ALL HANDS

Journal of The Warsash Association

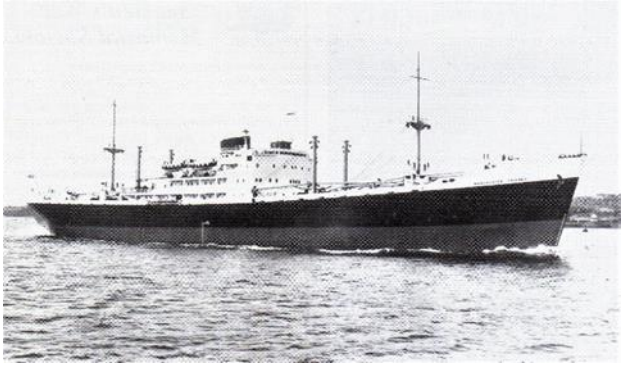
Featured shipping company – Manchester Liners Ltd.

Manchester Zeal 1973 – 1981 (Ship Spotting)

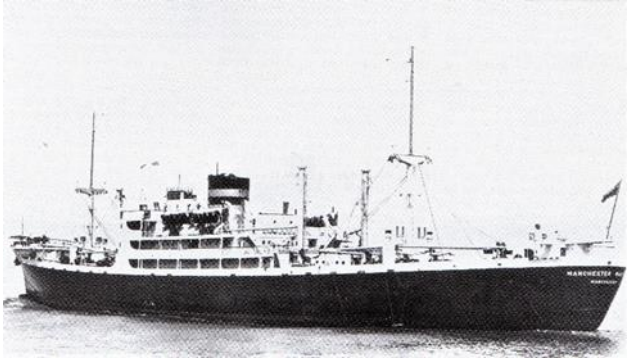
Manchester Progress 1938 – 1966 (Wiki)

Manchester Commerce 1963 – 1975 (Shipping)

Manchester Quest 1959 – 1976
(Ships Nostalgia – John Lowe/Marc Piche)



Manchester Spinner 1952 – 1971 (Shipping)



Manchester Mariner 1955 – 1975 (Shipping)

All Hands 2021-1 (UK Spring)		

Table of Contents

1 From the Executive Committee 1
- 1.1 Chairman's Message – Roger Holt (HoltR64) 1
- 1.2 Webmaster's Message – Chris Clarke (ClarkeC59) 2
- 1.3 Editor's Message – Captain Stan Bowles MM FNI IIMS (BowlesS69) 3

2 WA Notices, News And Events 4
- 2.1 New Joiners Since AH2020-3 – (Webmaster) 4
- 2.2 Australian Branch News – David Montgomery (MontgomeryD63) 4
- 2.3 New Zealand Branch News – Tony Peacock (PeacockA60) 5
- 2.4 North America Branch News – Stan Bowles (BowlesS69/CooperG66) 5

3 Warsash Maritime School News – Charles Cooper (CooperC21) 7

4 Graduation Photo – ONC Deck Intake January 1972 – Courtesy Bob Wise (WiseB54) 9

5 Lighter Moments – Stan Bowles (BowlesS69) 9

6 Manchester Liners – Mark Rowbotham 9

7 Reminiscences from WA Members 13
- 7.1 Uniform Recollections – Richard Leedham (LeedhamR69) 13
- 7.2 Memories of a Ben Line Cadetship (Part 3) - Mike Waight (WaightM66) 14
- 7.3 The Chichester Canal – Keith Javan (JavanK58) 17
- 7.4 Bible Bonus by Robert Walker - Alan Ewart-James (EwartJamesA60) 20
- 7.5 Warsash, The Way It Was – John Gibbard (GibbardJ61) 21
- 7.6 Day Trip and Duty – Photos tell a Thousand Stories – John Gurton (GurtonJ69) 21
- 7.7 A tribute to Temba Chigwada RIP - Stan Bowles (BowlesS69) 22
- 7.8 The Shipping Forecast by Captain Joe Earl MNM - Stan Bowles (BowlesS69) 22
- 7.9 MCR 1971 by David Fairweather (FairweatherD69) 22
- 7.10 My first trip SS Bendigo - Simon Timm (TimmS67) 23

8 Marine Society (Maritime Training and Development) – Darrell Bate (BateD82) 26

9 The Wardroom - Stan Bowles (BowlesS69) 28

10 Maritime Industry Focus 30
- 10.1 Online Maritime News – Stan Bowles (BowlesS69) 30
- 10.2 Extreme Ships – The LNG Ice-Breaker - Stan Bowles (BowlesS69) 31
- 10.3 Tanker Industry & Cyber Threats – Aybars Oruc, AMIMarEST 33
- 10.4 Revolutionising Ship Interaction - Mads Friis Sørensen 38
- 10.5 Benefits of Virtual Machine Technology - Mads Friis Sørensen 39

11 Obituaries 40
- 11.1 David Arthur Romeril (RomerilD51) – from Louis Roskell (RoskellL55) 40
- 11.2 Captain Hugh F L Hossell (HossellH49) 40

To contact the WA if you do not have an email account, write to the relevant address below.
WA Secretary: David Patterson, 5 Old Quinmoor Farm, Broadwell, Moreton in Marsh, Gloucestershire GL56 0TB
All Hands Editor: Captain S. Bowles, 992 Hartford Place, North Vancouver, British Colombia, V7H 2J7, Canada

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

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

1 From the Executive Committee

1.1 Chairman's Message – Roger Holt (HoltR64)

Dear Members,

In my last Chairman's Message, I signed off with some optimism that the worst of the COVID-19 pandemic was in sight and that we could look forward to happier times. Certainly that optimism for the UK was not misplaced as the vaccination programme has progressed well and the benefits can be seen. However, this does not apply to all countries and it is self-evident that many parts of the world are in a desperate situation through lack of care facilities and vaccines. This in turn is having a very worrying outcome for many seafarers as they remain trapped on their ships although there has been some improvement with repatriation and a recognition by many in authority that a lasting solution must be found to this horrendous situation. Unless seafarers are recognised by all maritime nations that they are 'key workers' and are deserving of receiving vaccinations at the head of the queue, not much will change and they will be treated as a threat to society. If any of us has influence in high places to promote this just cause, they should do so urgently. The recent publication of the Neptune Declaration on Seafarer Wellbeing and Crew Change is a step in the right direction with 450 companies signed up (see: www.ics-shipping.org) but Governments have to be encouraged to get engaged and make tangible change.

A new addition to All Hands is a contribution from the Officer Cadets at WMS. One of the current cohort of Officer Cadets, Charles Cooper, is one of four Officer Cadets who are getting involved as communicators within the student body and this is making an important statement about the importance of the WMS to Solent University. It is great to see the commitment being shown and I applaud them.

You will be aware that the development of the WMS under the leadership of Lars Lippuner and its change in direction has brought about a very positive awareness of this Association and much besides. I would urge you to take a look at the Mission and Vision Statements of Solent University and also the video entitled 'Ready for the Future' . The new Vice Chancellor, Prof Karen Stanton is well aware that the University must produce students who are ready to compete in the outside world and this mind set can only be good for WMS.

This edition of All Hands is a mixed bag of interesting stories, taking us down memory lane from our days as cadets and later as watch keepers, and also more modern topics. The remembrance of copra bugs and taking endless temperature readings during the homeward passage through the Tropics will remain with me for ever! How many thermometers were lost as they got jammed in the makeshift ventilation trunking – too many to record I fear. But those temperatures were important because copra can be a dangerous cargo when damp and hot. However, our Editor quickly draws our attention back to the real world and focuses on Cybersecurity with its attendant perils. There are too many stories of ships finding that their electronic navigation aids have been hacked and the incorrect information from them presented as fact to the unwary navigator.

There is an interesting piece on the Seafarers Education Service which I knew as the Marine Society. They supplied me with a number of text books from my reading list prior to further study during my year at sea prior to taking on the challenge of the degree course. I would have been lost without the Marine Society to call upon.

One piece of domestic news which I would like to flag up is an event which took place recently at the WA New Zealand Branch AGM at which Tony Peacock was presented with a Life membership Award Certificate by Chairman of the Branch, Capt Adair Craigie-Lucas. This presentation was in recognition of the dedicated work

that Tony has put into the Branch over many years and his efforts at keeping it active. He has covered the dual roles as Secretary and Membership Secretary from the beginning in 2010 and I am most grateful to him for the time and effort that he continues to put into the Branch.

In closing, let me assure you that you have a great read ahead of you but for some sections you may need a glass of your favourite tipple to help you with the intricacies of the rules and regulations being reviewed. Your editor has done a great job in flagging them up but they are complex and not for the faint hearted. Pity the poor mariner of today!

I wish you well and hope you and your loved ones will remain safe until this pandemic is finally brought under control world-wide. We may then be able to travel without let or hinderance and get back to a life which we once called normal.

Roger

With best wishes,

Roger Holt, Chairman HoltR64
wachair@warsashassociation.net

1.2 Webmaster's Message – Chris Clarke (ClarkeC59)

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

WA Membership worldwide is 512 (incl. 72 Officer Cadets & Officers at sea), of which 493 (96%) are online.

Website Modernisation: Some radical changes and numerous other modifications have been made to the website since last October in a project comprising five phases, four of which follow. The objective has been to upgrade and enhance the site which has not changed much since first published in 2009.

- Upgrade development site from ocPortal v9 to Composr v10, test and accept.
- Specify, agree and develop new website design features and enhancements.
- Test on a development version of the site and accept site enhancements.
- Cut-over each phase to enhanced online website.

ocProducts (https://compo.sr) have done the clever technical work (mostly MD Chris Graham) and a small team (Brian Hoare, David Dearsley, Roger Holt) kindly assisted me with ideas and testing.

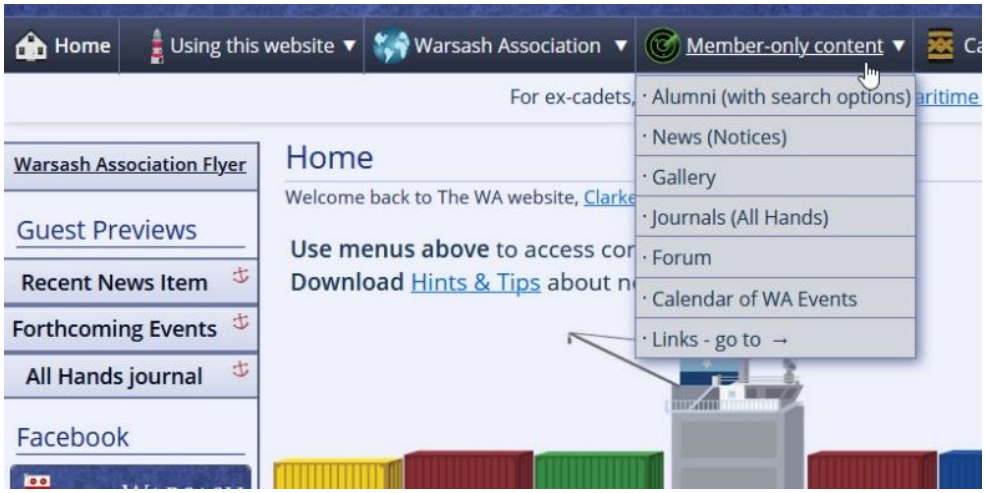
A combination of Phases 3 and 4 were copied over to the live site in March and the fifth phase of work is currently in progress. Nevertheless more work will in the coming months e.g. updating text, deleting some unwanted features. Here is a summary of changes made so far.

a) Upgrade of the software used to build and maintain the site from ocPortal v9 to Composr 10.
b) Clean up the site by deleting unnecessary files accumulated over the years.
c) Revise and generate a simplified site map with a new well-defined hierarchy of menus.
d) Introduce custom icons with new menus.
e) Delete right side panel: redesign and re-populate content of left-side panel.
f) Remove unused functionality (more to follow after Phase 5 has completed).
g) Introduce 'narrow-in' when browsing which resizes and repositions text, pictures and documents if the browser window dimensions are changed.
h) Introduce 'mouseover' features to reveal toasts (tips & information which pop-up as toast does from a toaster).
i) Provision of alternative site formats for smartphones and for tablets.
j) Revise processes which 'Reset password' and enable joiners to 'Apply online'.
k) Introduce innovative ways of presenting latest uploaded content via containers stacked aboard a cutaway view of a container ship (mv Warsash).
l) Change browsing the site so it is more like flipping through a magazine using 'Previous' and 'Next' links on PCs and by swiping when using a smartphone or tablet.
m) Improve the consistency of text, styles and processes etc. throughout the website.
n) Provide social media sharing links e.g. to Facebook, Twitter. (Auto-feed some content to Facebook, Twitter and Instagram social media being developed in Phase 5).
o) Revise presentation of the Forum (later in 2021).

The above list of work represents considerable change some of which could not be done prior to the advent of Composr 10 and our site upgrade last Autumn. A lot of time has been spent testing the changes which highlighted

the need for further revisions and corrections. **It would be a great help if members would spend some time browsing throughout the site and to contact me if any further irregularities are found.**

Here is the new menu bar showing icons and the member-only content sub-menus.



Below is the container ship image on the Home page which provides a unique way of accessing the latest content uploaded to the site.

After Phase 5 further work will include changing and updating narratives on some pages e.g. History, and to simplify the structure of the Forum.

In addition the container image which is displayed before logging in will be replaced by content intended to encourage new members to join WA. This could be about WA events, member's personal experiences at sea or at Warsash, both serious and amusing.

Please email me if you have something you have written in the past which you would like to submit, or if you feel able to contribute something new in the coming months. It would be greatly appreciated if our younger generation members e.g. cadets since 2000, could contribute as well as members in any age group in the UK or abroad.

1.3 Editor's Message – Captain Stan Bowles MM FNI IIMS (BowlesS69)

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

Everyone's focus remains on the pandemic. Little has transpired since the last edition of ALL HANDS as we remain hunkered down in the hope that the vaccines begin to 'bend the curve downward'. The world remains under the grips of the pandemic with some countries like Israel ahead of the game with 95% of the population inoculated. The virus is mutating into "Variants" (UK – B.1.1.7, South African – B.1.351 & Brazilian – P.1 that we know of presently which is causing resurgent cases especially in the USA. The main vaccines presently are Pfizer-BioNTech, Moderna, AstraZeneca, Janssen and Novavax. Until, the production of vaccines is ramped-up and modified to combat these variants we will ALL need to continue the strict protocols thereby limiting its spread. Stay safe everyone!

On a lighter note, the 'lockdowns' are producing spin-off efficiencies. Our industry has long been struggling with the Single Point Window (SPW) concept. I was working on this with Transport Canada back in the mid '90s specifically looking at dangerous goods movements within Canada.

The airline industry has been better at developing and implementing SPW out of necessity due to the relatively short time it takes to process cargo and passengers. In the marine industry many Administrations have been slow to adapt. Covid has forced many Administrations to collectively 'handle' suspected virus cases with interaction between all the port authorities, government and health offices. The roll-on effect looks into streamlining and how to impact the business of shipping related to inspections and daily maintenance for the ships. This used to mean paperwork. Electronic Data Interchange (EDI) is quicker, better and more efficient for all. EDI has been a mandatory requirement since April 2019. This means that public administrations/authorities are required to set up electronic systems for ship reporting formalities such as the cargo declaration, dangerous goods declaration, crew manifests, vessel details and so on. EDI does not mean a basic email system – it is far more than that!

The IMO has thrown down the gauntlet through the FAL Convention Circular 36 & 41 requiring Administrations to develop and implement the SPW concept. BIMCO has also made headway with modifications to the BL documentation to provide efficient and effective parameters to control the flow of cargo documentation.

The concern for document security has for the most part disappeared with the advent of blockchain technology. But! with all electronic systems, the threat of corruption and terrorism remain high on everyone's agenda. These are defining times that, like the pressures of conflict, will cause a re-think of how our business is conducted.

If you have a few spare Rubles – buy BitCoin!!!!

AH Volunteers: The following have always provided support for All Hands through the review process which if not carried out would most definitely undermine the attention the Journal gets from all who follow the progress and cherish their past at Warsash. Join me in thanking Bill Watts (WattsW56) and Barry Peck (PeckB71) and of course Excom. Special thanks to Chris Clarke (ClarkeC59) for his unfettered guidance.

Future Content: The next issue of All Hands will feature the Bowater Steamship Company. Anyone with a good sea story or intimate knowledge of the workings of the company, please feel free to submit to the Editor or Webmaster.

2 WA Notices, News And Events

2.1 New Joiners Since AH2020-3 – (Webmaster)

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

Title	Name	Website Username	WA Year	Country	Joined
OC	Gareth Hampton	HamptonG22	2022	UK&Ireland	22/01/2021
Mr	Chris Bond	BondC71	1971	UK&Ireland	10/02/2021
Captain	Malcom Scanlan	ScanlanM62	1962	WANA	11/03/2021

2.2 Australian Branch News – David Montgomery (MontgomeryD63)

'Down Under' we are fortunate (lucky) to have avoided most of the dreadful epidemic which has swept the world over during the past year. Although subject to various lockdowns, home quarantines, social distancing and face mask controls, for most part, the major problems have been related to periodic closure of our favourite waterholes and coffee shops! We are now awaiting our turn, as senior citizens, for our vaccination shots which we hope will allow us to at least travel throughout Australia and hopefully overseas in 2022.

