Liverpool the previous day, QM2 made a brief excursion to the entrance of the River Mersey to welcome her two fleet-mates into port in the early afternoon. The three Cunarders then sailed, in formation, towards Liverpool. The ships spent several hours together, before the departure of QM2 to Saint Peter Port, Guernsey.

On 2nd July 2015, Queen Mary 2 began a 175th Anniversary Crossing in Southampton. She sailed first to Liverpool, leaving that city after a fireworks display on 4th July, the actual anniversary date of Cunard's first transatlantic voyage. Queen Mary 2 followed the route of the original ship Britannia, calling first at Halifax, Nova Scotia. After a day there, she headed first upriver into the harbour, using her bow thrusters and swivel-pod motors to negotiate the tight turnaround to come back down close to the city front.



QM2 in Liverpool 2015

A 21-gun salute and bagpipe band honoured the ship. From Halifax, the ship sailed to Boston and was there for a full day at the cruise terminal (Boston was the terminus of the original crossing in 1840). In the evening the ship backed out into Boston Harbor, where a fireworks display was presented before QM2 sailed away. After a night and day at sea, the vessel entered New York Harbour early the morning of 14 July and docked at the Brooklyn Cruise Terminal. Later in the evening the vessel sailed to the lower



harbour, between the Statue of Liberty and the Battery, for the Forever Cunard Queen Mary 2 Light Show. On 24th June 2025, She departed Southampton on a crossing to New York commemorating Cunard's 185th anniversary.

In August 2019, QM2 was the primary setting for the 2020 film 'Let Them All Talk' by Steven Soderbergh. Filming lasted two weeks as Queen Mary 2 made two transatlantic crossings. Most of the film takes place aboard the ship.

As previously indicated, QM2's 2026 World Voyage contained several historic events. On 24-25 January 2026, she made her first-ever transit of the Panama Canal, which only became possible after the canal's expansion in 2016. One week later, on 2nd February 2026, she reunited with RMS Queen Mary for the first time in 20 years for a "Royal Rendezvous" and to celebrate the 90th anniversary of Queen Mary's maiden voyage. Like the 2006 event, a fireboat was present, and the two Queens exchanged a whistle salute heard throughout Long Beach.

In June 2016, QM2 underwent a \$132 million/£90 million renovation at Blohm+Voss over 25 days. Major changes included the addition of fifteen single-occupancy staterooms, additional balcony staterooms, and ten more animal cages for an enlarged kennels. According to Blohm+Voss, the refit included the installation of exhaust gas scrubbers and filters to reduce emissions. A block of 35 new cabins was added to the top of the ship that took the place of a little-used deck-top area that offered tennis courts, a wading pool, and two hot tubs. A majority of the loose furniture was replaced in public venues. Other modifications included the removal of the panoramic glass lifts in the Grand Foyer, reconfiguration of the King's Court, the infill of the port promenade photo gallery with single staterooms, and the addition of single staterooms in a portion of the casino.

When COVID-19 started to spread around in the world in 2020, QM2 was in the midst of a world cruise. In early February, Cunard cancelled the Asian leg of the voyage and the vessel stopped in Singapore only to refuel and sailed to Australia. On 15th March, Cunard cancelled the remainder of the voyage, disembarked all passengers at Fremantle, and then the ship returned to Southampton. It stopped briefly on 2nd April in Durban to disembark six South African crew members before continuing to its home port. Due to the pandemic, Cunard suspended all voyages until November 2021. In August 2021, Cunard announced that the ship would enter drydock in Brest, France, prior to her return to service. On 28th November 2021, she returned to service during the pandemic.

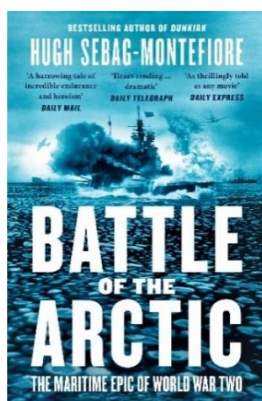
In 2023, Queen Mary 2 was refitted in Rotterdam, which included replacement of carpets and finishings in many of the public areas.

QM2 is planned to undergo a significant refit between 1st April and 8th May 2027.

It's hard to believe that it was 7 years ago that my wife and I did the voyage from Southampton to New York! We thoroughly enjoyed it and I would like to make the crossing in the other direction in winter just to see how the ship performs in heavy weather. As the last real ocean liner, she has the scantlings to perform with little effort so I check out the weather in advance to find a suitable 'North Atlantic Storm' – Ed.

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

7.1 Good Reads – Battle of the Arctic by Hugh Sebag-Montefiore (non-member)



BATTLE OF THE ARCTIC

The Maritime Epic of World War Two

By Hugh Sebag-Montefiore

2026/PB/ISBN: 9780008335816

From the bestselling author of:

Dunkirk: Fight to the Last Man and

Enigma: The Battle for the Code, the story of unsung heroism in World War 2's maritime epic in the Arctic.



No campaign during World War II contained more spine-tingling drama, outstanding courage and heartbreaking tragedy than the Arctic convoys. Yet they, and the multifaceted Battle of the Arctic that had to be fought to get them through to Russia, remain one of the war's most undercelebrated feats.

The action unfolded as Allied naval and merchant seamen, airmen, submariners, soldiers and intelligence officers delivered on their countries' promise to take arms to Russia, notwithstanding the German attempts to hunt them in their aircraft, U-boats and surface fleet spearheaded by the German battleships Tirpitz and Scharnhorst.

When ships were attacked and went down in seas so cold that a man could die after five minutes of immersion, it triggered events reminiscent of the do-or-die moments during the sinking of the Titanic. Men perished one by one in lifeboats, and as castaways on deserted Arctic islands where they were stalked by polar bears. Frostbitten and wounded survivors ended up in primitive Russian hospitals where amputations were carried out without anaesthetics. Others, while stranded for months in the communist state they were aiding, experienced the murky worlds of the NKVD, and the gulag, as well as famine and prostitution. The NKVD (People's Commissariat for Internal Affairs) was the principal interior ministry and secret police agency of the Soviet Union from 1934 to 1946. Known as the main executor of Joseph Stalin's political repressions, it oversaw the Gulag prison system, operated extrajudicial tribunals (troikas), and was responsible for mass executions, deportations, and the Katyn massacre.

The author, Hugh Sebag-Montefiore was a barrister before becoming a journalist and historian. He has written for the Sunday Times, Sunday Telegraph, Observer, Independent on Sunday, and Mail on Sunday. He is the author of three bestselling history books, two about the 2nd World War (Enigma: The Battle for the Code and Dunkirk: Fight to the Last Man), and one about the 1st World War (Somme: Into the Breach). He also wrote Kings On The Catwalk: The Louis Vuitton Moët-Hennessy Affair.

What they said about *THE BATTLE OF THE ARCTIC*.

- "Excellent. Sebag-Montefiore uses wartime diaries, interviews and newly available archives from Russia to focus on the officers, armed guards and the ordinary civilian seamen." - The Wall Street Journal
- "The stories of the sailors are heart rending." - Daily Telegraph
- "Reveals the extraordinary bravery of the seamen. Impressive." - The Times
- "Brilliantly researched. A harrowing tale of incredible endurance and heroism." - The Daily Mail
- "As thrillingly told as any movie." - Daily Express
- For further information contact Lizzie Rowles for requests: Lizzie.Rowles@harpercollins.co.uk

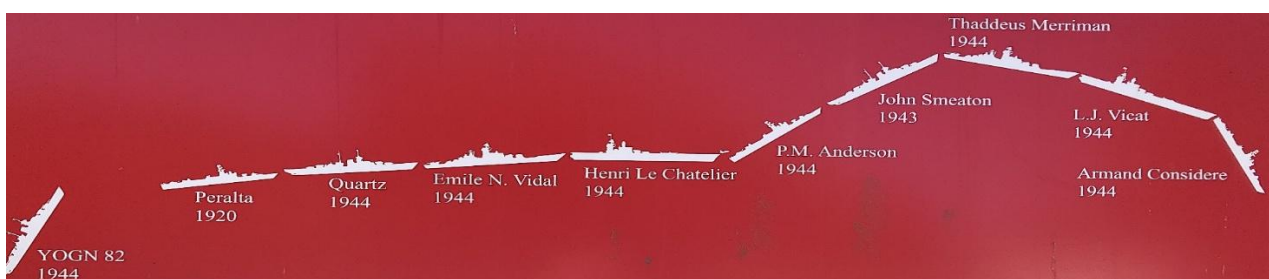
8 Maritime News

8.1 Cement Ships!

Powell River Paper Company, founded in 1909, built British Columbia's first newsprint mill at Powell River on the west coast of Canada. By the mid-20th century, it operated one of the largest newsprint plants in the world and pioneered the industry's first self-dumping log barges.

The mill was established by The Powell River Company in 1912 and was the first manufacturer of newsprint in Western Canada. By 1913 it had two paper machines, and four by 1917. The Powell River Company merged with MacMillan Bloedel in 1960 and its ownership passed to Pacifica Papers in 1998, which was bought by Norske Skog Canada in 2001, becoming Catalyst Paper in 2005. The mill was indefinitely closed in December 2021, and the closure was made permanent in August 2023. The breakwater of concrete ships remains as a tourist attraction.

The Powell River Floating Breakwater. "The Hulks"





Of all the concrete ships built during World War I and II, only ten are known to still be afloat. These ships form a massive floating breakwater on the Malaspina Strait in the city of Powell River in British Columbia, Canada to protect the logging pond of the pulp and paper mill.

While nine of these ten ships were built during the Second World War, the tenth ship, the Peralta, is the last remaining WWI concrete ship afloat.

Powell River Mill during its productive years as Catalyst Paper, had three paper machines which produced 469,000 tonnes of newsprint and uncoated fine paper and employed 441.

The World War I Emergency Fleet

During the WWI, steel was becoming scarce. President Woodrow Wilson approved the construction of 24 concrete ships. Only 12 were built, at a total cost of \$50 million but by the time the ships were completed, the war had ended.

1. Atlantus - A steamer that was eventually purchased for use in a ferry landing. During construction of the landing, she broke free in a storm and grounded on the beach of Cape May, NJ.
2. Cape Fear - A steamer that collided with a cargo ship in Narragansett Bay, Rhode Island. The Cape Fear shattered and sank, killing 19 crewmen.
3. Cuyamaca - An oil tanker later stripped and converted into a floating oil barge in New Orleans.
4. Dinsmore - An oil tanker last known to have been sunk for a breakwater in Texas.
5. Latham - An oil tanker turned into a floating oil barge in New Orleans.
6. Moffitt - An oil tanker also turned into a floating oil barge in New Orleans.
7. Palo Alto - An oil tanker turned into a dance club and restaurant at Seacliff Beach, California. She is now a fishing pier.
8. Peralta - An oil tanker turned into a fish cannery and finally a floating breakwater in British Columbia, Canada. She is the last of the fleet still afloat.
9. Polias - A steamer that hit an underwater ledge off Maine and eventually sank.
10. San Pasqual - An oil tanker that ran aground off Cuba and was used as a depot ship and prison. Today, she is now a ten-room hotel.
11. Sapona - A steamer sold for scrap but converted into a floating liquor warehouse during Prohibition. She grounded offshore of Bimini during a hurricane and is now a popular dive site.
12. Selma - The "Official Flagship of the Texas Army", an oil tanker that was scrapped and now rests off the coast of Galveston, Texas.

The McCloskey Ships of The Second World War

Just as steel had become scarce during the First World War, the Second World War was again consuming the country's steel resources. In 1942, the United States Maritime Commission contracted McCloskey and Company of Philadelphia, Pennsylvania to build a new fleet of 24 concrete ships. Three decades of improvements in concrete technology made this new fleet lighter and stronger than its WWI predecessors.

The ships were constructed in Tampa, Florida starting in July, 1943 and built at an incredible rate, with one being launched each month. They were named after pioneers in the science and development of concrete.

Two of the ships were sunk as blockships in the Allied invasion of Normandy. Nine more were sunk as breakwaters for a ferry landing at Kiptopeke, Virginia. Two are wharves in Yaquina Bay in Newport, Oregon and seven are still afloat in a giant breakwater on the Powell River in Canada.

The Ships

1. Emile N. Vidal - Floats today as a breakwater at Powell River, BC.
2. John Smeaton - Floats today as a breakwater at Powell River, BC.
3. M. H. Le Chatelier - Floats today as a breakwater at Powell River, BC.
4. L. J. Vicat - Floats today as a breakwater at Powell River, BC.
5. Armand Considere - Floats today as a breakwater at Powell River, BC.
6. Thaddeus Merriman - Floats today as a breakwater at Powell River, BC.
7. P. M. Anderson - Floats today as a breakwater at Powell River, BC.
8. Richard Kidder Meade - Sunk as a breakwater at Kiptopeke, VA.
9. Willis A. Slater - Sunk as a breakwater at Kiptopeke, VA.
10. John Grant - Sunk as a breakwater at Kiptopeke, VA.