We have noted with considerable concern the plight of so many seafarers either confined to their vessels or not allowed ashore if their ship has been allowed to dock. The terrible toll being experienced with the virtual impossibility of crew changes, not forgetting of course those stranded ashore with the total collapse of the cruise industry.

Whilst our members are keeping in touch by various communication channels we have not been able to meet physically for the past twelve months. We are currently in the process of tentatively planning a reunion to coincide with our Annual General Meeting in October.

With our traditional source of new members (pilots, stevedores, port managers) now no longer available within Australia, we must turn our attention to those who have swallowed the anchor and moved to Australia. If you know of any such ex-Warsash Students who now live here can you please either give us their contact details or suggest that they contact us direct.

David Montgomery, Secretary, Warsash Association Australia Branch

2.3 New Zealand Branch News – Tony Peacock (PeacockA60)

On 21 December a planning meeting of the NZ Executive was held in Auckland but was extended to be a general meeting with the attendance of other members for a later presentation.

The guest speaker at the recent Waitangi AGM spoke about R. Tucker Thompson Sail Training Trust which runs life-changing adventures, building confidence, developing teamwork and growing leadership skills for young people aged from 13 to 18.

This inspired Darrell Daish to propose we find a way to support the Trust financially. Darrell had already raised the issue at a recent Christchurch Master Mariners meeting, resulting in an offer of $1,000, with a further $1,000 likely the following year. Darrell personally was prepared to offer $500 with a further $500 the following year.

The Executive agreed to investigate the proposal further.

Tony Payne undertook to raise the matter at the next Auckland Master Mariners meeting.

Adair will discuss with Greta Symonds, the concept of setting up a designated fund within the R. Tucker Trust, including tax benefits etc.

Future events:

Adair to ask Mike Pignéguy to organise the next get together at the Cheese Factory, Puhoi, late March 2021, after the America's Cup.

The next AGM will be held in either Auckland or possibly Tauranga in October/November 2021.

Life Membership:

Tony Peacock, much to his complete surprise and delight, was informed that the Executive Committee at their AGM had agreed to a proposal from WANZ for him being made a Life Member of the Warsash Association. Adair presented Tony with a Certificate sent from UK.

Members joined their partners for a lunch.

Left picture: L to R. Robyn and Bill Cobb, Margaret and Tony Payne, Lois and Tony Peacock, Adair and Barbara Craigie-Lucas, Darrell Daish, Mike and Helen Bullock

Right picture: L to R Adair Craigie-Lucas presenting Life Membership certificate to Tony Peacock

2.4 North America Branch News – Stan Bowles (BowlesS69/CooperG66)

Branch Zoom Meeting

The most recent Zoom meeting was held on 13 March with 22 members on the North American Branch in attendance.

Discussions around a possible AGM in Victoria, B.C. or a Zoom back-up AGM should the COVID restrictions prevail.

This was the first such Zoom meeting held by the Branch which proved very successful. In fact we had more members at this meeting than previous face-to-face AGMs. We will most likely hold another such meeting prior to the in-person AGM in Victoria.

Top to Bottom, Left to right: 1st Row: Roger Purdue, Gordon Cooper, John Hosty, Malcolm Scanlan, Michael Frost, 2nd Row: Stan Bowles, Bill Tooley, Bill Dancer, Martin Luce, Andrew Hooper; 3rd Row: John Clarkson, Keith Moger, Peter Cawthorn, Steve Pinney, Andre Dubois; 4th Row: David Allin, Peter Mathews, Tony Chadwick, John Adamson, Bob Wise; 5th Row: Jim MacIntyre and, Roy Hamilton

Conway, Pangbourne, Worcester (CPW)

In an effort to stay connected with a number of our sister marine training establishments, I have been in touch with Captain Ted van Bronswijk (OW) in Australia. He and I were 3/Os on Canberra together in the early '70s. He passed the following on reminding me of our get togethers for Christmas and AGMs. There may be some familiar faces amongst the jollifications and if you can fill in the blanks (???) that would be a bonus!

The once a month lunches remain in limbo due to the Pandemic and will remain so for the foreseeable time.

Back Row: David Barnes; Peter Wilson; Clive Bradbury; David Baird; Mike Dartford; Gerry Tadman; Martin Tregonning; Chris Langford; Alan Caradine; Richard Peacock; Bob Kitching; Mike Sargent.

Middle Row: Robin Ginzler; Mike Brace; ???; Giles Martin; Michael Robinson; John Millwood; David Geinnie; David Greenhalgh; ???; Peter Muirhead;

Front Row: ???; ???; ???; Peter Marchbank; Ted van Bronswijk; Peter Grainger; Peter Hay; ???.

Picture to the right … Four Conway Boys!? Names not available. The song being sung was ……. supposedly penned by a OW Kiwi Cadet. It was reported that Captain Argles banned it in 1963 as "un-gentlemanly"!!

Eeh go yah (caller)
Eeh go yah (crowd) etc
Talla walla woomiga
Talla walla woomiga
Yoika
Yoika
Yoika
Yoika
Ya ya ya
Ya ya ya
Who are we ?
Can't you see ?
Worcester, Worcester onward we
W-O-R-C-E-S-T-E-R
Worcester!!!!

3 Warsash Maritime School News – Charles Cooper (CooperC21)

Good afternoon, I hope this email finds you well!

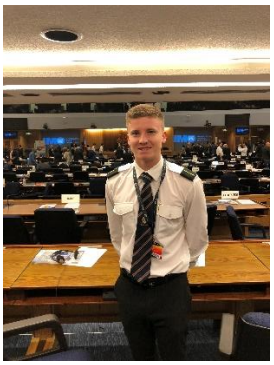
I must apologize for the delay in responding to the WA email requesting any news or articles that may be of interest to the All Hands journal. Nonetheless, I do have something that you may be interested in publishing... Recently, Solent University's Student's Union ran elections for the positions held on the student council for the academic year 2020/21.

As of the 10th of November, my classmate Gareth Hampton was re-elected for the second year, representing Warsash as their Liaison Officer. Alexander Cheng (classmate) and myself (Charles Cooper) were also successfully nominated as Faculty Representatives of Warsash Maritime School for the 20/21 year, totalling 277 votes for all three positions!

Furthermore, on Monday this week (23rd Nov), the student council elected Jasmine Johnston as their Chair for this Academic year. This great achievement means Jasmine is the first Warsash Cadet to hold such position on the student council.

With four positions held on the Solent Student Council for this academic year, my colleagues and I are in a great position to work cohesively, further strengthening the relationship between Solent University and Warsash Maritime School whilst specifically focusing on improving the understanding had by Solent officials to the differing needs that a Warsash Cadet has, compared to a normal university student.

The persons elected, information about them and their manifestos comprising their specific aims on improving the experience had for Cadets at Warsash are as follows.



Charles Cooper

Gareth Hampton

Alexander Cheng

Jasmine Johnston

Faculty Representatives – Mr. Alexander Cheng (ChengA21), Mr Charles Cooper (CooperC21)

It is the responsibility of the Faculty Rep to ensure Cadets at Warsash receive an academic experience of utmost excellence. Through observing and listening to any issues had by Cadets, the Faculty Representative can forward potential educational/facility problems to the Student Council, assuring the required action is subsequently taken.

Warsash Liaison Officer – Mr. Gareth Hampton (HamptonG21)

A Liaison Officers role is to act as the main point of contact for the cadets, connecting them and the university, highlighting their concerns and ensuring their interests are respected in the Student Council.

Chair of the Student Council – Ms. Jasmine Johnson

Chair of the Student Council is an apolitical role, in charge of running the Student Council and deciding which topics are relevant to debate for the agenda. In the event of a tie the Chair has the deciding vote.

Charles Cooper's Manifesto (elected Faculty Representative)

"Following the excellent year Warsash Maritime Academy had in retaining the Warsash Dragon, eminent in the shipping industry proving desirable by multiple top tier employers, the importance and awareness of the maritime school, it's lecturers and cadets have never been so prominent to Southampton Solent University. I maintain there is still work to be done on the relationship between the two institutions. A faculty representative holds the responsibility of developing and improving the academic experience had by current and future cadets of Warsash. As your faculty rep, I therefore pledge to observe and listen to any issues, concerns and queries regarding the

learning experience had by all cadets studying at Warsash Maritime whether FD, HND, deck, engine or ETO through phase 1 to 5. I vow to voice all feedback I receive, positive or negative to the student council ensuring action is promptly taken to resolve any issues be they educational or facility wise. Furthermore, I ensure a good relationship between the faculty representative and Warsash Liaison Officer working together, voicing the opinions of the Maritime School in order to ensure Warsash remains an institute world renowned for its education standards of utmost excellence, producing first-rate officers for today and tomorrow."

Gareth Hampton's Manifesto (elected Liaison Officer)

"Despite its illustrious history and outstanding achievements in the maritime field, Warsash is treated like the forgotten cousin too often by Solent University. Last year, you backed me and we achieved so much from the retention of our world renowned Warsash Dragon as our school logo, to keeping more in touch with cadets at sea especially in this era of uncertainty. Let us not stop there, this year I want to further encourage Warsash's independence, make Solent employees more aware of our unique circumstances and therefore able to provide better assistance. I wish to promote more lateral friendships between cohorts and classes by having more social activities for cadets like bringing back the charity life raft challenge which was hugely popular before the move to the city centre.

This is a time like no other, our industry is stretched to its limits in order to cope; sadly this is having a knock-on effect on cadets and their sea time. In order to allow cadets to succeed and for the college to live up to its world class standing, I believe it is essential our college has a backup plan should sea time quotas not be met by utilising our simulators and workshops to make up for lost time. Being at sea can be hugely challenging, especially being cut off from your support circle at home. I am proposing that more support is offered by Warsash to those cadets at sea through regular check-ins for both academic updates and personal wellbeing reasons.

I am Gareth Hampton, a phase four cadet from Northern Ireland. Above is my commitment to you which I hope to achieve by being approachable, driven and honest towards any situation. It was nothing short of an honour to represent a group of hard working, respectful and friendly group of people last year and for that, I thank you humbly."

Alexander Cheng (elected Faculty Representative)

"The ongoing Coronavirus pandemic has proved that the maritime industry has not stood by idly. Warsash Maritime Academy has been and continues to be the source of future officers in the Merchant Navy. This prestigious institution is recognised globally for the successful output of Deck, Engine and Electro-technical officers in all maritime fields. However, upon the collaboration with the University, many activities and events which were once the pride of the academy have been faded out, such as the academy's sailing team based at the old Warsash centre and the annual liferaft challenge.

My aim this year is to unify the academy by organising social events as well as partnering with the university's 'Solent Maritime Society' to connect and network with fellow maritime professionals.

The welfare and mental wellbeing of cadets is my main priority this year. Sea going requirements for the certification requires cadets to be away from home for an extended period of time. Moreover, due to the pandemic, cadets are forced to stay onboard vessels even longer as Ports around the world forbid shore leave. With little to no communication from the Academy/University in regard to supporting their academic studies, I aim to change that as well as provide a familiar face for cadets. My proposition is to organise a volunteer support network run by both lecturers and cadet students in order to communicate with those who struggle at sea.

New cadets going away from home for the first time may find academic and social life daunting. Therefore, as well as the above support network, I would also introduce a structured 'Mentor' programme whereby a group of dedicated phase 5 students would be assigned to new cadets if they desire help in any aspect.

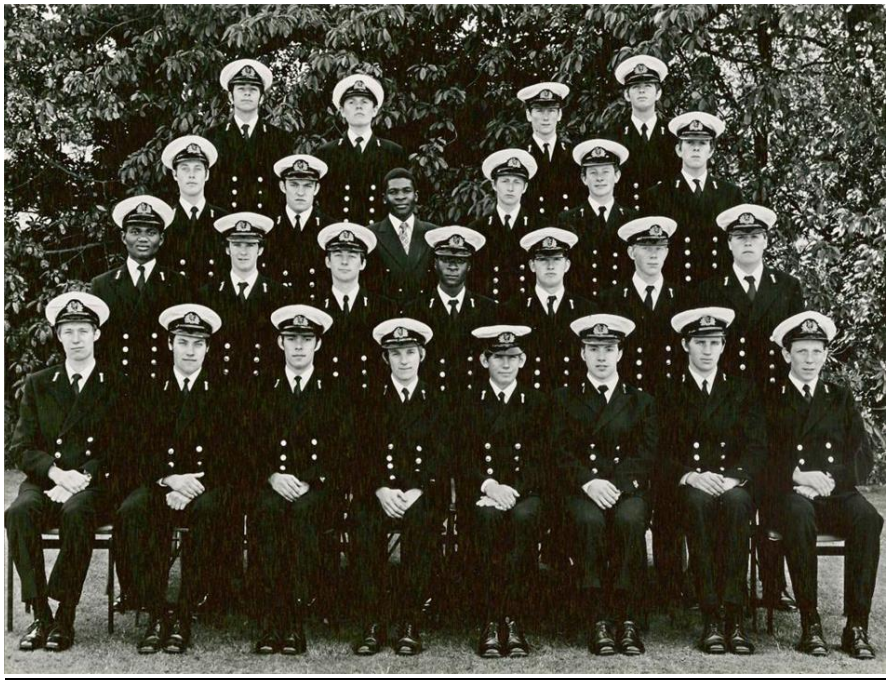
Key Proposals

- Organise more social events for Warsash students (Deck, Engine and Electro-technical alike) as well as partnering with the university's own maritime society;
- Create a volunteer support network for cadets at sea, and;
- Introduce a structured 'Mentor' programme for new cadets.

My name is Alex Cheng, and I will be standing for election as faculty rep of the academy. Through hard work and determination, I will fulfil the above propositions in the upmost sincerity."

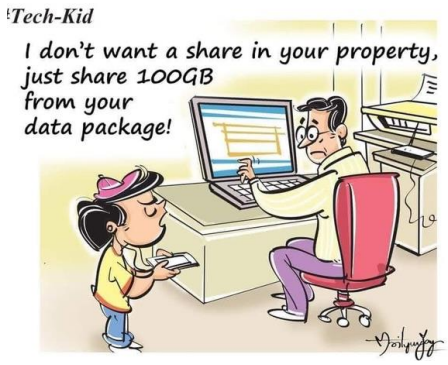
Ms Jasmine Johnson is the elected chair of the Council. Her role did not require a manifesto due to it being her duty to remain impartial to both institutions.

4 Graduation Photo – ONC Deck Intake January 1972 – Courtesy Bob Wise (WiseB54)



Another puzzle - names please? My brother Jeff (RIP) - top right – Ed.

5 Lighter Moments – Stan Bowles (BowlesS69)



How do Navy personnel organise their computer files?

Ship stuff goes in directly to the C drive

Submarine stuff goes in a sub folder

6 Manchester Liners – Mark Rowbotham

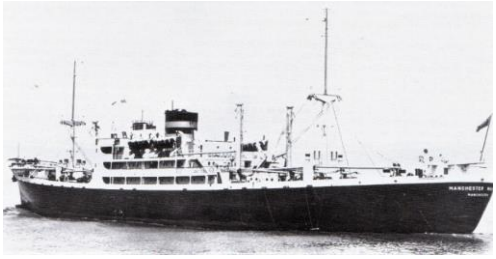
From Forgotten Fleets - Shipping Today & Yesterday May '08

The shipping company Manchester Liners was for many years associated with direct liner shipping services between the inland port of Manchester and the inland ports of Canada and the United States. Indeed, the vessels belonging to Manchester Liners could negotiate not only the Manchester Ship Canal - the "Big Ditch", as it was affectionately known - but also the Welland Canal, linking Lake Ontario and Lake Erie, part of the gigantic Great Lakes network, and could even negotiate the fluvial system right into Lake Michigan and into the port of Chicago. Manchester Liners was also the first UK shipping company to inaugurate a cellular container vessel service from the UK across the Atlantic Ocean in 1968.

The history of Manchester Liners dates back to 1898, with the formation of the company by Sir Christopher Furness, also the founder of the shipping line Furness Withy, of which Manchester Liners became part. Sir Christopher Furness had already trialled a shipping service in 1897 between Manchester and the Canadian city of Montréal, using the Manchester Ship Canal which had opened only three years earlier in 1894. The successful trials developed into the idea of a dedicated shipping line for this service, and support for the new venture came from a variety of backers, including the Canadian government, the Canadian Pacific Railway (which already had a shipping interest through its own steamship company), Furness Withy Shipping Line, and the Manchester Ship

Canal Company. This support led to the formation of Manchester Liners as a company in 1898, with Sir Christopher Furness as the Chairman and main shareholder, holding £150,000 of the company's shares, and Manchester Liners became an associate company of Furness Withy. The Managing Director was Robert Burdon Stoker, whose descendants through three generations came to play a leading role in the company's fortunes in later years. Other companies associated with Manchester Liners were Houlder brothers, Prince Line, Shaw, Savill & Albion Lines and Johnston Warren Lines. The funnel colours of Manchester Liners reflected those of Furness Withy, with a red funnel with a black top and a black band. The routes included Manchester - Quebec & Montréal (summer) and Manchester - Halifax & St. John, N.B. (winter), Manchester - US Atlantic coast ports, and, for the smaller vessels, Manchester - Toronto, Hamilton, Welland and Wallaceburg, thus negotiating the Welland Canal between Lakes Ontario and Erie.