11. Edwin Thacher - Sunk as a breakwater at Kiptopeke, VA.
12. Willard A. Pollard - Sunk as a breakwater at Kiptopeke, VA.
13. William Foster Cowham — Sunk as a breakwater at Kiptopeke, VA.
14. Robert Whitman Lesley - Sunk as a breakwater at Kiptopeke, VA.
15. Arthur Newell Talbot - Sunk as a breakwater at Kiptopeke, VA.
16. Leonard Chase Wason - Sunk as a breakwater at Kiptopeke, VA.
17. Vitruvius - Sunk as a D-Day blockship at Normandy.
18. David O. Saylor - Sunk as a D-Day blockship at Normandy.
19. Richard Lewis Humphrey - Sold to Mexico post-war.
20. Joseph Aspdin - Wrecked and lost in a storm in 1948.
21. C. W. Pasley - Sunk as a wharf breakwater at Newport, OR.
22. Francois Hennebique - Sunk as a wharf breakwater at Newport, OR.
23. Albert Kahn - Wrecked by a typhoon and sunk at Saipan in 1947.
24. Edwin Clarence Eckel - Scuttled at sea in 1946.

Powell River is north of North Vancouver where I live and recently my wife and I visited our eldest daughter Gillian who lives there. I took the opportunity to see what is left of 'The Hulks' and what is becoming of the retired Mill. The ships are now a land mark and everyone is hoping they are going to be developed as a tourist hot spot. It's a pity that the mill was shut down with the loss of many jobs but there is speculation that it will be redeveloped into a multi-use business park, with recent discussions focusing on a potential large-scale data centre, controlled-environment agriculture, and hydroelectric power exports.



8.2 Monty's Masts! The Richard Montgomery Masts to Remain in UK – Ed.

This article was found online and worthy of note due to its historical value and proximity to the UK coast and out the backdoor of Captain John Gurton's (GurtonJ69) abode in Sheerness, a port town located on the north-west corner of the Isle of Sheppey in north Kent, England, sitting at the mouth of the River Medway along the Thames Estuary! Affectionally known as 'Monty', remains on the sandbank. Captain John, a retired River Thames pilot, reminisces passing her regularly. He now has all his windows taped!!!



The masts are above the water level regardless of the tide (MCA)

Richard Montgomery - UK Appoints Salvage Company to remove the masts from famous WWII wreck.

After six years of planning and annual surveys of the wreck site, a salvage company is to remove the masts of the Richard Montgomery, a WW2 Liberty ship wrecked in the Thames Estuary in 1944. The wreck site became a popular tourist attraction as the tops of three masts remain visible, but because the



ship is still laden with explosives, people are warned to keep their distance. The condition of the wreck remains stable.

The wreck remains under the jurisdiction the US Department of Transportation and under agreement with the UK Department for Transport (DfT) for removal of the masts. A £9.5m contract has been awarded to the Resolve Group, a leading salvage company famously known for managing the MV Dali salvage operation in Baltimore.

Multibeam and laser data was collected during a 2013 survey according to the MCA. 'Monty' was one of more than 2,700 WWII-built Liberty ships, a standardized design that the US created at the start of the war and mass-produced to meet the needs for cargo and troops. The 10,000 dwt vessels were approximately 440ft (135m), in length and were known as maritime workhorses, also earned some more dubious reputations due to their rapid construction. The average build time was brought down to just over 40 days, and in a 1942 publicity effort, one was built in under five days. At its peak, US shipyards were turning out more than three Liberty ships a week being built in welded sections on a 'Model T' production basis - 'Monty' was commissioned in 1943.

Her fateful voyage began in August 1944 when she was loaded with nearly 7,000 tons of munitions. Upon her arrival in the UK, she was assigned an anchorage in the shallow Thames Estuary near the Sheerness Middle Sands waiting for a convoy to proceed to Cherbourg. On August 20th, 1944, during a storm, she dragged anchor and grounded. A salvage effort was undertaking and at least half of the munitions were reportedly removed by September 25th, 1944. Nevertheless, she broke her back, and as the water rose, the efforts had to be abandoned.

Recent UK surveys estimate that there are approximately 1,400 tons of explosives contained within the forward holds. The ship is sitting on the bottom in two pieces. Two of three forward masts protrude from the water, attached to the ship near the holds containing the munitions. They are visible at all tide conditions, and long-ago warning signs were posted to stay away. She is about 1.5 miles off the coast.

In 2020 the DfT started to remove the masts but the effort was never completed and surveys raised concerns that the hull continued to deteriorate. The masts are increasingly in danger of toppling over with the issue that they could displace or even cause an explosion of some of the munitions still onboard.

As a local sensation and political issue, a petition was raised demanding that the masts be placed on permanent display in the local area near the wreck site. Surveys continue to suggest that the wreck is stable. It does however support the concern that the hull is too decayed to consider removing more of the ship with respect to the munitions remaining.

The US are backing a desire for the masts to be kept in the UK after their removal. The masts are described as a 'embedded landmark with an extraordinary wartime story and the structures are part of the Isle of Sheppey's story spanning generations'.

The Historical Grounding (August 1944)

The disaster was the result of human error involving conflicting naval commands and a severe misjudgement of shallow waters.

- **The Cargo:** In August 1944, the American Liberty ship SS Richard Montgomery departed from Philadelphia packed with 6,225 tonnes of high-explosive munitions. The lethal cargo was destined for Allied forces at Cherbourg, France.
- **The Fatal Order:** Upon arriving in the Thames Estuary to join a cross-channel convoy, the ship came under the control of the British naval station HMS Leigh. The King's Harbourmaster ordered the ship to anchor at the Great Nore anchorage off Sheerness.
- **The Warning Ignored:** The harbourmaster's deputy vehemently advised against this location. He warned that the water was far too shallow for a vessel with such a deep draught. He was overruled.
- **The Incident (August 20, 1944):** As the tide went out in stormy weather, the ship dragged her anchor and drifted onto a sandbank known as the Sheerness Middle Sand. Stranded high on the crest of the sandbank, the immense weight of the cargo caused the ship's hull to crack and "break its back".
- **The Abandoned Salvage:** Stevedores desperately rushed to unload the weapons. By September 25, they had successfully extracted about half the cargo. However, the hull finally fractured entirely, completely flooding the forward holds and forcing teams to permanently abandon the site due to the extreme risk of an explosion.



The efforts to defuse this historical "ticking time bomb" are bound to a strict timeline aimed at removing the structural threat of the masts.

Operational Milestones:

- 2020 - The UK Government officially announces its intention to dismantle the masts;
- June 2022 - The initial targeted start date for mast reduction is postponed due to technical and bureaucratic delays;
- April 2024 - Operations halt completely after high-resolution sonar scans detect unidentified underwater anomalies near the rotting hull;
- April 2026 - The UK Department for Transport formally selects Resolve Group for the £9.5 million extraction project;
- June 2026 - The US Government officially signs off on an agreement letting the UK retain and preserve the extracted masts for local museum exhibits;
- March 2027 - The official deadline for the completion of the mast removal project, subject to a weather-dependent extension.

8.3 Marine Techno News

8.3.1 World's First 271,000 Cubic Meter LNG Ship Under Construction in China



China's Hudong-Zhonghua Shipbuilding has started building the world's largest liquefied natural gas (LNG) carrier. The record-breaking "QC-Max" ship will boast a 271,000 m³ cargo capacity. The 344 m long ship will use the country's latest, in-house developed NO96 Super+Membrane containment system to keep the super-cooled liquid gas safely insulated.

Additionally, this new design will accommodate 57% more cargo than the standard 174,000 m³ LNG tankers, which currently dominate the market. It also has a dual-fuel engine along with a streamlined hull to lower fuel consumption and carbon emissions.

The ship is compliant with IMO Tier III regulations and can dock at almost all the major LNG terminals worldwide. Historically, international companies monopolised LNG carrier manufacturing because these ships require complex engineering to safely transport gas at freezing temperatures. However, China has broken that monopoly and captured more than 30% of the global market share. Hudong-Zhonghua leads the world with 60 LNG carrier orders on its books, with its production capacity sold out until 2030. The shipbuilder is planning to deliver this ultra-large carrier by 2028, according to media reports. This project is a milestone for China as it moves to occupy a major share in complex shipbuilding. Experts also note that this project will help stabilise confidence across the global energy supply chain during a time of intense geopolitical tension. Source: Marineinsight

8.3.2 AIS Dark: What the Shipping Data Is Not Telling You

Understanding what Automatic Identification System data can and cannot capture - a gap that matters both commercially and militarily.



AIS is the VHF radio transponder system that all vessels above 300 gross tonnes are legally required to operate continuously under the International Maritime Organization's SOLAS Convention. Transponders broadcast a ship's identity, position, course, and speed at regular intervals, unencrypted and publicly receivable. The system was designed for collision avoidance and port traffic management. It was never designed for a conflict in which one party - Iran's Islamic Revolutionary Guard Corps - has declared that any vessel transiting via an "unauthorized route" may be attacked, and in which vessel captains must choose between maritime safety law (AIS on) and physical security (AIS off).

Lloyd's List Intelligence confirmed that no vessels above 10,000 deadweight tonnes transited the so-called Southern Highway - the US-coordinated Hormuz route established by the Joint Maritime Information Center — with their AIS active since July 7. At least two ships are believed to have crossed dark in that period, meaning actual transit activity may slightly exceed what satellite tracking recorded - but the structural point holds: the commercial corridor is functionally shut.

IMF PortWatch is an open-access platform developed by the International Monetary Fund (IMF) in collaboration with the University of Oxford to track, nowcast, and simulate global maritime trade disruptions. The platform leverages satellite-based Automatic Identification System (AIS) vessel tracking data from the UN Global Platform to cover 99% of global maritime trade, tracking over 2,065 ports and 28 major chokepoints.

Key Data Features:

- Real-Time Port & Chokepoint Tracking: Tracks daily port calls, vessel transit counts, and estimated import/export trade volumes.
- Trade Nowcasting: Provides high-frequency, country-level monthly trade volume and value estimates within 7 working days of the month's end.
- Disruption & Spillover Simulation: Models the macro-economic ripple effects of climate extremes, natural disasters, and geopolitical shocks across international supply chains.
- Climate Risk Projections: Measures annual expected physical asset damage (in USD) and operational downtime days for ports under various climate change scenarios.

Data Access and Integration

- Direct Downloads: Available in formats including CSV, KML, GeoJSON, Zip, GeoTIFF, and PNG via the IMF PortWatch Data Hub.
- Programmatic Access: Developers can access data using the PortWatch API built on the ArcGIS REST API.
- Geospatial Web Services: Supports standard WMS, WFS, and GeoServices for integration into GIS software.

The IMF PortWatch data recorded just 34 vessel transits of the Hormuz corridor on July 5 against a pre-crisis baseline of approximately 88 per day. That is 39 percent of normal throughput — and that reading predates the July 6-12 escalation that followed.

The AIS-dark phenomenon exposes a structural paradox of the Southern Highway routing architecture. The US coordinated route requires AIS-on transit to be tracked and protected. Iran has declared that using the route without IRGC authorization makes a vessel a legitimate target. Vessels that turn on their AIS to signal compliance with the Southern Highway protocol simultaneously identify themselves as targets under the IRGC's own enforcement logic. This is not a navigational risk — it is a system design conflict between two incompatible frameworks governing the same geographic chokepoint.

US Maritime Advisory 2026-006, issued by the US Department of Transportation's Maritime Administration, explicitly advised US-flagged vessels to disable their AIS transponders in the Red Sea and Gulf of Oman when captains believe "continual operation of AIS might compromise the safety or security of their ship." SOLAS Chapter V and IMO Resolution A.29/Res.1106 both permit this. The result is a maritime corridor where the standard transparency infrastructure is being deliberately turned off by both parties — vessels to avoid targeting, Iran to conduct enforcement — and where the internationally visible transit count is a floor on actual activity, not a ceiling.

8.3.3 What New Cybersecurity Rules Mean for Vessel Design & Construction

New cybersecurity regulations, primarily the International Association of Classification Societies (IACS) Unified Requirements (UR) E26 and E27, mean that modern vessels must now be "secure by design"



rather than patched after construction. These rules, which are mandatory for all newbuilds and offshore installations contracted for construction, fundamentally shift how naval architects, shipyards, and system integrators plan network architecture and onboard systems.

By treating the ship as an integrated digital ecosystem, these rules target Operational Technology (OT) and Information Technology (IT) to ensure the vessel remains resilient against cyberattacks.

Structural Changes in Vessel Design and Engineering Mandatory Network Segmentation Designers can no longer connect all shipboard computers to a single network. Networks must be architected with clear boundaries. Critical OT zones, such as propulsion, steering, navigation, and fire detection, must be structurally isolated or protected via zone boundary devices like managed switches and firewalls. Hardened System Integration (UR E26) Governed by UR E26, the entire vessel must exhibit comprehensive "cyber resilience" across five core capabilities:

1. Identify: Complete transparency of all computer-based assets and data flows.
2. Protect: Engineering physical and technical barriers to defend networks.
3. Detect: In-design integration of timely event monitoring and alerts.
4. Respond: Technical mechanisms to limit the lateral spread of malware.
5. Recover: Engineered fallback states and data-restoration blueprints to resume control.

Cyber-Certified Components (UR E27) Governed by UR E27, individual systems and equipment provided by third-party OEMs must possess built-in security controls. Naval architects must exclusively specify type-approved, cyber-hardened machinery and computer-based products. Impacts on the Construction Phase The shipyard, acting as the primary System Integrator, faces intensive new verification steps during the build.