The 7,815 grt Manchester Spinner was built in 1952 by Cammell Laird Birkenhead and remained with the company until 1968 when she was sold to Estia Cia. Nav. S.A. of Piraeus and renamed Estia. On 25th November 1971 she sank off Somalia following an engine room explosion.



Similar to the Manchester Spinner, the 1955 Manchester Mariner was also built by Cammell Laird at Birkenhead. She was 7,580 grt and served Manchester Liners for thirteen years before being sold to Mira Cia. Nav. S.A. of Piraeus in 1968 and renamed Ira. ln 1974 she was sold to the National Steel Corporation of the Philippines and renamed Panday lran. In 1975 her boiler failed in Singapore. She was towed to Manila but, after inspection, she was deemed to be uneconomic to repair and she was broken up at lligan in Manila Bay.

The line's first two vessels, Queensmore and Parkmore, were acquired from Elder Dempster Lines in 1898, and these vessels also had Furness Withy connections. At 360 feet long, the Queensmore was the largest ship of the time to navigate the Manchester Ship Canal, and was just 10 feet short of what was seen as being the maximum safe length for the canal, considering the various locks which had to be negotiated from the canal entrance at Eastham, on the River Mersey, to Manchester Docks. The first vessels acquired by Manchester Liners direct from their main associate. Furness Withy, were purchased in 1921. and were the former vessels Start Point and Grampian Range. which were renamed Manchester Producer and Manchester Spinner, thus commencing the tradition of naming all the ML vessels with the prefix "Manchester...". These vessels plied the Furness Withy UK - US/Canada service, and were followed in 1922 by a new vessel, Manchester Regiment. In 1929, the Rexmore, built in 1918, was purchased to replace vessels which had plied the UK - Philadelphia route, but which had declined owing to slack demand and subsidised US-flagged competition. The Rexmore was renamed Manchester Exporter, and lasted with the company until 1947, before being eventually scrapped in 1958.

In the 1930s, a major programme was initiated for the construction of new vessels, and in 1935, the new vessel Manchester Port was delivered from the Blytheswood yard at Port Glasgow. She was joined in 1937 by the Manchester City and in 1938 by the Manchester Progress. Three further vessels were delivered during the Second World War, including the Manchester Merchant of 1940, which sadly was torpedoed in 1943 while returning from Algiers, with the loss of 36 crew. Further new vessels, the Manchester Trader in 1941 and Manchester Shipper in 1943, were followed by a new replacement Manchester Merchant in 1951, the last of the series of vessels built by the Blytheswood yard, and which successfully served the ML main East Coast Canada/US services out of Manchester throughout the 1950s and into the 1960s.

During the Second World War, five ML ships in total were lost, including (apart from the original Manchester Merchant), the Manchester Regiment in 1939, lost after a collision with the vessel Oropesa whilst in convoy, the Manchester Brigade, torpedoed in 1940, the Manchester Citizen, sunk by enemy action in 1943, and the Manchester Spinner, sunk by the Royal Navy in 1944 as a blockship for the Normandy landings. The Manchester City was requisitioned by the Royal Navy in 1940 as a "mothership“ minelayer for the Home Fleet before being despatched to the Indian Ocean as a naval auxiliary supply ship in the war in the Far East. However, with the cessation of hostilities in 1945, ML could recommence its weekly Canadian service with the new vessels constructed during the war years.

After the war, further vessels were built for the company, with two sister ships Manchester Spinner (replacing her predecessor which had been sunk as the blockship during the war) and Manchester Mariner being built in 1952 and 1955 respectively by the Cammell Laird yard at Birkenhead.

The Manchester Exporter was built in 1952 by William Gray & Co at West Hartlepool as the Cairndhu for the Cairn Line. She joined Manchester Liners in 1965 and was sold in 1970 to Helieto Oceanica of Greece and renamed Gemini Exporter. She only did one voyage to the Far East for her new owners before being sold for demolition at Kaohsiung where she arrived on 2nd May 1971.

Also, in 1952, the decision was taken by the company to engage in the Great Lakes trade, using the smaller vessels Manchester Pioneer and her sister Manchester Explorer, also built at the Cammell Laird yard in the early 1950s. These vessels were only 258 feet long and weighed just 1,800 grt. The port of Chicago, on Lake Michigan, was added to the company's itinerary in 1955, and two further new diesel-engined vessels, the Manchester Vanguard and Manchester Venture, built at the AG Weser yard at Bremerhaven, were delivered to the company the following year to serve the port of Chicago during the summer months. Like their Cammell Laird predecessors, they were 258 feet long, but had their engines and accommodation aft. During the winter months, when the St Lawrence River froze up, they plied the routes to the Canary Islands by arrangement with the Yeoward Line.

The opening of the new St Lawrence Seaway in 1958 led to the construction of two new diesel-powered vessels, the 378 ft, 4,500 grt Manchester Faith and Manchester Fame, built at the Austin & Pickersgill yard at Sunderland. It was also during this period that the traditional black hull was changed to a green- painted hull, with the large letters "MANCHESTER LINERS" painted on the vessel’s sides. These vessels were also equipped to carry containers, and the first all-year-round container service to Montréal was commenced through the ice-bound St Lawrence River. The river was normally closed to navigation during the wintertime, but with the opening of the seaway, vessels could navigate safely up to Montreal and beyond all the year round. In 1959, the Manchester Miller was delivered from the Belfast yards, and was built with engines aft and bridge amidships, and with twin funnels, but was larger than the other vessels at 468 feet in length. By the beginning of the 1960s, the container revolution was taking place, and the new vessels were being constructed with container handling in mind, rather than general-purpose cargo vessels.

The Managing Director of Manchester Liners was by this time Robert Burdon Stoker, the grandson of the original Managing Director of the same name, and he saw the advantages that container transport could bring about in the shipping sector. Indeed, Robert Stoker was already ahead of many other major shipping companies in his vision, and he was the driving force in the pioneering strategy of Manchester Liners‘ container initiative. Between 1963 and 1967, five new ships designed for container transport were built by Smith's Dock, Middlesbrough and delivered to Manchester Liners. They were 502 feet long, weighed just over 8,700 grt each, and were named Manchester Commerce, Manchester City, Manchester Renown, Manchester Port and Manchester Progress (built in 1967 and the last semi-container vessel to be delivered to ML), replacing the original Manchester City and Manchester Port which were scrapped in 1964.

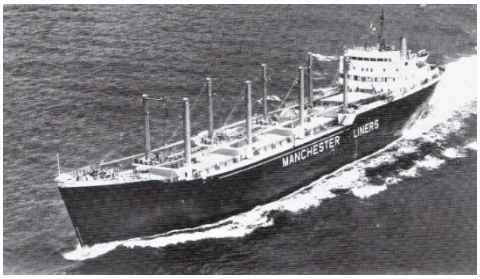
The Furness Withy influence became more prevalent in 1965 when two ships, the 1958-built Manchester Faith and Manchester Fame, left the ML fleet to join Cairn Line, while three vessels joined ML from Cairn Line, namely Cairngowan (built 1952), Cairnforth (built 1958), and Cairndhu (built 1952). These vessels became respectively Manchester Engineer, Manchester Freighter and Manchester Exporter, the last of the three being sold to ML while the other two were time-chartered for one year and four years respectively. By this time, it was recognised that the need existed for fully-cellular container ships (where containers can be stacked in cellular fashion inside the holds of the vessel) and orders were placed with Smith’s Dock for three full container vessels of 527 TEU (Twenty-Foot Equivalent Units) weighing some 12,000 grt each.

These were to be the first cellular container vessels to be ordered from a British yard and also differed from the rest of the fleet in that they were the first ML vessels to be painted with red hulls The Manchester Challenge was the first of the three vessels to be delivered in 1968 and commenced the first UK deep sea container service on 5 November 1968 linking the new container terminals built at No 9 dock Manchester with the port of Montreal She was duly followed into service by the other two full container vessels Manchester Concorde and Manchester Courage in 1969 replacing the sister ships Manchester Spinner of 1952 and the Manchester Mariner of 1955 both of which were sold to other owners in 1968 and followed by the Manchester Shipper Manchester Trader and Manchester Freighter in 1969. The latter two vessels were in any case time-chartered and were returned to Furness Withy. A further new cellular container vessel a sister to the other three vessels built in the late 1960s and also weighing just over 12,000 grt, was delivered to ML in 1971 and was named Manchester Crusade, thus placing four container vessels on the North Atlantic run from Manchester to Canada.

The decade of the 1970s was to be the most eventful in the history of Manchester Liners, and saw a number of changes to not only the fleet but also to the company's structure. In 1970, the board of ML had successfully resisted a bid for total control by Furness Withy, although Furness Withy did succeed in gaining 56.3% of the shares of Manchester Liners, making it the majority shareholder, considering that it had originally held 42% of the ML shares since 1898. From then on, Manchester Liners became a subsidiary of Furness Withy, and lost much of its autonomy, although it could be said that the company had always been associated with Furness Withy.

From the point of view of the ML fleet, the vessels Manchester Exporter, Manchester Faith and Manchester Fame were sold, and were replaced by the vessels Manchester Merito and Manchester Rapido, which were chartered from Spanish ownership. A further vessel, still under construction, was named Manchester Mercurio. The Manchester Merito was quickly purchased by ML and renamed Manchester Merit, a name which she held until 1972, when she became the Fortuna. Also sold in 1970 was the 1963-built Manchester Commerce, which passed to Chinese ownership, and, after periods under different flags, was bombed at Khorramshahr in the Persian Gulf during the 1980 Iran-lraq war. During the period 1971-2, two ML vessels were converted into full container use, namely the Manchester Miller of 1959 (renamed Manchester Quest), and the last of ML's semi-container ships constructed, the Manchester Progress, renamed Manchester Concept.

The last of the line's conventional cargo vessels, Manchester Renown and Manchester City, were sold to South Korea in 1971, while the 1966-built Manchester Port was sold to Yugoslavian owners. In 1973, ML received two more vessels, Manchester Vigour and Manchester Zeal, weighing 5,300 grt, which remained with the fleet until 1980/1, and in 1974, two larger container vessels, weighing in at 12,500 grt, were delivered to ML, namely the Manchester Renown and Manchester Reward.



The 8,724 grt Manchester Commerce was built on the Tees by Smith's Dock. In 1971 she was sold to Yick Fung Shipping & Enterprise of Mogadishu and renamed Ber Sea. 1975 saw a further sale to China Ocean Shipping and she was renamed Yang Chun. In 1980 she was caught in the lran/Iraq conflict at Khorramshahr and was destroyed by lraqi shell fire.

By the late 1970s, the company was becoming the victim of its own success, as it was realised by the company that the confines of the Manchester Ship Canal and its lock system were restricting the size of vessels which could reach the port of Manchester. If the company was to have any chance of competing with the new larger vessels now being built for other container lines such as OCL, ACT and Nedlloyd, it would have to relocate its container operations to outside the domain of the Ship Canal.

The company duly moved its container base operations, firstly to Ellesmere Port, and then to the port of Liverpool, thus abandoning its traditional and historic base at Manchester Docks, although its offices remained for the time being at Salford Quays, Manchester. In 1977, two more container vessels joined the fleet, the Manchester Vanguard and Manchester Venture. At 17,885 grt each and with a container capacity of 936 TEU, they were too large to enter the Ship Canal, and were designed to be operated out of the port of Liverpool, although by this time they had already been eclipsed by the much larger vessels of many other major shipping lines.

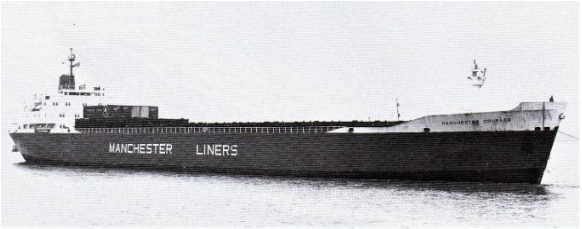
In 1980, Manchester Liners completely lost any autonomy it had retained when its parent company, Furness Withy, became a part of the Orient Overseas Container Line (OOCL), owned by the shipping magnate CY Tung of Hong Kong. In due course, Furness Withy was to be sold on in 1990 to the Hamburg-Sud Amerika Group, which also owned the shipping line Hapag Lloyd, although by this time the name Manchester Liners had totally disappeared from the scene. The ML North Atlantic services ceased in 1988 once full integration with OOCL had taken place, and all the existing vessels were transferred to operating out of the port of Felixstowe, in a joint service pooled with Dart Line.

The last four proper Manchester Liners were sold in 1982, the Manchester Concorde of 1969 and the Manchester Crusade of 1971 going to Taiwanese owners, while the Manchester Renown went to Indonesian owners and the Manchester Reward went to another C Y Tung subsidiary company, the Famous Steamship Line, the Manchester Vanguard and Manchester Venture never having operated out of the port of Manchester. Manchester Liners had indeed become the victim of its own success, and became another piece of data in the long history of shipping lines once revered and respected.

It had undoubtedly pioneered many aspects of transatlantic shipping, venturing into several inland waterways as well as blazing the trail of transatlantic containerisation.

But as the shipping scene developed and changed, so Manchester Liners was unable to maintain an autonomous existence, with even its parent company being swallowed up by larger global carriers.

Its passing also heralded the decline of the port of Manchester.



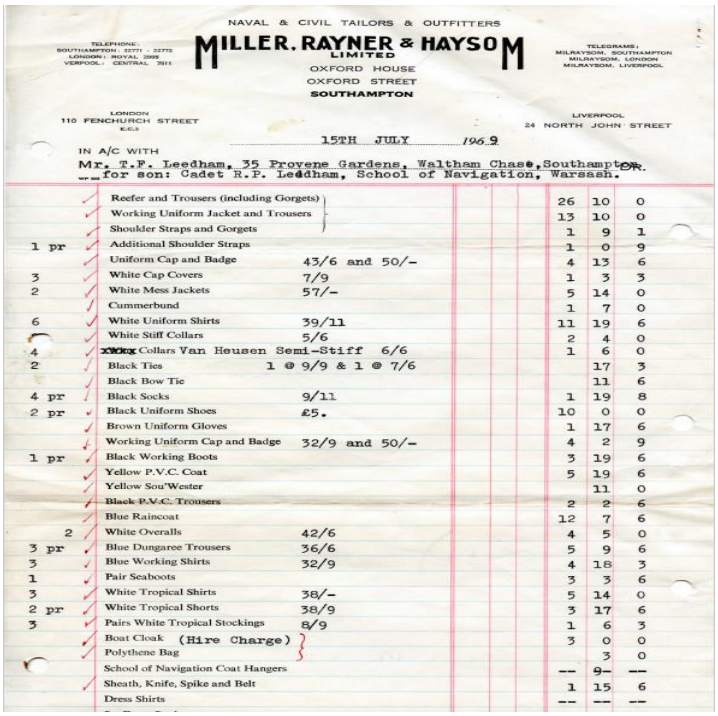
Only a few vessels venture up the canal as far as Manchester itself at present, although the Manchester Ship Canal is still used as a commercial waterway. Today, the once-proud name of Manchester Liners no longer exists as a trading company, and is simply a memory of times past, when there was a far more varied scene on the waterfront than there is today. The name Manchester Liners should not be forgotten, however, as the company's pioneering spirit and venture paved the way for much of the means of shipping cargoes by container as we know it today.

The Manchester Courage was built by Smith's Dock on the Tees in 1968 and served the company for eleven years. She was sold to the Hong Kong Island Shipping Company in 1979 and renamed Pacific Container. She later served as Hangkwai for Lucimento Shipping and MSC Marina for the Mediterranean Shipping Company before being sold to Cypriot shipbreaking brokers and renamed City of Limassol for her final journey to Alang where she arrived on 28th April 1992.

7 Reminiscences from WA Members

7.1 Uniform Recollections – Richard Leedham (LeedhamR69)

I expect many cadets will recall their first day at Warsash and one of their very first tasks on arrival. Once allotted to our cabins, we had to troop over to the building facing the cadet block, which I seemed to remember contained general stores and the laundry. In there, we were presented with several large flat cardboard boxes, from Miller Rayner & Haysom Ltd with our names on them. These we took back to our cabins – in my case, Shackleton One – and unpacked the contents into our respective lockers.



NAVAL & CIVIL TAILORS & OUTFITTERS

MILLER, RAYNER & HAYSOM LIMITED
OXFORD HOUSE
OXFORD STREET
SOUTHAMPTON

TELEPHONE: SOUTHAMPTON: 22771 - 22772 LONDON: ROYAL 2929 LIVERPOOL: CENTRAL 7511

TELEGRAMS: MILRAYSOM, SOUTHAMPTON MILRAYSOM, LONDON MILRAYSOM, LIVERPOOL

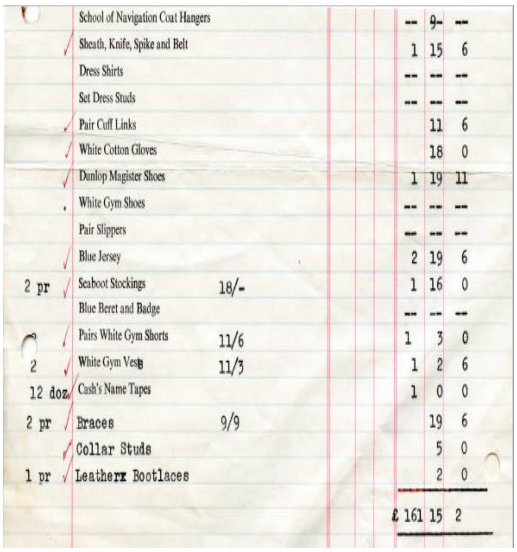
LONDON 110 FENCHURCH STREET E.C.3

LIVERPOOL 24 NORTH JOHN STREET

15TH JULY 1969

IN A/C WITH
Mr. T.F. Leedham, 35 Provene Gardens, Waltham Chase, Southampton.
for son: Cadet R.P. Leedham, School of Navigation, Warsash.

	Reefer and Trousers (including Gorgets)		26	10	0
	Working Uniform Jacket and Trousers		13	10	0
	Shoulder Straps and Gorgets		1	9	1
1 pr	Additional Shoulder Straps		1	0	9
	Uniform Cap and Badge	43/6 and 50/-	4	13	6
3	White Cap Covers	7/9	1	3	3
2	White Mess Jackets	57/-	5	14	0
	Cummerbund		1	7	0
6	White Uniform Shirts	39/11	11	19	6
	White Stiff Collars	5/6	2	4	0
4	Collars Van Heusen Semi-Stiff	6/6	1	6	0
2	Black Ties	1 @ 9/9 & 1 @ 7/6		17	3
	Black Bow Tie			11	6
4 pr	Black Socks	9/11	1	19	8
2 pr	Black Uniform Shoes	£5.	10	0	0
	Brown Uniform Gloves		1	17	6
	Working Uniform Cap and Badge	32/9 and 50/-	4	2	9
1 pr	Black Working Boots		3	19	6
	Yellow P.V.C. Coat		5	19	6
	Yellow Sou'Wester			11	0
	Black P.V.C. Trousers		2	2	6
	Blue Raincoat		12	7	6
2	White Overalls	42/6	4	5	0
3 pr	Blue Dungaree Trousers	36/6	5	9	6
3	Blue Working Shirts	32/9	4	18	3
1	Pair Seaboots		3	3	6
3	White Tropical Shirts	38/-	5	14	0
2 pr	White Tropical Shorts	38/9	3	17	6
3	Pairs White Tropical Stockings	8/9	1	6	3
	Boat Cloak (Hire Charge)		3	0	0
	Polythene Bag			3	0
	School of Navigation Coat Hangers		--	9-	--
	Sheath, Knife, Spike and Belt		1	15	6
	Dress Shirts		--	--	--
	Set Dress Studs		--	--	--
	Pair Cuff Links			11	6
	White Cotton Gloves			18	0
	Dunlop Magister Shoes		1	19	11
	White Gym Shoes		--	--	--
	Pair Slippers		--	--	--
	Blue Jersey		2	19	6
2 pr	Seaboot Stockings	18/-	1	16	0
	Blue Beret and Badge		--	--	--
	Pairs White Gym Shorts	11/6	1	3	0
2	White Gym Vests	11/3	1	2	6
12 doz	Cash's Name Tapes		1	0	0
2 pr	Braces	9/9		19	6
	Collar Studs			5	0
1 pr	Leatherr Bootlaces			2	0
			£161	15	2



Fortunately, the boat cloak was only hired. I was amused to learn later that they were actually part of the NHS nurse's uniform!

The three thick white cotton-canvas tropical shirts and two pairs of shorts were neither adequate in number nor indeed comfortable to wear in the tropics, and mine were soon discarded for eight more practical polycotton ones.

A couple of items I recall but which don't seem to appear on this list.

Going through some old memorabilia in my mum's attic, the other day, I came across the invoice from Miller Rayner, addressed to my Dad. Looking down the list, I was reminded of all the kit we were required to have. The items that stand out to me now are all those we never had course to use, especially after leaving Warsash, and taking up our careers at sea.

For the few of us that went into passenger ships, the three white mess-jackets, bow ties, gold cufflinks, 'best' uniform cap with no less than three white cap covers, and white gloves might have been justified. I doubt if many continued to use the six white collarless shirts with their dress studs and choice of stiff or semi-stiff collars, even in passenger ships!

These were the black patent leather dancing shoes, and the white canvas tropical uniform shoes; maybe there was a supplementary list? At least I did not fall for the recommendation to buy the big-brass bound sea chest; those that did found it was more than half their 88lb marine airline baggage allowance even when empty!

On the other hand, some of the kit was practical; the double-breasted doeskin reefer (best) uniform was both warm and comfortable on watch in the North Atlantic, or at mooring stations on cold Canadian winter nights. The uniform shoes and the boiler suits were also used, of course.

My sheath with the green river knife and marlin spike and belt are hung up in my garage, and still occasionally in use to this day, although for some reason the belt no longer quite goes round me.

Finally, in looking at this list it is worth considering the total cost: The Warsash kit list amounted to 76% of my first year's annual take-home salary of £211 10s 0d. It was a horrifying amount and after discussions between my dad and MRH, several items were omitted. In the end, my dad had to loan me the money. Every three months or so, I would visit the local Lloyds Bank in Warsash and draw out £50 in cash to repay him. I think he let me off the final £11 15s. As I write this, I wonder what a cadet's wages are today? And what they would think of paying 76% of their first year's annual salary on their uniform?

Finally (and this is the real reason for writing this), would anyone out there like to purchase the following: – all unused and still in their original wrappers:

- 2 collarless white shirts,
- 4 Van-Heusen semi-stiff collars and
- 2 white mess jackets?

I also have a yellow sou'wester - used, but OK.

7.2 Memories of a Ben Line Cadetship (Part 3) - Mike Waight (WaightM66)

One of the duties of a cadet in Ben Line was showing films to the passengers in their lounge and one particular occasion springs to mind. About halfway through the film - no idea which one - the tension spring on the rear spooling system had failed and the film coming through the projector was piling up on the deck. After stopping the film, rewinding all the 'spilled' film and unsuccessfully searching for a spare tension spring, yours truly had to sit there with finger and sometimes a pencil winding the film onto the rear film spool. At least I got a tip from the passengers.

The trips tended to follow a pattern; NW European ports, Suez, Penang, Port Swettenham (now Port Klang), Singapore. After that it depended on what was being booked for a homeward run. It might be Bangkok, Hong Kong, Keelung and back to Hong Kong and Singapore etc. or it could be any of the Philippine ports, Borneo, and then back to Singapore. Benvannoch being one of the older vessels was never on the 'elite' run to Japan and back.

One port we always ended up at was Rejang, these days spelt Rajang, named after the river of the same name. Not really a port but more of an anchorage at the limit of access for ocean going cargo vessels. The actual site was, so I was once told, about 80 miles downstream from Sibu in the Sarawak region of Borneo. Cargo consisted entirely of timber, either bundles of sawn timber, large deals of timber and sheets of plywood; just occasionally the odd log might appear as well. Shortly after arrival after a long hot journey up the river the ship would be surrounded by barges of varying shapes and sizes plus the houseboat on which the gangs of 'dockers' lived. Loading was done from barges on a round the clock basis. Generally I ended up on nights, which in some ways I preferred as it kept one free of the stifling daytime heat. A cadet's job consisted of three main functions - in and out of the holds marking off the timber stows with a water based dye to indicate the port of discharge, ensuring the cargo cluster lights kept working and baling out tents when rain stopped play. Being a tropical place the rain arrived about every forty minutes or so. Some of the insects one encountered in this humid paradise were far more unsettling than anything Hollywood could dream up for science-fiction or horror films!

On one occasion we were there a Soviet Russian ship arrived to load timber as well and within half an hour a lifeboat came over to swap films; presumably their commissar was a bit more liberal than some. Their 2nd Mate, who's heavily accented English was actually very good said their films were rubbish and consisted mainly of propaganda. After much debate the Old Man agreed that we should swap our three films. The reason for the debate centred around one of our films which was James Bond, and was the film From Russia With Love. We explained this to their 2nd Mate and he laughed and said that to some of his 'comrades' James Bond was a hero, though

probably not the Hero of the Soviet Union type! We gave them our three films and they gave us theirs with a mournful look saying that their films were not interesting for a Western audience or for that matter a Russian one either. Well, they must have showed From Russia With Love endlessly every day and night for two weeks on deck and they absolutely loved it, even their commissar put up with it! Their cheering at the action bits could be heard by all the ships at anchor. We on the other hand got various "glorious five year plans" and shots of ancient tractors sweeping majestically across grain filled plains! There was also a black and white opera film that was shot nicely but not easy on the ear unless one was a true opera buff. The one other thing they asked for was Playboy magazines!

Another cargo we loaded almost every trip was copra - dried coconut flesh - which in the Netherlands or Germany would be crushed to get the oil out of it and the residue, known as expeller, would be used for cattle feed. I heard many years later that the Dutch invented a sort of super crusher that managed to get oil out of the expeller too. Most copra was loaded in the Philippines, either Manila or Cebu in my travels but other ports too I'm sure. Hold preparation for copra was an intense activity involving as it did lining the sides of the holds with rattan mats to keep the copra off the steelwork and making ventilation tunnels out of dunnage wood and narrow-gauge chicken wire. These tunnels would be placed in a star formation starting on the tank top ceiling and then rising up with the copra at intervals of ten feet or so, each horizontal layer of tunnels connected by vertical tunnels at the corners of the hold. As a ventilation system it probably worked reasonably well but as a conduit for the infamous copra bugs it provided a super highway to the top and thus into our accommodation.

Copra bugs, which belong to a family called necrobia rufipes or red-legged ham beetle, are fast breeding bugs that infest copra. Given that they live on it and eat it; they are themselves about ninety percent coconut fat. Once free of the holds they infest a ship's accommodation very quickly and they get everywhere. As an example I have seen them come out of salt cellars, sugar bowls, pillows, socks, etc. If they are stamped on or crushed the smell is foul. In order to minimise their numbers one of our tasks was, in fine weather, to open up the side hatch boards and lower insecticide smoke bombs in a bucket into the hatch. This would eliminate the 'front line troops' but inevitably more would appear. The most effective disposal action I ever saw was when on one ship many years later a 'Bank Boat' we opened the hatches (steel covers by then) in Hamburg where the temperature was minus fifteen degrees Celsius. A huge cloud of many thousands of copra bugs surged out and upwards only to suddenly fall back dead. The coconut fat content of their bodies had solidified in the extreme cold! Interestingly, in Bank Line the rattan mats and ventilation system wasn't used, possibly because we carried far greater tonnages and the costs in time and material would have been too high.

Various types of cargo required very different approaches from a cadet's point of view, inasmuch as the work required varied enormously. As previously mentioned the marking of timber in all its varieties meant a lot of climbing up and down vertical ladders and clambering all over the stows of wood and then using makeshift paint brushes made out of frayed ropes ends. With bales of rubber, some pure rubber blocks and others in corrugated latex form, required one to clamber about in the hot and humid holds scattering a version of powdered chalk, euphemistically known as 'talc', all over each tier of bales in order, so the thinking went, to prevent the bales sticking together. As the stow got higher and higher with the tiers increasing, the whole stow took on the feel of an unstable building; the whole block moving in odd ways as your weight moved around. I always imagined it was like experiencing a mild earthquake. By the time one exited the hatch the 'talc' had combined with sweat to produce a human being looking for all the world has though they had painted themselves white. At the discharge end - usually London - these bales of rubber were manhandled into nets and lifted out of the ship, lowered on to the dockside where two of the four hooks were released and the net hoisted up again. This resulted in the bales falling out of the net, cascading down and bouncing all over the place; health and safety did not feature. Some of the bales inevitably ended up in the dock and had to be recovered later.

Manila was always a favourite haunt for going ashore, the bars were plentiful, the beer cheap and usually served by 'pleasant young ladies'. One downside was the local rum; they had a label called 'Tanduay' which was even cheaper than beer for a half bottle and the saying was 'made on Tuesday, bottled on Wednesday and drunk on Thursday'. In short it was rough stuff but when mixed with Coca Cola and slices of lime it was drinkable. Many a sore head resulted from this stuff, pretty much on a par with 'Monkey' (a local whisky in Bangkok and a misnomer if ever there was one). I won't go into detail but the day after a night on Tanduay always produced killer hangovers - not good when watching and tallying a cargo of cased whisky being discharged. Ben Line carried huge quantities of whisky of the many various names mostly for the US Forces in the Philippines and this reached a peak a couple of months before Christmas. So much was carried that the secure lockers would be filled very quickly and the rest were carried 'open stow', hence the need to watch the cargo.

In some of the smaller ports in the Philippines the principal export cargo was pineapple. In the shipping world these were known as 'pines' and this term covered chunks, slices, crushed and juice. They were always tinned and always came in cardboard cartons holding a given number of tins. So for example in Bugo on the island of Mindanao all there was at that time was a T jetty leading to a large pineapple processing plant from which the

smell of cooking pineapples and clouds of steam emanated. At the ends of the jetty the original beach resumed. Behind the processing plant and as far as the eye could see the hills were covered in pineapple plantations.

Once the hatches were open small land-trains would flow in a never ending stream out of the plant and alongside the ship, the cartons loaded on to pallets and then experienced winch drivers would whisk them up and into the hatches. Once in the hatches, usually the tween decks the cartons would be taken off the pallets and stowed away in the allocated spaces. I always liked this cargo as it was clean and orderly, with no awkward stows - it appealed to my sense of order I suppose. Work went on 24 hours a day and when on nights it was very enjoyable after work to go down to the beach and dive into the warm water as the sun rose. Later one could visit a shanty type bar made out of old wood and palm leaves where one could get a nice cold San Miguel!

Other Philippine ports visited were Cebu (excellent place to have a run ashore), Ozamis (copra), Tacloban, Illoilo, San Fernando (usually a discharge port) and Masinloc.

Masinloc was where we loaded Chrome Ore in bulk. A port dedicated to this dark grey mineral, the jetty and approach roads were covered with the stuff. Chrome Ore was taken on by Ben Boats as a filler, usually in parcels of two or three thousand tons. Once loaded the ore would be covered by old hatch tarpaulins and floored off with dunnage and sheets of ply. Other cargoes like bales of coir, jute or cartons of pines would be loaded on top. The ore was generally discharged at Grangemouth where it was taken by a company that made fire bricks for lining furnaces, kilns and fire places. On occasion these fire bricks were then loaded into Ben Boats and destined for the Philippines! I do recall in the mid-1960s the buoys in the navigable channel were still lit by oil lamps and at least six hours' notice had to be given for sailing at night to allow time for a boat to go out and light them all. On my first visit there we steamed up and down off the port sounding our whistle to bring the pilot out. Unbeknownst to the Old Man and 2nd Mate on the bridge a small canoe like rowing boat was attempting to follow us up and down in which was said pilot! All went well in the end.

I seem to recall a paucity of bars in Masinloc and the one time I did venture ashore to consume the inevitable 'San Mig' there was only one run down hut, for want of a better word, where apart from beer every table was given a large bowl of hot hard boiled eggs and a lump of rock salt. Apparently the bar was owned by the chief of police, who was also the mayor and boss of just about everything else except the port. I'm sure times have changed.

We carried a considerable amount of Army materiel in both directions. On one trip on Benvannoch we left Albert Dock in London and went to anchor at Chapman Anchorage in the outer Thames estuary where all loading of ammunition was carried out. Given my background as an army child I knew quite a bit about the various types of ammunition, shells, grenades and guns so the loading process was interesting indeed and I struck up a conversation with the loading Sergeant and was bemused by his comment that of all the people on board that day the highest paid were the dockers who qualified for all sorts of additional payments - danger money, anchorage working money, travel money, food money, Sunday overtime at double-time, etc. He expressed the opinion that the Master was probably very low down the scale of earnings at Chapman Anchorage that day; that left me feeling distinctly underpaid!