- Architect blueprints;
- Yards source cyber-Shipyard securely installs;
- Mandatory stress-testing network segmentation, hardened equipment, hardware, locks unused and port scanning & safety zone perimeters meeting UR E27 norms ports & enables encryption before final sign-off;
- Physical and Procedural Controls: Shipyards must secure physical access to network switches, sever terminals, and bridges during construction to prevent unauthorized tampering;
- System Hardening: Prior to delivery, builders must eliminate vulnerabilities by turning off unneeded data protocols, locking unused physical USB/Ethernet ports, and enforcing strict data encryption;
- Rigorous Testing Verification: Before class approval is given, vessels must undergo penetration-style testing. This includes live Denial of Service (DoS) simulation testing on network boundaries and comprehensive port scanning.

Summary:

Traditional vs. Regulated Vessel Engineering Design Aspect Traditional Approach Regulated Approach (IACS UR E26/E27)

Network Layout Open, shared flat networks for convenience. Strict segmentation into distinct security zones. Vendor Selection Chosen on mechanical performance and cost. Requires type-approved, cyber-certified components.

- System Delivery Default manufacturer configurations left active;
- Total system hardening (disabled protocols, locked ports);
- Class Approval Focused almost entirely on structural/mechanical safety;
- Documented verification of cyber resilience blueprints.

Lifecycle Planning and Beyond Compliance does not end when the ship leaves the yard. The vessel's design must accommodate the Secure Development Lifecycle (SDLC), leaving room for future software security updates, credential management, and remote diagnostic access.

Ultimately, these regulations force naval architecture to treat digital network blueprints with the same safety status as a vessel's stability calculations and structural hull design.

Everyday Operational Impacts

- Strict Controls on Boarding and USB Usage Crew, service technicians, and surveyors can no longer plug laptops or USB drives into ship systems freely;
- Quarantine Stations: Operators must deploy dedicated scanning stations to check files before they touch onboard networks;



- **Locked Ports:** Physical data ports on the bridge and in the engine room must remain locked or electronically disabled when not in use. Managing Remote Access and SatCom Third-party vendors frequently connect via satellite (VSAT) to diagnose engine or navigation issues;
- **On-Demand Connections:** Remote access must be turned off by default. The crew must manually enable it only when needed;
- **Isolated Channels:** Vendor connections must use dedicated, encrypted tunnels (VPNs) that lead strictly to that specific vendor's machinery, preventing access to the rest of the ship;
- **Enhanced Crew Training and Incident Drills** Cyber incidents must now be treated with the same urgency as a fire or flooding event;
- **Isolate and Report:** Crews must be trained to recognize cyber anomalies, such as an unresponsive ECDIS screen, and immediately isolate the affected network zone;
- **Manual Overrides:** Weekly or monthly safety drills must include practicing the transition to manual steering, manual engine control, and mechanical backups;
- **Maintenance and Survey Management** Annual Class Audits Class surveyors will audit your digital infrastructure during regular ship surveys;
- **Log Reviews:** Surveyors will inspect firewall logs, access control records, and user management lists;
- **Software Inventories:** You must present an accurate, updated list of all software versions running on critical ship machinery. Strict Modification Rules Replacing a broken part is no longer just a mechanical task;
- **Like-for-Like Parts:** Replacement electronic components, sensors, and controllers must meet the exact cyber-certified specifications of the original design. **Unapproved Gear:** Installing non-certified, off-the-shelf components can invalidate the vessel's cybersecurity class notation and stall your port state inspections;

The Action Plan for Operators Operational Area Action Item, Why It Matters Safety Management

Update the fleet SMS to include step-by-step cyber incident response plans. Ensures compliance with IMO and IACS requirements. Vendor Contracts Mandate that OEMs provide secure, documented software patches. Prevents critical machinery from running vulnerable, outdated software. Crew Procedures Implement strict password policies and multi-factor authentication (MFA) for shore connections. Blocks unauthorized access via stolen or weak credentials. Inventory Control Maintain a master registry of every connected computer asset on board. You cannot protect or patch what you do not know exists.

8.3.4 WSC Dual Fuel Fleet Dashboard – OceanGlam

The World Shipping Council (WSC) has published its latest update to its Dual Fuel Fleet Dashboard, which tracks the global liner shipping industry's investment in vessels capable of running on renewable and lower-emission fuels, and how the liner fleet is preparing for the energy transition.

As of March 2026, the number of dual-fuel container ships and vehicle carriers on the water has reached 440 – which is a 65% year-over-year increase.

The number of dual-fuel vessels on order has also continued to grow, reaching 764 ships. Across the order book, 78% of container ship orders are dual-fuel, 94% of vehicle carrier orders are dual-fuel, and 17% of orders across the rest of the fleet are dual-fuel.

In total, 1,204 dual-fuel container ships and vehicle carriers are now delivered or on order, representing over \$180 billion USD in private investment. Joe Kramek, WSC President & CEO said “These vessels are long-term investments built with flexibility in mind. Ships built today will operate for decades, and the ability to operate on different fuel pathways helps reduce risk, strengthen energy security, and support more resilient global supply chains. Continued constructive engagement at the IMO remains essential to provide the global regulatory certainty needed to scale investment in alternative fuels.”



Photo from Bureau Veritas



Main Types of Ship Fuels

Marine fuels are used for ship propulsion, power generation, and auxiliary machinery operation onboard vessels.

1. Heavy Fuel Oil (HFO)			
Characteristics:	High viscosity residual fuel	Requires heating before use	Economical for large ships
Applications:	Main engines of cargo ships	Tankers	Bulk carriers
Advantages:	Low operating cost	Widely available worldwide	
Disadvantages:	High sulphur emissions	Requires fuel treatment system	
2. Marine Diesel Oil (MDO)			
Characteristics:	Blend of diesel and residual fuel	Medium viscosity fuel	Cleaner than HFO
Applications:	Auxiliary engines	Medium-speed engines	
Advantages:	Better combustion quality	Reduced emissions compared to HFO	
3. Marine Gas Oil (MGO)			
Characteristics:	Distillate marine fuel	Low sulphur content	Cleaner combustion
Applications:	Coastal vessels	Emission Control Areas (ECA)	Small and medium ships
Advantages:	Cleaner engine operation	Lower exhaust emissions	Improved cold starting
Disadvantages:	Higher fuel cost		
4. Liquefied Natural Gas (LNG)			
Characteristics:	Natural gas stored at cryogenic temperature	Very low emissions	High energy efficiency
Applications:	LNG carriers	Modern eco-friendly ships	
Advantages:	Reduced sulphur emissions	Lower carbon emissions	Cleaner combustion process
Disadvantages:	Complex storage system	Expensive fuel infrastructure	
5. Methanol			
Characteristics:	Alcohol-based liquid fuel	Cleaner burning alternative fuel	
Applications:	Green shipping projects	Modern dual-fuel ships	
Advantages:	Lower emissions	Easier storage than LNG	
6. Biofuel			
Characteristics:	Renewable fuel from biological sources	Can blend with marine diesel fuels	
Applications:	Sustainable marine operations		
Advantages:	Reduced carbon footprint	Renewable energy source	
7. Hydrogen			
Characteristics:	Zero-carbon future marine fuel	Used in fuel cell systems	
Applications:	Experimental green vessels	Future emission-free ships	
Advantages:	Produces only water vapor during operation	Environment friendly energy source	
Challenges:	High storage complexity	Expensive production process	