The wooden cases of ammunition, grenades etc. were loaded into strong wooden lockers at upper and lower tween deck level. I could understand the lockers from an anti-stealing point of view but from an explosion stand point I thought they were useless. The artillery shells, mortar shells and other types of shell came in steel cases which I remembered as a child from moving around the world as something one put personal effects in when moving. I assume my father had purloined the empty steel boxes and kept them for moving. We never lost anything throughout our family upheavals so the boxes were obviously a good idea. I do recall helping my father paint them black all over to cover the ammunition markings that were stencilled on to the boxes.

One item I always wanted to carry was Centurion tanks but I never did. There was a tale doing the rounds about one Ben Line vessel carrying 20 tanks to Singapore and only discharging 19 of them. The Army consignee accepted a Mate's Receipt endorsed "if on board to be delivered". The tank was duly delivered having been covered by heaps of dunnage and was offloaded - so the story goes - after the vessel had done the rounds of the ports and got back to Singapore. I cannot support the veracity of this tale by the way.

We did carry many trucks of one kind or another and on one occasion at least one armoured car. One of our jobs as cadets was to tally in, and subsequently out, the cases, boxes and cartons of personal effects (or PE as it was called in the MN) belonging to the armed forces. I was always amazed at the amount of 'stuff' people had or hoarded and carried around the world with them. You had effects belonging to Army, Royal Navy and RAF personnel plus civil servants attached to them, foreign office and other non-forces staff. I always felt sorry for the families who suffered loss or damage of their PE; sometimes caused by being badly handled, sometimes by falling off a loading tray, being crushed by another cargo or on occasion by being broached and rifled through; some dockers had no conscience at all about thieving other people's property - very sad.

One amusing army cargo we carried was loaded in Singapore for Aden - 500 bedsteads all painted olive green. Bedsteads are not the easiest things to stow sensibly and required an enormous amount of lashing to keep them secured. I remember going into the tween deck to check lashings and being almost deafened by the noise of 500 rattling bedsteads!

A not so amusing cargo event took place in Southampton, our last loading port in UK before heading out to the Far East on my last trip on Benvannoch. I recall the dockers being a miserable bunch compared to London, Hull or Grangemouth. We loaded an early version of UHT milk on round badly wrapped pallets covered with a cheap cardboard. Many of the cartons were loose and ended up being dumped in heaps alongside other cargo stows despite the best efforts of the 2nd and 3rd Mates to get them to re-box it. Needless to say many of them were trodden on, burst and spilt milk all over the place. No prizes for guessing who had the job of trying to clear it all up. At some point we loaded vehicles - army scout cars I think - and after some rudimentary flooring-off they loaded a couple on to the milk stow where they were lashed and stayed until Singapore. Once again the cadets with some crew this time to assist spent a long while cleaning up. The scout cars had eventually, owing to their weight and the motion of the ship, caused the flooring to subside and the milk cartons below to burst. I have no idea who was 'carpeted' for that loading cock-up but it was a something I never forgot.

Also whilst at Southampton loading outward on Benvannoch the dockers discovered the stows of whisky that had been loaded in Grangemouth and managed, despite being watched, to consume a fair amount of it. In London we had loaded some Minis (the car) and they were at the top of the stows in No.2 lower hold. At some point one of the dockers had climbed from the lower hold in No.2 hatch, up the vertical ladders through both the lower and upper tween decks to the weather deck and hatch coaming which is when he lost his footing and fell all the way back into the lower hold and on to one of the Minis, completely flattening the roof and ensuring that car ended up resembling a flat top cart! The ambulance was called, the docker was lifted out of the hold and rushed to hospital and I imagine the inquiry and paperwork was commenced. Since I had been doing something else I only heard about the event much later but did take a look into the hold from main deck level and was amazed by the distance he fell and the damaged condition of the car. It transpired that the docker was totally unhurt and extremely drunk - which is probably what saved him - and lost his job. Although I did hear later that his union (the TGWU) managed to get him reinstated. Probably a strike threat knowing the industrial relations climate in those days.

Look out for Part Four of Mike's days in Ben Line…….

7.3 The Chichester Canal – Keith Javan (JavanK58)

A foreword is in order explaining how my wife Celia and I came to retire to Chichester in West Sussex.

Towards the end of my sea time requirements enabling me to return to Warsash to study for my Master's Certificate, and in common with a number of fellow officers, I began to rethink my future career at sea.

By the late 1960's my old shipping company British India (BI), as well as its associate company P&O, were facing two particular problems; Containerisation and foreign flag competition. BI kept sending me back sailing in their tanker fleet, which eventually became Trident Tankers, probably because I had tanker experience aboard my first ship as a cadet. In tankers promotion was quite fast and if you were married your wife could accompany you at sea. The ships were modern and were well appointed but I couldn't see my future life in them. I loved navigating ships but felt that I needed some experience in the wider world of business.

The company were very good and gave me a year's leave of absence with no loss of seniority, and so after obtaining my Master's Certificate I joined IBM UK (full sales training given). Then came several years with Marconi Radar Systems, in marine electronics, before I wished to return in some way to the shipping industry.

I joined the Swedish shipping company Tor Line Ltd as their UK Freight Sales Manager, operating passenger and freight Ro-Ro ferries from Immingham and Felixstowe to Gothenburg, Rotterdam and Amsterdam.

After a few years and through contacts in the North Sea trade I was invited to help form a new UK company, based in Grimsby, representing the old established Norwegian shipping line, NFDS of Trondheim, as their UK Sales and Marketing manager. Later the company became Nor-Cargo Ltd owned by both NFDS and Bergen Line of Bergen. The company operated a fleet of Conventional and Multi-Purpose Ro-Ro ships from Grimsby, Newcastle and Aberdeen to the whole of the West and North coasts of Norway. For me it was an ideal job and I remained with Nor-Cargo for over 25 years until my retirement. Then where to go?

We had thoughts of the South Coast of England, which is an overcoat warmer than the North Sea coasts where we had lived for some thirty years. Maybe a little place near the Hamble River, get a boat and relive sailing days as a cadet at Warsash. My wife, who is a retired teacher and an amateur historian, rather liked the idea of retiring to the relatively small cathedral city of Chichester in West Sussex. I seemed to remember that Chichester has a harbour well known for sailing. Perhaps that sailing boat was a possibility. We agreed and so we moved.

Shortly after moving to Chichester we took a walk in the city down to the canal Basin and along the towpath to the village of Hunston. We stood on the bridge over the canal and watched a skipper at the helm of a tug which was pushing a barge laden with tree cuttings under the bridge. He put his hands together as if in prayer, but he went through just fine with only a little room to spare! We waved and he sailed on. My wife turned to me and said "That's what you want to do in your retirement Keith".

We walked back some two miles along the towpath to the Basin. There the Canal Trust had an old Portakabin where they sold teas and cakes. Whilst I chatted to the tug skipper, who by now had returned to the small crew room at the end of the Portakabin, I overheard my wife telling the lady serving the teas that her husband was ex Merchant Navy and was interested in the canal boats. "Oh good" she said "We need new skippers". I signed on.

Canal History: The Chichester Canal, connecting the city with the sea at Salterns Lock at Chichester Harbour, is a cut trending northward from the village of Hunston which lies on the west to east line of the original canal from the harbour to the River Arun at Arundel.

Designed by the engineer John Rennie and opened in 1822 it formed part of the inland route from the naval dockyard at Portsmouth to London. The route was from Portsmouth across Langstone Harbour, Chichester Harbour thence through Salterns Lock and into the canal. Eastward to the River Arun then north joining the River Wey, through Guildford and finally joining the Thames at Weybridge.

The original idea for such an inland route was both commercial and military. Cargoes destined for Chichester had to be discharged either at Itchenor or Dell Quay at Chichester Harbour requiring double handling and costly haulage by horse and cart. The military benefits of the canal had receded by 1822 as the Napoleonic Wars had ceased by 1815. Hitherto British merchant ships were under attack by the French when sailing along the Channel with cargoes to victual our warships at Portsmouth.

Like many over ambitious projects the canal was a commercial failure. Cargoes and freight income were wildly exaggerated and never came near to expectation. The coming of the railway in the 1840's spelt the death knell for the canal. What took four and half days to complete the trip from London to Portsmouth by barge and horse, could be done in four and half hours by the new railway.

The original investors, which included Lord Egremont of Petworth House and the Duke of Richmond and Gordon of Goodwood, together with their co-directors lost their investments. The canal fell into decline and various sections were filled in. Eventually ownership of the Chichester section was taken by West Sussex County Council, the Chichester Canal Society was formed and work began by 1984 with restoration. The name became The Chichester Ship Canal Trust and in 1992 the first passenger trip boat was purchased and fitted out by volunteers at the Basin. It was named EGREMONT after the canal's original investor.

The Canal Trust Today: Like most organisations who are fortunate to have had early volunteers with enthusiasm and foresight, the Canal Trust today has built upon the hard work of those early years.

The full title of the trust is the Chichester Ship Canal Trust. The word ship in the title can be misleading in modern times. I do remember in the early days of our trip boat Boatmaster's examination by an MCA (Maritime and Coastguard Agency) examiner, candidates were asked questions about the International Buoyage System. I had to explain that the canal was a totally enclosed waterway with now no access to the sea. Buoyage was dropped. The title comes from the fact that 19th century sailing ships of up to 100 tons did come up to the Basin from sea.

The Canal Trust is a registered charity and has upwards of 400 members of which around 170 are active volunteers. There are two boards of directors. The board of Trustees concentrate on executive matters responsible for liaising with external organisations, such as West Sussex County Council, fund raising, legal requirements, marketing and overseeing the management of the canal.

Secondly the Trading Company board is responsible for generating income for the Trust. It does this in a number of ways. Income is raised from passenger trip boats, the Café and Shop, fishing licences, rowing boat hire, canoe and paddle board licences. Grants and donations are another important source of income to help in maintaining the canal.. The Canal Trust has a small number of paid staff in the shop and administration with all other activities is undertaken by volunteers.

The Trust and Trading Company operate from a modern building, replacing the very old Portakabin of yesteryear, comprising a shop, café and HQ on two storeys with balcony overlooking the canal Basin and our boats. Adjoining the café and shop is an original 1822 building which has been converted into a Heritage Centre showing the history of the canal. The building also includes workshops and storage.

Boats and Equipment:

Passenger Trip Boats: RICHMOND, 50 x 12 x 2 ft. draft, 24 tonnes, wide beam canal boat, 32 passengers, 4 crew. KINGFISHER, 40 x 10 x 2 ft. draft, 17 tonnes, wide beam canal boat. 22 passengers, 2 crew.

Workboats:

- Tugs; JUPITER 8 tonnes, and FRISKY 7 tonnes both pusher tugs. 1950's vintage.
- Workboats BOXER and CYGNET
- Dumb Barges x two
- Rowing boats for public hire.
- Large shore-based digger plus small digger on floating pontoon.

On joining the Trust one can volunteer in a number of activities, Shop and Café, Marketing and Administration, Education, Work Party, Engineering and Maintenance, Boat Crew.

For boat crews training is given in-house with external trainers brought in as required for various mandatory courses. Boat crews consist of both Deck and Cabin crew. The larger trip boat RICHMOND is crewed by a Skipper, Mate and two Cabin crew.

During the years that I have been with the Trust I have had the opportunity to serve in various management roles, the longest period being as a Trading Company director and Training manager for the trip and work boats. I was part of the training team together with a fellow Master Mariner an ex-Conway cadet.

The training of boat crews takes place in the winter months, outside the passenger season. Volunteers for Deck crew are trained to handle the larger boat RICHMOND first. They are trained as Mate initially and when they have reached the requisite standard are examined on a test trip by the Training Manager and a Mate's Certificate issued.

During their training crews will also have completed courses in Water Safety, First Aid and Fire Safety. The two latter being conducted by an external trainer. These courses are mandatory ones should Mates wish to qualify as an MCA Boatmaster which is required to captain a trip boat. Cabin crew are also recommended to attend these courses.

As well as our two-passenger trip boats our workboats are also kept busy. The Work Party musters twice a week as there are many jobs to carry out along the two-mile navigable part of the canal.

Towpaths have to be maintained, trees and hedges trimmed back and the odd emergency handled when a tree falls into the canal or across the right-of-way towpath.

To assist the Work Party the workboat BOXER together with tugs and barges are deployed to wherever they are needed. Spoil is taken to our Dump Site, officially termed 'The Green Waste Recycling Site'. There the large digger grabs it out of the barge. The small digger is secured aboard a floating pontoon and is pushed along the canal to pick up fallen trees, weed or carry out any dredging work.

Although the canal is some four miles from the Basin to the Harbour it is only navigable for two miles. After the First World War the original iron swing bridges were removed and the canal culverted under two roads that cross it. Plans do exist to open the navigation to the sea, but the very high cost of achieving this has put them on hold for the present.

Canal activities go with the seasons. The hub of our operations is the Café, Shop and HQ building. This is a very important part of our business and is open virtually all year round, providing quite a social centre for Chichester people, visitors and of course our volunteers. The Shop serves refreshments either to take away or to partake upstairs inside or out on the balcony overlooking the Basin and our boats. The Shop takes bookings for boat trips and sells souvenirs, books, rowing boat hire and licences for fishing.

It is a wonderfully busy place and a grateful provider of hot drinks to cold Work Party and Boat Crews in winter weather.

Each January sees the arrival of a 150 tonne SWL Mobile Crane to lift out one or the other trip boats for their bi-annual out of water survey by the MCA, our licensing authority. This is an expensive exercise but is mandatory to retain our passenger licence. The boats are placed on steel trestles alongside the Basin together with any of our workboats which may need attention. After the MCA inspection the volunteers repaint the hull and return the boat to the water, usually after about three weeks.

By the end of March or around Easter time we start the daily scheduled trips with KINGFISHER which is licenced to carry 22 passengers and two crew. The boat does four trips per day lasting about an hour and a quarter each.

The larger trip boat RICHMOND, with space for 32 passengers, is used for charter trips such as birthday parties and corporate entertaining. In recent years Fish and Chip lunches and Afternoon Tea trips have become very popular. They are around two hours in duration with a stop at our landing stage at Hunston village. Here the passengers may get off the boat, walk up to the bridge over the canal where they have a lovely view of Chichester Cathedral over the meadows with the South Downs in the distance.

Easter holidays are exciting times for the many young children with their families who come along for the Easter Bunny trips.

These are almost on par with the Father Christmas trips at the end of the season.

Spring turns to summer and both trip boats, shop and café are working hard. There are about 40 Skippers and Mates and the crew roster is all on-line for them to name which trips they wish to crew.

The summer months are understandably our busiest and I see from my personal logbook in 2019, our last full year before Covid restrictions, that my crew carried some 1,219 passengers over 59 trips throughout the year. That year the Trust carried over 15,600 passengers in total.

The main passenger season closes at the end of October. But no slacking! Throughout November we get ready for our busiest month of the year, December, for Father Christmas trips. Starting at the beginning of the month, the boats, all decked out with festive lights, with the Cabin Crew serving mulled wine, soft drinks, mince pies etc., set off for our old boathouse by the landing stage at Hunston village. There, Father Christmas awaits with his sack of toys and comes aboard to hand out presents on the return trip to the Basin.

Christmas Eve sees the last trip of the year and in 2019 we completed over 90 trips in the month. After we put the boats to bed we may have a glass of mulled wine and there is usually some left over. We then lock up the Café and go home for a break. It's hard work for everyone, but a lot of fun.

The Café shuts for a couple of weeks, opening again in January when we order the heavy lift crane for the boat lift out again, and get ready for the start of the next season.

Oh, by the way, I never did buy that boat for my retirement. But I have a command each week! Long may it continue. For more information, please visit www.chichestercanal.org.uk

7.4 Bible Bonus by Robert Walker - Alan Ewart-James (EwartJamesA60)

"Sir – Peter Newton's letter (February 5) about Lord Vestey's inspection of his Blue Star Line ship reminds me of a story told by my late brother, who was also a master mariner, but with the Blue Funnel Line (Alfred Holt and Co.) from the Daily Telegraph.

Lawrence Holt used to board his vessels, unannounced, when they were docked in Liverpool and place a £5 note in the midshipmen's Bible. The ship would then sail to the Far East. When it returned, Holt would return and check whether the money was still there. This practice soon became known to the midshipmen, and the first thing they did on boarding was to check the Bible."

Lord Vestey served as a director of several companies before being put in charge of the Blue Star Line in 1971. He stayed in that role for 25 years, a turbulent period during which he introduced containerisation and other innovations in the teeth of militant trade union opposition. He was president of the General Council of British Shipping, 1981-82, and was press-ganged back into the role, at what was now the Chamber of Shipping, in 1992.

He served for two years, during which time he spoke against the Government's failure to do anything to reverse the decline of British shipping.

Lawrence Durning Holt was a businessman with interests in shipping and co-founder of the Outward Bound in 1941, along with Kurt Hahn, an educator. Born in 1882 to Robert Durning Holt and Lawrencina Potter, a daughter of businessmen Richard Potter, Holt was part of a close-knit family that had business interests in the Blue Funnel Shipping Line and its associated companies, such as the Ocean Steam Ship Company. By the 1920s, Holt was a partner in and managing director of the Ocean Steam Ship Company. Holt was Lord Mayor of Liverpool from 1929–1930, as his father had been from 1892–1893. He died in 1961.

According to Heathcote (1971), "for five years, Lawrence Holt persuaded his partners to underwrite the loss on the school and to help with staff and stores. When time and experience were ripe for the development of other Outward Bound schools, the (Outward Bound) Trust was formed to carry on the work." Wikipedia

The 'fiver event' was also mentioned in "Three Boys in a Ship" by Ian Todd, John Ormerod, Ian Jackson. "The first task of midshipmen joining a new ship was to leaf through the bible, for Lawrence Holt, the Company Chairman, was rumoured to hide the odd fiver therein."

7.5 Warsash, The Way It Was – John Gibbard (GibbardJ61)

Cadet Block Ablutions 1946-1960

7.6 Day Trip and Duty – Photos tell a Thousand Stories – John Gurton (GurtonJ69)

David Balderston to the left - John Gurton on the right

Outside the Guard Room on what looks like a cold day!

Gators looking good Johnny!!

7.7 A tribute to Temba Chigwada RIP - Stan Bowles (BowlesS69)

Photo courtesy of Al Papworth of the SON MCR Sept/Dec 1972 Football Team.

Al thinks the photo was taken by Mike ? who was the sports coach.

Back row: Temba Chigwada, E. Hawke? Julian Fallon? Russell John Hibling? Spencer? Alan Papworth, Mick Madelin.

Front row: Alex Macdonald, Ali? R.G. Cooper? Gordon Edie

If anyone can fill in the ? please assist! - Ed

7.8 The Shipping Forecast by Captain Joe Earl MNM - Stan Bowles (BowlesS69)

From Faeroes and Forties to North German Bight,
Humber and Thames, Dover and Wight,
Plymouth and Portland, Biscay and Sole,
Fastnet and Lundy (where puffins patrol).

Iceland and Malin plus Cromarty,
Fair Isle, Fisher and South Irish Sea,
Trafalgar and Fitzroy, Forth and the Tyne,
Bailey, Rockall, Shannon in line.

Accepted by shore folk but maybe obscure,
Though focal for seamen sailing offshore,
Diction is clear in a slow measured pace,
For writing it down in a nautical space.

Viking, Utsire, of course Hebrides,
These regions distinct as part of our seas,
Enduring and well known by Seamen out there,
Remembering well the old Finisterre.

All form of vessels that steam round our land,
Depend on the weather for voyages planned,
With ferries and freighters, fishermen too,
Tankers and coasters just butting through.

`Prospects are stormy` `visibility low`,
Whatever the forecast it's handy to know,
Winds perhaps veering or pointer to fall,
A Mariner's ready for sunshine or squall.

Good Night Gentlemen and Ladies - Good sailing.

Theme music of the BBC Shipping Forecast: History of the Shipping Forecast

7.9 MCR 1971 by David Fairweather (FairweatherD69)

On a completely different topic…Jerry Baker remembers that, at the end of MCR, various of us put on a concert? During which, Stan Bowles (Ed) and I performed a talking blues – "Ode to Leslie Tubb" – during which most of the staff walked out. It was originally Dave Tyler's idea. He and someone else – can't remember who – had started

on some words but unfortunately they didn't scan or rhyme very well so I took them and reworked them. The other day, looking through old songs, I found the original (1971) word sheet.

I was summoned the next day by Captain Willsteed and given a right bollocking and told I'd never amount to anything! Shortly after that I was summoned by Shaw Savill &Albion (SS&A) and found myself on the Zealandic even before the term had actually ended!

From your Ed - On a separate occasion but at the same concert, I played Talking Vietnam Potluck Blues by Tom Paxton. The Vietnam conflict was raging in the early '70s. It seemed a funny ditty to sing but not to the amusement of the Staff. I was also 'hauled-up' to be told …..not becoming of an Officer!!!

The Ode to Les Tubb…. Words by Dave Tyler and Jerry Baker; set as talking blues by Jerry Baker; performed at Warsash December 1971 by Jerry Baker and Stan Bowles. The song went like this….

Want to tell you a story 'bout a man called Les,
Came from Warsash, more or less,
But his stay ended a bit too soon,
'Cos' he went playing with this girl...
With a good suntan.

Now Les was a good one with the birds
And wherever they were his voice could be heard
Cracking jokes, and takin' the mick,
For Les, now he was mighty quick...
And plenty humorous.

Now Les caught up with this dark cat
And takes her back up to his shack,
And lays her down upon her back
And soon she knows where her lucks at,
But Les don't have to tell her what
Is very soon to be her lot...
In bed.

She comes to see the chief one day,
Says, "Well now, chief, it's sad to say
But I've got a kid that's on the way
And with that Les I had a lay;
Now I want to treat this child aright
So I thought I'd tell you 'bout that night...
With Les".

So Les goes up to see the boss,
Says he, "It's just a matter of course;
If you can wait just a week or two
We'll tell you what we're going to do...
'Bout this".

Then the chief calls Les, and he done shout,
"Go pack your bags, 'cos' you is out.
Go take the train for Coventry Town,
And ring me up when you're around...
That vicinity".

Now Les is feeling pretty sore,
He hopes he don't come here no more;
It really got him on the raw
To be kicked out; and now the score
Is biased for the other end
And Les is back at sea again...
Happy we hope.

Now the moral of this story be
"Don't go with girls who act too free,
'Cos' there's prob'ly quite a few
Who're wanting something else off you...
And it ain't sex!"

7.10 My first trip SS Bendigo - Simon Timm (TimmS67)

Sept. 1967 – Jan '68: As I approached the end of my year as a cadet at Warsash in the summer of 1967, my thoughts turned to actually going to sea

I had been accepted by the School of Navigation as a 16-year-old grammar school boy of modest background. My time there had been a rapid introduction to living away from home, alongside fellow cadets many of whom were ex-public school and well-used to the routines and dormitory living of residential education. I was local authority grant-funded, by my home city of Sheffield. I remember my parents and I facing an education department official non-plussed at the idea they should support someone from the steel city to enter the Merchant Navy.

So, I had no future employer. I applied to P&O, and duly travelled up in my smartest uniform style for interview at Beaufort House in Gravel Lane, in the City of London.

Now I was facing the not-unfriendly, but definitely interrogatory, Captain Mitchell. He was a fairly youthful master mariner who during my time was responsible for P&O's deck cadet intake and training.

Having survived his sharply quizzical look at my 'no religion sir' response to a question about my faith (my siblings and I were not even christened), I sailed through the current events questions. I had been given the tip to

read the newspapers on the train up to London, and there had been a tragically-memorable aircraft crash at Stockport the previous day.

But I was stumped when asked where the ensign flew on a ship in port. I didn't know, decided I should confess, got a stern glare, and was given one of two choices; on the mizzen mast yard or the flagstaff down aft. He pressed hard; was it one, or the other, or indeed both, he demanded? I stuck to my guilty lack of knowledge, only to see after a deafening pause a slight smile and hear a 'well done'. Of course, he wasn't interested in whether I had that bit of nautical knowledge; he was testing me under pressure.

It's a technique I've never forgotten, and indeed occasionally used in later life as a senior manager and business owner interviewing potential recruits.

And so, to the grand document of Indentures. P&O clearly had an alcoholic view of the habits of its cadets, since I signed up to 'will not frequent taverns and alehouses' while the company committed to 'provide sufficient board, but not wines or spirits, beer of liquors'. Visiting houses of ill-repute was not specifically mentioned though, while they promised to pay the medical expenses for any injury incurred on duty, they would not 'from causes over which he had control'.

I travelled down to London struggling with a huge suitcase, my trunk having gone on ahead. Somehow, I managed to negotiate the tube system and reach Plaistow, whence I took a taxi to present myself, hot and in somewhat crumpled form, on board SS Bendigo in the King George V dock.

I had never actually been on a ship before. While at Warsash I had attempted to go in uniform aboard the old Queen Mary in Southampton. I got through the dock gates and up to the ship, only to be sent packing by the Master at Arms waiting at the top of the gangway.

They were initially more welcoming at KGV. A kindly dock foreman took pity and had my suitcase hoisted by crane up to the main deck.

That, however, is not a fully-rounded view of London's dockers at the time. Within a day or so I was sent to supervise loading into a tween deck bonded locker. Since the cargo was Gordon's gin, Dewar's whisky and the like in branded cardboard cases, some of which actually contained miniatures, the chances of a fresh-faced 17-year-old in his full reefer uniform (this was P&O!) being able to stop pilfering and drinking were less than zero. I did attempt to remonstrate with too-obvious thievery, only on one occasion to be startled by the crash of a cargo hook into the bulkhead next to my head. 'Sorry Mr Mate, just bending the tip'. The implement was an iron hook with a cross wooden handle used for manually manoeuvring wooden cases under the tween decks. It was a gentle message not to get too precious about a few 'spillages'.

Of course, the background to all this was the iniquitous dock labour system, with its casual labour, piece rates and 'blue eyed boy' selection, which created the 'us-against-the bosses' culture of the dockers. And the cluelessness of drinks manufacturers in shipping their bottles that way.

But I survived, and we sailed for Australia with a cargo of machinery and general manufactured goods. First stop Las Palmas for bunkers – I don't think I even stepped ashore – then Cape Town, where we discharged a little cargo, including personal effects. I remember being on the morning 8-12 watch with the 4th Mate (sign of the times) trying to raise the pilot on VHF as over the horizon loomed Table Mountain. I was excited to be approaching my first properly-foreign port. I got a day off there, a chance for a quick trip up the mountain and a brief exposure to the nonsensical world of apartheid.

Then rolling down the Southern Ocean. I was at sea the year after Suez in the war of 1966, so missed the 'old days' with their much-inflated tales of adventures and scrapes in places like Port Said.

But I was in at the start of the new ways, since on deck we carried a solitary container. I don't know what was in it, but it was the cadets' job (there were four of us on deck and two for the engine room, definitely a sign of the times) to take the temperature and humidity on the main deck, in the upper tween deck and in the lower hold every six hours. In retrospect, these were obviously data for the introduction of containerization. I believe the first European trade to be introduced was indeed to Australia, and P&O was a leading part of the new Overseas Containers Ltd (OCL) company whose ships ran that trade.

Having to find something for four non-watch-keeping cadets to do all day, the Mate decided I was the one who should paint an OCL logo on the naked container on deck. He had a letterhead with the style, so armed with not much more than a pencil and a straight bit of wood, I spent several days creating and then painting said logo at full size. If you remember, it was a geometric 3-D kind of logo, not unlike one of those endless Penrose staircases made famous by the Dutch painter Escher. Suffice it to say that my geometry wasn't that good.

The Australian coast was a region where you spent a lot of time in port. Between three and six days in Melbourne and Sydney to discharge, then the same for loading in Melbourne (again), Adelaide and Freemantle. Aside from the beauty of Sydney Harbour, with its under-construction masterpiece of an opera house, my most vivid memory was a storm in the Bass Strait on the return trip to Melbourne virtually light ship. The seas seemed gigantic and the pounding was teeth-juddering. I imagine they were the kind of conditions that more recently created the tragedy of the 1998 Sydney-Hobart yacht race.

We loaded mostly wool, piled four or five bales high on the hatches. Returning to Europe was uneventful, though the interminable pilotage up the Scheldt and the Elbe, which required a foc'sle lookout and anchor standby by a cadet at night in sub-zero temperatures, certainly made its mark.

The Royal Docks again, and my first trip was complete.

My second (and indeed third) trip was on Sunda, a similar ship on the Far East run. Now that was different. I loved the tropics, the exotic nature of Port Swettenham (now Port Klang), the sheer energy of Hong Kong and the – at the time incongruous – nature of modern plate glass-fronted shops in Sapporo, on the north island of Japan, crammed with electrical consumer products while outside the road was an unmade muddy track.

It was my best time at sea. I became a de facto Carpenter's side-kick, and after eight months on board knew every valve and corner of the innards of that ship. I was trusted to take soundings and to anchor, and learned how to hang an anchor off so the chain attached to a buoy. Chippy was an interesting character. With a Zapata moustache, muscles and a tattoo he looked fierce, but was in fact gentle with an endless stream of anecdotes, and his whole life was the sea. He said he lived in the Seamen's Mission when in London, and he only ever went ashore in London and Manila. He made it his duty to introduce me to the downtown delights of the latter, about which I'll say no more!

Alas, pride comes before a fall. My next ship was Chitral, a passenger/cargo hybrid of 13,800 grt and 240 passengers built in 1957, along with her sistership Cathay, for Compagnie Maritime Belge for the Congo trade. They were sold on to P&O in 1961 after that country gained its independence. After an uneventful trip out to South Africa on passage to India, we briefly discharged in Mombasa. I was on watch as we left, and the Mate asked me take the pilot down. Of course, on my previous ships the pilot boarded and left via a ladder to the ship's rail, so escorting him off was just a matter of recognising the lee side.

For reason best known to their owners – didn't aeroplanes carry animals in those days? – we were carrying two poodles as deck cargo. It was the cadets' job to clean their cages and exercise them. We also decided they needed a bath…

Not so Chitral. She had, I recall, two accommodation decks below the main deck, and a gangway door in the ship's side. Which I didn't know how to find. Cue much kerfuffle while someone else – it may have been the OOW, since both the Old Man and Mate were on the bridge – did the escorting.

And later a huge bollocking from the Mate and a stopping of shore leave at the next port. I wasn't the Mate's best friend, and that trip was my worst time at sea.

Thankfully all this didn't reach Head Office and Capt Mitchell, because I graduated to the full-sized passenger ship Oronsay, in the exalted position of Senior 4th Officer. We were both still un-ticketed, and I think I outranked the Junior 4th by about two months of seatime.

On that ship we got typhoid. But that's another story.

Built by Alexander Stephens in Glasgow in 1954 and named after two gold rush towns in the Australian state of Victoria, Bendigo and her sister ship Ballarat were open shelter deck cargo liners of 8,782 gross tons, length 527 ft, with single screw steam turbine propulsion giving a service speed of 18 knots. They each had an 80-ton heavy lift derrick.

This 1968 photo shows her after the P&O marketing department had got involved and re-named her Pando Sound.

8 Marine Society (Maritime Training and Development) – Darrell Bate (BateD82)

(Darrell Bate is Director of Maritime Training and Development at the Marine Society).

Albert Mansbridge, Lord Gorell and Hon. Crawford Vaughan formed a Commission of the World Association for Adult Education and were the founding members of the Seafarers Education Service (SES). They held their first meeting at Old Jordans Hostel, Beaconsfield in December 1919.

The main driving force behind the idea of seafarers' adult education was Albert Mansbridge, the founder of the Workers' Educational Association. He was inspired by the poor conditions of seafarers he saw on his many voyages. He believed that education and the pursuit of knowledge were vital to the understanding between men and "an essential aspect of life in a democratic society". SES's first step to adult education was to establish crews' library, onboard ships. Thanks to his co-operation with Lawrence Holt, the owner of the Blue Funnel Line, the first library was installed on board SS Aeneas, which sailed from London to Brisbane on 29th May 1920.

Early Days and Learning by Correspondence - In its infancy, the service experimented with film projectors as early as the 1920s, but it took another 30 years before films were used onboard safely and successfully for education and entertainment.

Alfred Holt & Company pioneered collections of vocal and pianoforte music on twenty of their ships which carried pianos in the officer's smoke-room. The gramophone made a brief appearance but was quickly superseded by radio. SES also experimented with holding lectures on topics of general education in ports, particularly in Liverpool in 1927, which eventually led to the creation of the College of the Sea.

SES, together with the libraries, introduced personal loans to individuals and circulated reading lists in history from 1922. Seafarers were encouraged to seek further advice if they wanted to continue with their studies. It was noted at the second SES conference in 1925 that "a beginning had been made with the provision of other educational facilities, besides books". The SES published a series of guides to reading lists in science in the same year. A member of the commission funded an essay writing contest which became so popular that the Service later introduced competitions for model-making, handicraft, paintings and photography.

The service slowly grew as an advice bureau on reading, exams and education. Its uniqueness lay in its highly personal and mainly informal methods to serve the individual needs of seafarers. Alfred Mansbridge established a network of honorary tutors. Due to his reputation and broad circle of friends and acquaintances from exceptional institutions such as Oxford and Cambridge, the College of the Sea acquired very distinguished teachers. Vocational education and formal correspondence courses were left to professional colleges better equipped for the provision of structured education.

Since the Service expanded fast, a small annual donation by the Friends of the Service was set up. The Seafarer, a quarterly journal, was first published in 1934. In 1935 Thomas Gray Memorial Trust was amongst the first providing funds to the Marine Society to assist young seamen to sit for the Board of Trade examination.