Why Marine Fuels Matter:

- Provides ship propulsion;
- Generates electrical power;
- Supports marine boilers and auxiliaries;
- Essential for global shipping industry;

Future of Marine Fuels:

- Modern shipping is moving toward cleaner and greener fuels to reduce emissions;
- improve environmental sustainability;
- Cleaner fuel;
- Efficient engines;
- Greener future for global shipping.

8.3.5 First Feasibility Study on Maritime Nuclear Generation – Core Power

First Feasibility Study on Maritime Nuclear Generation in Greece identifies No Fundamental Barriers to Implementation Published: 27/05/2026.

Initial PESTLE findings highlight gaps in existing policy frameworks and call for clearer assessment and regulatory pathways.

Boston/London/Athens, 27th May, 2026 Deon Policy Institute has published the first ever report from research examining how Floating Nuclear Power Plants (FNPPs) could be considered within the political, social, economic, policy and regulatory context of a European country, using Greece as a case study, available here.

The policy insights are derived from a research programme conducted by CORE POWER, Athlos Energy and the American Bureau of Shipping, the full results of which are expected to be published later this year.



Greece has historically not deployed nuclear power; however, following the Greek Prime Minister's announcement that the country will officially explore the role of nuclear energy, a productive discussion has begun to take place in public discourse. The maturation of new technologies, such as Small Modular Reactors (SMRs), which incorporate enhanced safety features, greater operational flexibility, and savings in terms of cost and construction, is making nuclear increasingly relevant as an alternative low-carbon generation technology.

Given Greece's long maritime heritage, developed port infrastructure and reinvigorated shipbuilding industry, the potential for deploying FNPPs warrants consideration. FNPPs are also compatible with Greece's geography and energy markets, given the large number of inhabited islands, the increasing need for desalination and the country's climate goals.

The research provides a structured assessment of the political, economic, social, technological, legal and environmental factors that would shape the potential deployment of FNPPs in a European country such as Greece, based on a PESTLE framework.

The study identifies several key findings:

- Policy, legal and regulatory frameworks in Greece do not yet substantively address nuclear energy or FNPP deployment, reflecting a broader gap in European energy and maritime policy discussions.
- No fundamental barriers to implementation were identified, suggesting that the challenge is not one of feasibility, but of framework development.
- Clearer assessment and regulatory pathways are needed, including coordination across maritime, nuclear and energy authorities.
- Social acceptance of nuclear energy remains low in Greece compared with other countries, even though FNPPs are perceived more positively, implying a need for further education and engagement with both the broader public and key stakeholders.
- There are no major technical barriers to FNPP deployment given the maturity of the technology; however, there is a need for the development of local value chains and workforce capability.

The characteristics of the Greek energy market - high electricity costs, strong dependence on imported fossil fuels, the need for reliable and predictable baseload power, and the obligation to comply with decarbonisation targets - are not unique and are likely to be replicated across other European markets.

The findings suggest that while floating nuclear is not currently embedded within policy frameworks, it could be considered within existing systems, provided that appropriate assessment and regulatory processes are developed.

The publication of the study comes ahead of the Posidonia International Shipping Exhibition 2026, where CORE POWER will convene industry leaders, policymakers and experts to explore the future role of nuclear in maritime applications. A special conference session is organised on 2 June 2026.

George Laskaris, President of Deon Policy Institute, said: *"This PESTLE study shows that Floating Nuclear Power Plants are not a distant or purely theoretical option for Greece. No fundamental technical or institutional barriers were identified; the real challenge is building the policy, regulatory, financial and social foundations needed for responsible assessment. For Greece, FNPPs sit at the intersection of energy security, decarbonization, maritime capability and industrial policy."*

Mikal Bøe, founder and CEO of CORE POWER, said: *"Construction of nuclear power stations on land is subject to the Iron Law of Megaprojects. It's always behind schedule and always over budget. FNPPs, as complete turnkey power stations built in specialised shipyards to the highest standards, break that law and create the conditions we need to scale the deployment of a safe, reliable electric power supply from nuclear energy. This study aims to advance the conversation about FNPPs within EU policy, using Greece as a practical example. "Nuclear is emerging as the only solution that solves both energy security and greenhouse gas reductions. We're seeing a powerful momentum building for FNPPs, and the role of governments is now to shape existing frameworks to facilitate rapid deployment."*

Patrick Ryan, ABS Senior Vice President and Chief Technology Officer, said: *"These initial findings shed important light on how FNPPs can be assessed and integrated within existing frameworks, a critical question as the industry moves toward practical deployment. The real challenge before us is integration into policy and regulatory frameworks, and ABS is committed to helping the industry navigate that path."*

Dionysios Chionis, co-founder of Athlos Energy, said: *"Over the past year, through close collaboration between ABS, CORE POWER and Athlos Energy, we have examined the interdisciplinary and complex question of how Floating Nuclear Power Plants could apply to the Greek context. As nuclear energy is now entering the Greek public dialogue, this work provides one of the first comprehensive assessments*



of the challenges, opportunities and risks associated with FNPP technology for Greece's energy system needs."

For more updates, please follow our LinkedIn page or follow us on Twitter/X at @corepower10

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

9 Obituaries

9.1 Mr. Duncan Beaton ([BeatonD66](#)) went aloft 17.06.26

From the Explorer Preservation Society:

Duncan Beaton, born 2nd November, 1947, crossed the bar on 17th June, 2026 after decades of dedicated maritime service, including a long tenure as Chief Engineer and a vital volunteer for the historic research vessel Explorer in Leith, Edinburgh. The Explorer, built in 1955 as the world's first purpose-built steam fisheries research vessel, relies heavily on the technical knowledge of former mariners for its preservation. Duncan's deep technical expertise with the ship's unique steam engine systems made him irreplaceable to the project.



Duncan

To trace or view records connecting his early training at Warsash in 1965 to his subsequent career on the Explorer, you can utilize the following paths

The Explorer Preservation Society - Duncan was one of their longest-serving and most active volunteers. The Society holds personal records, photographs and tributes documenting his career with the vessel. The team frequently documents the volunteer crew who maintain Explorer's engine room through their Instagram page.

Historical Logs of the FRS Explorer - Official sea-time logs when the Explorer was actively operated by the Scottish Home Office/Department of Agriculture and Fisheries, are archived and active-duty logs are held at the National Records of Scotland where crew lists are held for the vessel's active service period (1955–1984).



CE Duncan

Duncan's initial 1965 cadetship at Warsash marked the dawn of his career as a marine engineer. As many will know in 1965, the School of Navigation (SoN) at Warsash (now the Warsash Maritime School) saw a key development in its training. It was in the middle of a massive national transition for Merchant Navy Engineers. Prior this, Warsash was strictly a training ground for deck officers, and marine engineers were trained elsewhere.

During this era, the pioneering "Alternative Scheme for Marine Engineering Apprentices" was introduced. This allowed cadets to train for a blended academic, practical, and seagoing cadetship rather than the traditional 'time-served' route. The program was divided into intensive phases: Phase 1 & 3: Academic studies and practical workshop skills at Warsash. Phase 2 & 4: Practical sea-going experience to build engine-room and operational competencies. The SoN had a notably strict, military-style atmosphere. Cadets participated in rigorous daily drills, early morning runs, and sea-time aboard training vessels like the Halcyon.

Rest in Peace Duncan – no need to answer the telegraph anymore! His Celebration of Life was held on 13th July, 2026.

9.2 Mr. Peter Johnston ([JohnstonP64](#)) went aloft 04.01.25

From his son Alistair:



LtoR: Peter, David Dearsley, Roger Squirrell, Mick Bullock.



Peter



Alastair let us know that his father Peter crossed the bar in July. He and his sister Lucy were with him when he passed after dealing with Lewy Body Dementia for a number of years (outlasted the average - good on him!).

A funeral service was held at St, Marys Church in Pulborough, West Sussex on 4th August. A wake followed at the Swan Inn in Fittleworth.

I'd love to hear any anecdotes re: Dad's time at Warsash or Port Line vessels if you have any, writes Alastair. I've heard a couple from him - when I went to Australia in my late teens on my own, he mentioned that I might not be allowed in due to him driving a forklift or similar off a pier!



LtoR: Peter and ??

A special note to Roger Squirrell for keeping in touch over the last few years and my apologies Roger .

Best to all, Alistair

Roger Squirrell writes: As the photo above shows, we struck up a friendship from the start. Peter was promoted Boats and lived for any opportunity to be on the water. I think he had the nickname "giggles" as everything he was involved in, he giggled - highs or lows he giggled! He used Wilson C with David Dearsley and others to climb through the window for a last pint at The Rising Sun, with constant giggles trying to get out of the window!

Peter loved the sea, joining Port Line, but it was the end of his apprenticeship when he learned his eyesight would fail the test, so he went into structural engineering and did a lot of work involving facades of main-buildings being totally demolished. The facade was kept, which Peter supervised to mould into the main structure.

He married Anne and lived in Aylesbury until she passed away several years ago. Peter went into environment volunteering in forestry preservation. We kept in contact over many years and met at our annual curry lunch at HQS Wellington for our 63/64 reunions. Our year has always been social and Peter attended as many functions as he could until Lewy Body Dementia made it impossible to continue. RIP Peter!

9.3 Captain Richard Martin Howse ([HowseM68](#)) went aloft 18.11.25 From his daughter Samantha to Martin Greenwood MemSec.:

Thank you for your very kind message and about how you knew my father. My mother is well but has a little difficulty remember all daddy's many friends and colleagues.

Martin crossed the bar on the 18th November, 2025, aged 84. Born in Greenwich in June, 1941, he grew up in Gravesend where his father was a Thames Pilot. He attended King's School from 1952 to 1958 when, after his O' Level's, he joined the Merchant Navy and was apprenticed with Furness Withy Shipping Company. From 1962 he joined Shaw Savil sailing on famous ocean liners such as the Queen of Bermuda and Ocean Monarch.

By May 1968 Martin obtained his Foreign Going Master's Certificate of Competency at Warsash and left deep sea voyages to work for Atlantic Steam Navigation Company which ran ferries to the Continent.

In April 1982 Martin was Chief Officer on the Baltic Ferry which was requisitioned by the British government to be part of the Falkland Islands Task Force (Ships Taken Up From Trade (STUFT) to retake the Islands from Argentina. The vessel carried a company of Royal Marines and carried a significant quantity of stores and ammunition. The Baltic Ferry accompanied the Task Force to Ajax Bay and was involved in the landing operations at San Carlos Bay.

By 1985 Martin was promoted to Master onboard the Nordic Ferry sailing between Felixstowe and Rotterdam Europort. Retiring in 1994 as Master of the Cerdic Ferry.

Martin enjoyed his retirement making the most of his new found free time by taking frequent foreign holidays with his wife Elizabeth to many of the countries he had sailed to in his youth. Martin was an avid cricket fan becoming a member at Essex CCC and travelling to Australia twice to watch England be defeated in the Ashes. He volunteered for the National Trust and several other charities.



Martin was hospitalised after complications from a medical procedure and died two weeks later surrounded by his family. He is survived by his wife Elizabeth and two children.

I thought you might like to know that my son George (Vata) also studied at Warsash Maritime School, Southampton Solent University. So, the tradition continues. Daddy was very proud of this and helped him to study for his orals.

Martin's cremation was held on 17th Dec 2025 at the Ipswich Crematorium, Ipswich, UK.

9.4 Mr. John Arthur Thow ([ThowJ66](#)) went aloft 02.12.22

From Ian Moignard ([MoignardI68](#)) and Derek Warmington P&O Pensioners Group:

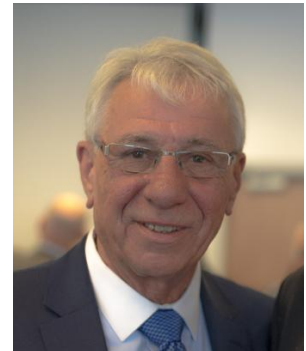
We only found out about John Thow's passing through Ian Moignard who was at Warsash from Sept 1967 to Summer 1969

Derek Warmington reported back in 2022 that John Thow, born 20th April, 1948 in Kilmarnock, Scotland and crossed the bar on 2nd December at the age of 74 from a battle with cancer.

From 1965 to 1969, John attended the School of Navigation Warsash as an Engineer Cadet and in 1966 he was the Cadet of the year and awarded the Dr. Ryniker Memorial Award.