College of the Sea - Naturally developing from the educational work carried out by SES, the College of the Sea (CS) was established in 1938. The main advantage of the CS was that the tutors tailored the study materials to the individual seafarers' needs, and there were no set papers. Hundreds of specialist voluntary tutors onshore, mainly schoolteachers but also distinguished dons, provided learning to seafarers with one-to-one guidance in a subject of their choice, and information about general education from nautical schools.

Any seafarer could borrow books for the price of postage or a small hire fee for more expensive nautical textbooks. Students were interested in more than just studies, and many requested books on hobbies. To name the most popular ones: photography, woodwork, rug-weaving, rope-work, modelling, toy-making, basket-work, watch-repairing, or more unusual pursuits such as glove-making or tapestry work. One seafarer requested advice on caged birds and later took his canary to sea. Playing musical instruments was particularly popular, but seafarers also wanted to learn judo, ballroom dancing, fencing, and campanology. Tutors were sent on board to teach practical subjects such as painting, playing musical instruments, photography and keeping fit. Part-time paid tutors were hired for the high demanded subjects of Maths and English.

WWII - By WWII the College published a handbook outlining all the facilities available to seafarers. It included sections on reading, hobbies and crafts, guidance for self-study, notes for clerical and catering staff of ships, and English language and literature.

On the request of the Admiralty, the College extended its services to the Royal Navy, and nearly 8,000 men and women received some form of assistance. The workload increased rapidly, and by 1943 the CS assisted in seventy-eight different subjects to students of widely varying levels of the educational experience. In the face of these difficult circumstances, the number of honorary tutors increased to nearly twelve hundred and five part-time tutors

were appointed. Mansbridge, as a Chairman and Sir William Hornell as a Resident Adviser, carried out this immense undertaking with only four other staff members.

The War Office developed a system of correspondence courses, and the College supplemented these efforts for those that did not fit into the formal system. The fruitful co-operation ended in 1946 with both parties gaining considerable knowledge.

Since Hanway founded the Marine Society in 1756, provision of uniform to young men starting their career at sea was one of the main objective of the Society. Each boy was instructed in basic seamanship techniques and provided with a uniform. WWII effectively ended the training of boys by the Marine Society (MS). Royal Navy used new recruitment methods, and as a result, the services of the Society were no longer needed. MS still supported young men pursuing a career in the Merchant Navy by providing a grant for the cost of their uniform, a life line for many of them. The final blow came with the emergence of the welfare state, changing the MS objective completely. The available funds were used for other projects.

Ronald Hope and the service from 1947 onwards - Finding new leadership was essential for the modernisation of the service after the war as both Albert Mansbridge and George Knowles, the Organising Secretary reached 70 by the end of the war. Ronald Hope was young, dynamic, with a degree in economics and an interest in adult education. He was the perfect candidate to take over and further develop the service. He took the post of Director of CS and SES in 1947 when he was only 26 and freshly out of Cambridge. Dr Hope was exceptionally talented and well connected from his Cambridge days and had great success in bringing some great names on board as tutors, following in Mansbridge's footsteps.

Looking at improving the service, Dr Hope initiated a film library in 1954. The College pioneered language tapes and arranged for seafarers to attend classes in London when onshore. To cover the nautical subjects, the College made tapes on collision regulations, the law of salvage, charter-parties, marine insurance, and Morse code.

Video - the SES in the 1950s https://youtu.be/x7MPifNL6Ps

Scholarships and Formal Exams

The College offered free tuition in English and Maths for young seafarers. It also facilitated funds from Thomas Gray Memorial Trust to cover the cost of professional correspondence courses and nautical textbooks. The Thomas Gray Memorial Trust was established in 1935 in memory of Thomas Gray, a senior surveyor for the Board of Trade, who was particularly concerned with improving professionalism amongst seafarers, in the latter half of the nineteenth century. The award of the Thomas Gray Silver Medal is in recognition of exceptional deeds of merit at sea, including service to seafarers in the broadest sense.

Tutors also helped seafarers pass the General Certificate of Education examinations (GCE) which eventually led to the exams being conducted on board ships. The University of London was first to agree in 1954, then many more institutions quickly followed. For many seafarers achieving an Advanced Level (A Level) pass in maths in combination with Master's Certificate of Competency was a qualification allowing them to enrol for a degree course in nautical studies.

The 1960s and 1970s

In 1964, Dr Hope joined a Committee of the Marine Society, and along with its new secretary, Captain Charles Wickham Malins DSO DSC RN, they led the MS into a new era. In 1971, the Nautical Institute was launched by Julian Parker as a professional body seeking to raise the standards of navigation and ship handling for deck officers.

In 1971 some 1,600 ships received libraries, and 3,000 film programmes were sent to over 300 vessels. More than 700 honorary tutors provided help to seafarers at sea, and the College received around 2,200 enquiries. Tutors were still sent onto ships with model kits and film libraries, whilst fitness instructors joined them in developing seafarers in all aspects. Seafarers looking to advance their qualifications received advice and financial support. Sea Lines, a former British Ship Adoption scheme which started in 1936, linked schools with merchant ships and encouraged an interest in a nautical career.

The service saw a sharp decline in the next twenty years. Crew numbers were steadily falling due to the rise of large tankers and containerisation, but also because ship-owners followed the flags of convenience in search of cheap labour or sold the ships outright. To survive, SES merged with the Marine Society in 1976 as their interests aligned.

The JW Slater Memorial Fund was set up in memory of John William Slater, general secretary of the Merchant Navy and Airline Officers Association (MNAOA). The Association set up the fund in 1977 to support seafarers studying for their first officer certificate of competency or STCW certification as John Slater had done. With a

shared ethos of educational support to seafarers, Marine Society began to administer the Fund shortly after its inception. The Society continued to facilitate GCSE and A-levels exams until recently, however new digital programmes are helping Marine Society to stay relevant.

The New Organisation

The new organisation kept the older title of the Marine Society, and new premises were secured at 202 Lambeth Road in 1979. The enhanced Marine Society continued to provide educational services along with the provision of libraries. The Society consolidated its activities, ending the kits and film library services in the first half of the 1980s. Academic scholarship funds were set up from the proceeds of the sale of artefacts from the Worcester training ship, and properties belonging to Marine Society. Ronald Hope retired in 1986 and lieutenant commander Richard Frampton RN relieved him as a Director.

Video - the SES in the 1980s https://youtu.be/teHDjQDE9sY

The 2000s

The Society became a benefactor of the Sea Cadets Corps. It paid for and provided the training ships, Earl of Romney and Jonas Hanway to Sea Cadets, then merged with them in 2004.

The Hanway Scholarship was created in 2013 in memory of Jonas Hanway, one of the founders of the Marine Society in 1756. The fund was set up to support seafarers who need to take qualifications that are essential to work at sea or that will contribute to their continuing professional development where they didn't meet the criteria of the Worcester or JW Slater Scholarships. This ensured the Society was continuing to help those most in need to remain qualified to work at sea.

The College of the Sea is currently running a programme called Coming Ashore to help seafarers who want to transition from their career at sea to one shore side. Learn@Sea courses are continually being developed to cover a wide range of topics relevant to the seafarers' education. Two of the most popular courses are Maths@Sea and English@Sea. English@Sea Plus was more recently developed, reflecting the fact that English is not the first language of many seafarers but is still the Lingua Franca of the seafaring world.

Distance learning now offers many opportunities that were not available to the seafarers in previous years, and with so many new resources available, the choice can seem overwhelming. To this day, Marine Society plays an important role in facilitating advice, guidance and tuition outside of regular education for those who would might otherwise not be able to progress with their education or career.

Reference:

HOPE, R. (1969). In cabined ships at sea. Fifty years of the Seafarers' Education Service. By Ronald Hope, etc. London, etc.: Published for the Seafarers' Education Service by George G. Harrap &. Co. Ltd.

Woodman, R., & Marine Society & Sea Cadets. (2006). Of Daring Temper: 250 years of the Marine Society / Richard Woodman. London: Marine Society and Sea Cadets.

9 The Wardroom - Stan Bowles (BowlesS69)

In this area, pull up a stool and let's talk about operations, books we have read and our hobbies. Please feel free to pass on any titbits and raise the appropriate glass!

In this age of Zooming, Teams, GoTo Meetings it would be a light relief to know what our membership does outside the maritime world including your cars, bikes, motorcycles, gardening, painting and just general information not related to marine.

From the WMS – 'READY'

In an email to David Dearsley (WA Europe & Cadet Recruitment Joint Sec), Professor Karen Stanton (Vice Chancellor) of the Solent University provided an insight into the direction of the University and therein the Warsash Maritime School (WMS).

Karen said…

I hope this email finds you and your loved ones well.

While 2020 was a difficult year for us all, I'm proud we have all continued to come together to support each other, share successes and to plan for the future. 2021 will no doubt come with its own challenges; however, I am sure the rollout of a Covid-19 vaccine and the start of our country's recovery will result in new confidence for businesses and our wider society.

At the University, we are continuing our work to build Solent's success, as we embark on a new strategy with the mission of ensuring all our learners are work-ready, world ready and future ready.

I hope you can find a few minutes to view the video below, which sets out our new, wide-ranging vision, and you can also read the full strategy here.

Our core strategic priorities of encouraging student success, becoming a hub of research and knowledge exchange, and engagement with our city and communities, will form the basis of ongoing dialogue between Solent and our communities, including you.

Over the last five years we have seen an increasing number of honorary awards recipients giving something back to Solent, from volunteering with students through to donating to our local student bursary scheme. There are a range of ways you can engage with Solent. 2020 has shown more than ever the benefits collaboration can bring and I hope we can build on this as we move forward.

If you have any feedback on our new strategy, or would like to discuss how we can work together, please contact us via email.

Best wishes,

Professor Karen Stanton, Vice-Chancellor, Solent University

The Solent University on a "Roll of READY"

From the University's Website (includes some images of the video specifically related to the WMS).

As we launch Solent's new strategy, we are proud to share our mission, vision and values. Together these define who we are, what we stand for, why we matter and how we will prepare our students for a successful future. The video can be viewed at https://www.solent.ac.uk/strategy-2025/welcome

The education and opportunities we provide will change our students' lives and, through their work and achievements, make the world a better and more sustainable place.

Our mission

To enable our learners to be work-ready, world-ready and future-ready.

Our vision

By 2025 we will enable students to succeed by being a university that:

Transforms the lives of people from all backgrounds, through learning that is relevant to the real world.

Provides an outstanding student experience through our exceptional staff and facilities.

Excels at providing its learning community with the confidence, skills, knowledge and experience they need to successfully pursue fulfilling lives and life-changing careers.

Delivers a unique curriculum shaped around inspiring industrial partnerships, ground-breaking professional insights, knowledge exchange, and research.

Makes a material impact on environmental sustainability.

Our values

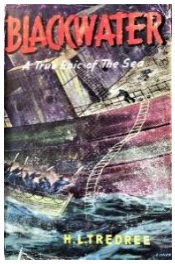
We and our work continue to be shaped, informed and inspired by our values of Respect, Ownership, Inclusivity, Engagement, Integrity and Teamwork.

Together, these values create a university that is open to all, which celebrates different, and demonstrates a commitment to social justice and equality of opportunity.

On the Bookshelf – Reader's Corner

"BLACKWATER" by H.L. Tredree the radio officer and one of two survivors of the SS Normandier. This is a true story of the sea, possibly unique in the annals of steam-shipping. It is a story of superb courage and endurance, savage discipline, hardship and danger; of brutal, foul-mouthed men, rising to heights of heroism and selflessness under appalling conditions.

A bug-infested, fever-ridden ship, adrift in mid-Atlantic, faces the full fury of a winter's gale. Dead, dying, and sick, lying in bunks or even where they fell with no one able to distinguish them and no one with sufficient strength to lift a dead body and cast it into the sea. The heroic rescue performed in stormy, wintry seas, by men in an open boat from U.S.S. Sherman is one of the highlights of this gripping tale, and is documented by logs of Sherman, another American ship, Antigone, and by a letter; from the Admiralty. describing the part played by HMS Discoverer. All these documents are included in the story



Member's Hobbies

In a response from your Chairman, Roger Holt, I received the attachment – from left to right: David Patterson's Roadster (light blue), Martin Greenwood's B GT (green), my B GT (midnight blue). They met up at Sulgrave so that the cars could meet while we went to the pub!

David has since traded in his Roadster for a Morgan which must be close to treachery!

Roger took his down to the Goodwood Revival last year. There were some fine examples on display!

10 Maritime Industry Focus

10.1 Online Maritime News – Stan Bowles (BowlesS69)

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

Merchant Fleet Hits 100,000-ship Milestone - Sam Chambers February 15, 2021 (Splash)

This month the global merchant fleet of vessels above 100 gt has reached the 100,000-ship milestone for the first time, according to data from Clarksons Research. Across 100,001 ships in total, the average size of a vessel is 21,355 dwt, and the average age is 21.7 years. The estimated total value of the world fleet is $976bn across 2.1bn dwt and 1.4bn gt. Asian owners account for 46% of the deadweight, with European owners controlling 30% of the fleet. Shipping crossed the 70,000 mark in February 2006, 15 years ago almost to the day. The average vessel size has increased by 57% since then.

Online Subject links	Source
Understanding Design of Container Ships The very first cargo ships were built to carry cargo in bulk. Even in most general cargo ships, wooden containers or boxes were used to stow unit cargo. But, with the inclusion of wider types of cargo, containerisations was deemed suitable for compact… https://www.marineinsight.com/naval-architecture/understanding-design-of-container-ships/	Marine Insight
Why Piracy Is Surging In The Gulf Of Guinea – Explainer By Libby George Lagos, Jan 25/21 (Reuters) – Pirates are stepping up attacks on ships in West Africa's Gulf of Guinea, defying regional navies. On Saturday, pirates off Nigeria kidnapped… https://gcaptain.com/why-piracy-is-surging-in-the-gulf-of-guinea-explainer/	gCaptain
Five Reasons to Add Data to your Operations The shipping industry plays a critical role in moving vital goods to their destinations and the long... https://gcaptain.com/five-reasons-to-add-data-to-your-0perations/?subscriber=true&goal=0_f50174ef03-e826c2b238-170254293&mc_cid=e826c2b238&mc_eid=2bec9004fe	gCaptain
Michelin Commits to Shipping Tires on Sail-Powered Cargo Ships Tire manufacturer Michelin has agreed to ship some of its tires using two sail-powered cargo ships being developed by French shipping line Neoline. https://gcaptain.com/michelin-commits-to-shipping-tires-on-sail-powered-cargo-ships/?subscriber=true&goal=0_f50174ef03-aeda48cf24-170254293&mc_cid=aeda48cf24&mc_eid=2bec9004fe	gCaptain
Wakashio Captain Confirms… He navigated close to shore to pick up cell signal, but blames Chief Officer for grounding. https://gcaptain.com/wakashio-captain-confirms-he-navigated-close-to-shore-to-pick-up-cell-signal-but-blames-chief-officer-for-grounding/?subscriber=true&goal=0_f50174ef03-f05dd08d26-170254293&mc_cid=f05dd08d26&mc_eid=2bec9004fe	gCaptain

10.2 Extreme Ships – The LNG Ice-Breaker - Stan Bowles (BowlesS69)

A First in Liquefied Natural Gas Shipping - From the Total Website.

To transport liquefied natural gas from Yamal LNG, which is located in the Arctic and constitutes one of the world's biggest LNG projects, we and our partners have designed a new type of ship: an ice-class LNG carrier. This innovative solution allows large shipments of LNG to be transported efficiently and at a steady pace throughout the year, without the assistance of icebreakers.

The ship, which is 300 meters long and has a capacity of 172,600 cubic meters, can sail in temperatures as low as -52° C and through ice as thick as 2.1 meters. Fifteen ice-class LNG carriers were commissioned between December 2016 and December 2019. In this article, we delve into this technological microcosm.

The SCF Group's Christophe de Margerie named after the chief executive of French oil company Total who died in an air crash in Moscow in 2014 is the world's first icebreaking LNG carrier and the lead ship in the series of ice class Arc7 vessels, purpose designed for serving the Yamal LNG project in the Russian Arctic all year round.

Ship Particulars:

IMO No.	9737187	**LOA. (m):**	299.00
Class:	GAS FLEET	**Breadth (m):**	50.00
Group:	LNG CARRIERS	**Depth (m):**	26.50
Type:	YAMALMAX	**Deadweight (t):**	96778.90
Vessel Series:	SCF ARCTIC LNG	**GRT:**	128806.00
Shipyard:	Daewoo Shipbuilding Marine Engineering	**NRT:**	38641.00

Built Date:	November 2016	**Draught (Loaded) (m):**	11.80
Delivery Date:	27 March 2017	**Speed (knots):**	19.50
Flag:	CYPRUS	**Technical Management:**	SCF Management Services (Cyprus) Ltd
Tech. class:	Russian Maritime Register/Bureau Veritas	**Commercial Management:**	Sovcomflot (UK)
Hull number:	2418	**P&I Club:**	UK P&I CLUB

A Strengthened Hull - Under the Russian Maritime Register of Shipping, the ice-class LNG carried is graded Arc7, which means that it can sail in ice up to 1.7 meters thick, making it the biggest commercial vessel with this certification. To be able to sail in such conditions, the ship has a strengthened hull and the engine room is protected by a double hull. High-strength steel with a yield strength of 500 megapascals (MPa) has been used to reduce the ship's weight — 125,000 tons when loaded — and ensure a full load draught of 12 meters.