Cadet Thow



Senior Eng-Manager Thow

Captain H. J. Pursey, Captain Superintendent, SoN explained at the April 1966 awards ceremony when the Promotion List was read, that the new Chief Cadet Captain was to be, for the first time, an engineer cadet, Junior Leading Cadet J. A. Thow!

In the March issue of 'About Ourselves', P&O reported that the Trident Tanker Engineer Cadets had completed the first term of their training at Southampton. At that time we did not imagine that the next issue would carry the announcement that an Engineer Cadet had been promoted to Chief Cadet Captain at the School of Navigation, Warsash. Thow was congratulated on this excellent achievement and wish him every success in his new appointment.

During his time with P&O John sailed on Bendigo, Pando Cove, Strathconon, Oronsay, Uganda, Oriana, Sea Princess & Canberra. He left P&O as a 2nd Engineer Officer in 1981, his last ship being Canberra.

After leaving P&O he joined Jersey Power Station where he rose to become the Senior Engineer Manager. He retired in 1998 and moved back to Scotland.

The funeral took place on 13th December, 2022 at Masonhill Crematorium, Ayr.

9.5 Thomas Russell Jarvie Urry ([UrryR50](#)) went aloft 06.04.26

With solemn hearts, Russel crossed the bar on 6th April, 2026, he was 92 years old. Predeceased by his parents, Charles William Urry and Jessie Russell Urry (Jarvie), he is survived by his wife May, daughters, Jane (Colleen), Ruth (Norman) and Lorna (Robert), grandchildren, Taryn, Tommy, Russell, Sasha and Naomi and his brother Paul (Muriel).

Russell was born in a small town in Yorkshire on May 17th, 1933. During WWII the family moved to Lee-on-Solent, Hampshire, UK, where Russell and his brother Paul grew up. The two brothers and their friends enjoyed many adventures rebuilding a Jeep out of two surplus WWII Willys Jeep bodies, building speedboats, and salvaging brass from the floor of the Solent to become among the UK's first SCUBA divers.

Russell began studies at the University of Southampton School of Navigation in 1950, apprenticing to shipping company Furness, Withy in 1951. As a Furness apprentice he travelled all over the world, making port in locations including Chile, Greece, and Cuba. His first voyage was on the Pacific Exporter, with service from Manchester through the Panama Canal to the Pacific Coast and Canada. While traveling up the Columbia River to call at Portland, he was so taken with the scenery and tranquillity of the river that he decided that if he ever settled, he would like to live in Portland, on the Columbia River.

In 1957 he joined Furness Bermuda Lines as a Third Mate, traveling weekly between New York City and Hamilton, Bermuda, on the Ocean Monarch and the Queen of Bermuda. In 1960 he returned to the



School of Navigation to obtain his Master's COC, allowing him to rise to the rank of First Mate/Chief Officer with Furness.

When Furness shut down operations of its Bermuda Lines in 1966, Russ took the Queen of Bermuda to the breakers in Scotland – this was a heartbreaking experience. He served as Captain on the Manchester Trader and then moved to London offices for a job in Furness' Research & Development department.

He met his wife Mary (May) Smith in Bermuda. The couple married in 1968 and emigrated to Portland, Oregon, USA shortly afterwards, fulfilling his wish from his first voyage up the Columbia.

In Portland Russell embarked on a second career as Chief of Operations with Cascade Shipping (now Cascade Marine Agencies), retiring as a Vice President in 1998. With May, he raised daughters Jane, Ruth, and Lorna, instilling in them all a curiosity about the world around them, a love for all things water, and an appreciation for international cuisine.

Russell loved mechanical items large and small, and was known for his ability to repair almost anything. He enjoyed swimming, fishing, and travel, especially in the American West, a treat for someone who grew up on Saturday morning Westerns at the movies.

The family requests that in lieu of flowers donations be made in his memory to the Royal National Lifeboat Institution (RNLI). <https://rnli.org>



Winter 1959 - Russ, Garrett and Smith



Diver Russ



Russ in No. 10s

9.6 Roger Bowyer ([BowyerR56](#)) went aloft 08.04.24 From Bill Cobb ([CobbW56](#))

Roger and I were boyhood friends who met at Mudeford beach where our parents had beach huts. Roger lived in Bitterne, Southampton and I lived more local in Christchurch so we only met during for the summer holidays when we generally hung out sailing, fishing etc.

It was a surprise to both of us when we met in the summer of 1955 to find we would both be at Warsash in September. We finished our final term as SLC's and shared a double duty watch.

Roger went to Blue Funnel and I went to Clan Line and we met occasionally in Liverpool where both companies ran cadet schools in the port.

We both went back to Warsash for second mates although at different times and Roger returned to Blue Funnel and I went out to New Zealand to join the Union Steamship Co.

We both married and came ashore at around the same time. Roger became the national motor sales manager for a well-known British finance company and I became an airline pilot.

Whenever I returned to England to visit family we met up and once in New York. Roger and Tina came twice to New Zealand.

Roger died of prostate cancer in late 2024. He was a true friend.

10 WA Memorabilia



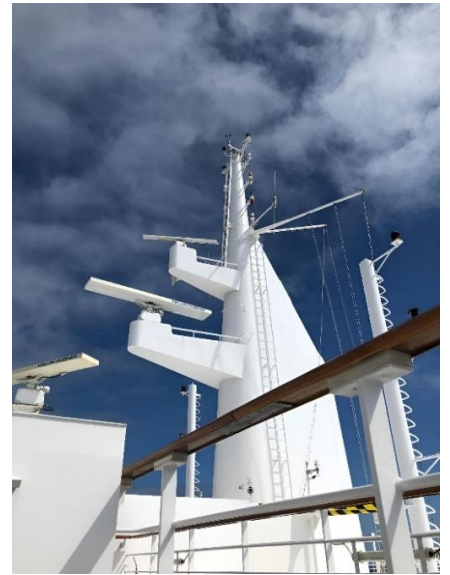
Checkout the website at <https://www.warsashassociation.net/site/about-products.htm>



Queen Mary 2



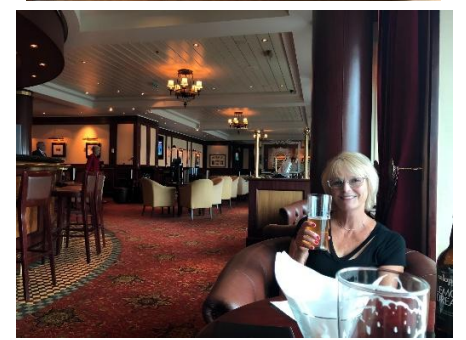
The Photos Speak for Themselves from Ed and Wife, Christine Westbound Transatlantic Voyage in 2019



Ed's Wife, Christine - Back at Sea!



Yours Truly



Cheers Christine! – Golden Lion Pub



All Hands 2026-2 (UK Summer)