Proceeding stern first

A Hydrodynamic Bow - By opting for a scaled-down icebreaker bow, instead of a bulbous bow, the ship can sail more easily in open water and in light ice (up to 1.5 meters thick). In thicker ice, this double acting ship turns 180° and proceeds astern. The hull's heavy icebreaker profile around the stern allows the ship to sail through 2.1-meter-thick ice. Numerous tank tests have confirmed the ship's performance and manoeuvrability on the open sea and in different sea ice conditions.

An Innovative Containment System - The ship's tank containment system is equipped with NO96 GW membrane technology developed by Gaz Transport & Technigaz (GTT). Reinforced plywood boxes filled with glass wool provide insulation. Glass wool performs better over time than perlite, which is normally used, with regard to the vibrations associated with operating in ice. The ship is not equipped with a bilge keel, a first for an LNG carrier. This decision was approved after studying the sloshing of LNG in tanks subject to harsh sea conditions.

Impressive Propulsion - A total of six Wärtsilä 50 DF hybrid diesel-electric engines deliver 45 MW of thrust, the most ever for an LNG carrier. The ship can reach a speed of 19.5 knots in open water and 5 knots when proceeding astern in 1.5-meter-thick ice. The LNG shipment is used to power the ship. This solution lowers the vessel's CO2 emissions by up to 30% on this Arctic route. The system that injects the LNG used as fuel is designed to provide high power at low temperatures, as well as to ensure that the natural boil-off rate is as low as possible. It comprises two low-duty compressors and a large-capacity LNG vaporizer system.

An Effective Azipod® Propulsion System - Propulsion is provided by three ABB Azipod® units. These azimuth thrusters make the ship easier to manoeuvre in ice. Each Azipod®, contained in a pod under the hull, comprises an electric 15 MW engine that is connected to a propeller; the entire unit can rotate 360° to change the ship's direction. The Azipod® units crush the ice that is broken by the bow and stern and push it to either side of the ship. Their vorticity causes turbulence that greatly reduces friction between the carrier and the ice. This method is far more effective than the ramming-based approach used by conventional icebreakers.

An Engine Room Adapted to the Cold - The engine room is insulated by a 10-centimetre layer of fiberglass. Its ventilation system is not connected to the engine air supply system. The minimum ventilated air temperature is 5°C when the outside temperature is -52°C. To limit heat loss, almost one-third of this air is recycled. The engine cooling system includes a cold-water loop that is fed by a sea chest that acts as an ice/water separator. Some of the warm water produced by the cooling system is directed to the chest to prevent it from getting blocked by ice.

Very High Safety Standards - The engine room is divided into two separate areas, partitioned by a firewall. Both areas house the systems that are vital for the ship's propulsion. This design complies with class notation AVM-IPS, as certified by Bureau Veritas, and guarantees that the engines remain available in an emergency. In the event of a fire or flooding in one of the two rooms, the carrier can operate on half of its power with two Azipod® units. Tank tests have shown that the ship can continue to sail safely with the assistance of an icebreaker and reach an open-water harbour where it can undergo repairs. During the first months of operations, an LNG icebreaker in degraded mode was able to independently and safely reach a port with only two operational Azipods®.

A Winterized Deck - The equipment on the ship's deck is designed and protected to operate at very low temperatures — down to -52°C. This winterization, mostly passive, is based on the use of special materials, extensive thermal insulation and electric motors, which are more reliable at very low temperatures. Thermal oil

heaters keep the deck's strategic areas free from ice and the lookout stations warm. The mooring points are covered to prevent snow and ice from building up and to protect the crew from the cold while manoeuvring.

Two Pilothouses - The LNG carrier has two pilothouses. The first conventionally faces the bow and comprises, on the port and starboard sides, two external winterized wings to monitor manoeuvres. The second is located at the rear of the deck and is used when the ship proceeds astern. The pilothouses are connected by a walkway, which gives the double pilothouse a T-shaped layout. Each is equipped with all of the technology needed to sail in ice and in extreme remote areas: an ice radar, Xenon light, GPS and GLONASS positioning systems, GPS compass, Iridium satellite system and more.

Conclusive Tests in Real Ice Conditions - An extensive testing program was designed in advance to identify the most representative ice conditions and meet testing requirements, with assistance from a nuclear-powered icebreaker. Intended to check the performance of the first ice-class LNG carrier before delivery, the performance testing campaign in real ice conditions was a challenge for the shipyard, the designers and the ship owners. The vessel met and exceeded the guaranteed performance regarding speed in forward and astern operation through 1.5-meter-thick ice, turning circle in ice and penetrating ice ridges up to 15 meters high.

Early LNG Production Start-Up - Yamal LNG began production in December 2017 with the commissioning of Train 1, Trains 2 and 3 were started up in late 2018, nearly a year ahead of schedule. Only 10 of the 15 planned ice-class LNG carriers had been delivered at the time and the trans-shipment point at the Zeebrugge LNG terminal in Belgium was still being built. During the winter of 2018-2019, Total therefore transferred the LNG from these LNG carriers to conventional LNG carriers off the coast of Norway. This shortened the journeys of the Arc7 vessels and added flexibility to export the increased production from the port of Sabetta.

10.3 Tanker Industry & Cyber Threats – Aybars Oruc, AMIMarEST

MIET Piri Reis University, Istanbul, Turkey.

When I first read this it made me think of all the inspections I have done in the past with Sire/CDI, TMSA, Class, TSB and Marine Safety Transport Canada. Avbars Oruc lays out the processes and linkages between vetting. self-assessment, shipborne equipment and the vulnerabilities of those systems. For the seasoned Mariners amongst us most of the following will be a refresher of the regs, equipment and the relationship with the application of regulation within operations. For those aspiring Mariners it is a good indication of what lies ahead. (Ed)

Synopsis

Cyber security in the maritime industry became crucial to academic research and incident investigation. There are academic studies that show vulnerabilities in various navigation equipments such as GPS, ECDIS, AIS and ARPA-Radar. Additionally, there are different cyber incidents around the world.

Developments in technology, autonomous ship projects, academic studies and cyber incidents in the sector put in action IMO. As per ISM Code, all shipping companies are mandated to add the "Guidelines on Maritime Cyber Risk Management" manual to their SMS manuals until 01st January 2021.

Both the Oil Companies International Marine Forum (OCIMF) and Chemical Distribution Institute (CDI) failed to be indifferent to developments that are important for tanker operators as well as IMO. While OCIMF added cybersecurity-related questions to vetting programs called TMSA 3 and VIQ 7, CDI also added cybersecurity-related items in SIR 9.8.1 edition.

On the other hand, RightShip provides a significant vetting service for dry cargo ships. The "Inspection and Assessment Report" is issued by RigthShip for dry cargo ships. Questions related with cybersecurity was added with Revision No: 11 dated 11th May 2017 to the "Inspection and Assessment Report". In this study, cybersecurity related questions which are asked during Tanker Management Self-Assessment (TMSA), SIRE and CDI vettings and play a critical role for the commercial life of tanker firms, were analysed. Moreover, questions and efficiency of RightShip, were assessed to maritime cybersecurity.

Also, cybersecurity-related questions in vetting questionnaires were interpreted by the author. These comments rely on benchmarking amongst tanker operators where the author personally attended, and interview key persons. Noted observations during vettings may negatively impact both commercial life and reputation of the tanker operators. Hence, the firm names and interviewee names were kept confidential.

In this study, it was seen that although IMO demanded verification of cybersecurity-related implementations from ship operators from 01st January 2021, this process started earlier for tanker operators.

1 Introduction

There are numerous accidents in the history of tanker transportation (Havold 2010). There are two well-recognized and non-profit organizations dedicated to decrease accidents and increase the service quality in the maritime industry. These are OCIMF (Oil Companies International Marine Forum) and CDI (Chemical Distribution Institute). They each provide vetting programmes known as "Schemes". SIRE (Ship Inspection Report Programme) and TMSA (Tanker Management and Self-Assessment) programmes were developed by OCIMF. OCIMF has an important place in the maritime industry, as "Consultative Status" was given to OCIMF by IMO. CDI provides vetting service for specifically chemical/product and gas (LPG) carriers. These programmes also excite competition amongst the tanker operators.

OCIMF and CDI include relevant cybersecurity within their questionnaires, requiring tanker operators to make provisions related to cybersecurity during TMSA, SIRE and CDI inspections. For Dry-cargo ships there are challenging vetting questions posed by RightShip. While OCIMF and CDI are non-profit organisations, RightShip's is a private company which leads to questions about efficiency.

Some of researches and accidents regarding maritime cyber security are indicated by the following headings.

1.1 Maritime Cybersecurity Researches

There are numerous scientists and institutions researching vulnerabilities and attack methods belong to equipment on ships. Below, experimental cyber-attacks to various devices are explained.

1.1.1 GPS (Global Positioning System) - In 2013, researchers from University of Texas applied GPS spoofing attack to the superyacht (LOA: 65m) called "White Rose of Drachs" and sheered this yacht from its actual course. The yacht's GPS antenna was on the bow while the stern had a spoofer RX antenna. A spoofer device processed signals from RX antenna and transmitted it to the TX antenna. The GPS antenna of yacht confused these fake signals with the real ones and steered the yacht off-course. (Bhatti & Humphreys 2014)

1.1.2 ECDIS (Electronic Chart Display and Information System) - When malware is installed, the attack can perform two kinds of actions. It can manipulate GPS coordinates via the network, and the malware can crash the operator station by provoking a bluescreen (system crash). (Lund et al. 2018)

1.1.3 AIS (Automatic Identification System) - An article published in 2014 reveals numerous vulnerabilities of AIS. These were categorised as Ship Spoofing, AtoN Spoofing, Collision Spoofing, AIS-SART Spoofing, Weather Forecasting, AIS Hijacking and Availability Disruption Threats. (Balduzzi et al. 2014)

1.1.4 ARPA-Radar (Automatic Radar Plotting Aids Radar) - In 2017, after receiving required permissions, an Israeli based Naval Dome company, conducted a series of cyber penetration tests on various tankers, container ships, super yachts and cruise ships. As a result of these tests, radar was manipulated by using local Ethernet Switch Interface. Radar targets were eliminated, simply by deleting them from the screen. During this attack, radar did not give any alert or warning to attract attention of the OOW. (Shefi 2017).

1.2. Maritime Cyber Attacks - Advancements in technology bring together cyber-attacks. These attacks can be towards vessels, marine authorities and private companies. This is now one of the critical areas in the marine environment as is clearly jeopardising the navigational safety of the ships.

1.2.1. Danish Maritime Authority (2012) - In April 2012, it was seen that the Danish Maritime Authority was subjected to a cyber-attack, which was announced to the public in September 2014. (CyberKeel 2014). It was seen that attackers wanted to obtain sensitive data about Danish shipping companies and their merchant fleet. This attack was highly sophisticated, and state-sponsored. It was believed the attack was organised by China. The Chinese Embassy in Copenhagen refuted all accusations and announced they had no knowledge of the attack. (The Local 2014).

1.2.2. South Korea (2016) - In April 2016, South Korea announced that around 280 vessels were under GPS jamming attack. Due to this attack the affected vessels were forced to go back to port. It was claimed the attack was organised by North Korea. (Graham 2017).

1.2.3. Maersk (2017) - On 28th June 2017, Maersk announced on the official website that they were under cyberattack by a virus called Petya (Maersk 2017). Maersk group's CEO Søren Skou stated that this attack on 27th June 2017 might have caused $200-$300 million financial losses to the company (Skou 2017).

1.2.4. Russia (2017) - On 22nd June 2017, a ship off Novorossiysk-Russia notified U.S. Coast Guard Navigation Centre concerning their GPS. The GPS positions of approximately 20 vessels were in the wrong location (Goward

2017). Experts claimed that this attack was organised by Russia to test their defence system against American missiles (Goward 2017; Humphreys 2017).

1.2.5. German-Owned Container Ship (2017) - In February 2017, the navigation system of an 8250 TEU capacity container ship was under the control of hackers for 10 hours en-route from Cyprus to Djibouti (Blake 2017).

1.2.6. Clarksons (2018) - British shipping services firm Clarksons gave a press statement on 30th July 2018 that they were under cyber-attack. The Company announced that this cyber-attack was between 31st May 2017 and 04th November 2017. Various data such as seafarers' personal information, CVs, and financial data may have been captured by the hackers. (Clarksons 2018).

1.2.7. COSCO (2018) - On 24th July 2018, COSCO Shipping experienced a ransomware attack. This attack was directed at the U.S. offices of COSCO Shipping and COSCO's terminal at Port of Long Beach. COSCO's U.S. website, e-mail, phone and network infrastructure was affected by this attack. (WMN 2018).

2 Legislations and Vetting Programmes related with Maritime Cyber Security

There are various organisations whose decisions and applications within the maritime industry began to emphasise cybersecurity related concerns as a result of past incidents. IMO makes shipping companies assess cyber risks, though a ruling which entered into force on 1st January 2021(IMO Resolution MSC.428 (98)). However, vetting organisations acted more quickly, and added cyber security related items to their inspection checklists.

2.1 Mandatory Regulation

The IMO's ISM Code is mandatory and included in the SOLAS Chapter 11, directly related to maritime cybersecurity.

2.1.1 ISM Code – Pursuant to the Code, all shipping companies are mandated to add "Guidelines on Maritime Cyber Risk Management" in their Safety Management System (SMS) after 01st January 2021(IMO Resolution MSC.428 (98). For firms which have a DoC (Document of Compliance), stating it complies with the requirements of the ISM Code, cybersecurity risk assessment is mandatory. This assessment will be inspected at the first annual DoC verification.

2.2 Non-Mandatory Vetting Programmes

2.2.1 SIRE – is a vetting programme developed by OCIMF and launched in 1993. The aim of the programme is to increase safety and quality standards within the tanker industry. Once a vetting inspection is conducted by accredited Inspectors, the reports can be accessed by OCIMF members such as bulk oil terminal operators, port authorities, canal authorities, oil, power, industrial or oil trader companies which charter tankers/barges as a normal part of their business. (SIRE 2019). SIRE inspection questionnaires have been developed specific to oil tankers, combination carriers, shuttle tankers, chemical and gas carriers. Audits are conducted using the VIQ (Vessel Inspection Questionnaire). The latest edition is VIQ7 and has 12 chapters including: General Information; Certification and Documentation; Crew Management; Navigation & Communications; Safety Management; Pollution Prevention; Maritime Security; Cargo and Ballast Systems – Petroleum; Cargo & Ballast Systems – Chemicals Cargo & LPG, LNG; Mooring; Engine & Steering Compartments; General Appearance and Condition, and; Ice Operations

Table 1: VIQ 7 Chapter List

The VIQ 7 is effective as of 17th September 2018. In this edition, cybersecurity is included in "Chapter 7: Maritime Security". These questions are listed below with the author's comments.

Question 7.14 - Are Cyber Security Policy and Procedures part of the Safety Management System and is there a Cyber Response Plan onboard?

Author's Comment - This question requires a risk assessment related to cybersecurity, providing information about cyber threats, identifying key contacts, password management and mitigation measures. Currently inspectors first want to see if there is a plan. The risk assessment criteria do not challenge the ship operators under current conditions. It is expected that inspectors will emphasise this topic going forward. Some inspectors examine prepared plans in detail to make sure that they are created as ship specific.

Question 7.15 - Are the crew aware of the company policy on the control of physical access to all shipboard IT/OT systems?

Author Comment - This targets USB and RJ-45 port control on shipboard IT/OT systems. The main objective is to prevent virus infection on navigation equipment such as ECDIS. This item is commonly interrogated during inspections. SIRE inspectors examine if USB ports and RJ-45 connections are under control. Precautions are

physically locking USB or RJ-45 portals or only permitting authorised devices and memory sticks to these ports using cybersecurity software. Most hardware, from the bridge to the engine room in a ship, incorporates RJ-45 and USB ports. Although the secured status of all hardware is not controlled by the inspectors yet, the secured status of USBs in equipment such as ECDIS, GPS and VDR will be examined thoroughly.

Question 7.16 - Does the company have a policy or guidance on the use of personal devices onboard?

Author Comment - This targets the procedure preventing visitors on the ship (such as third-party contractors) connecting to the ship network using their personal devices such as smartphone, tablet and memory sticks. It is accepted that there are various visitors such as Customs, Agents and Surveyor that may be given a ship's memory stick for special printouts. These memory sticks might contain a virus which may infect the ship's network and prevent or corrupt the ship's IT/OT system. Declining printing on the ship may lead to disruption of the operation and critical 'work arounds' should be discussed. The ship can provide an independent computer and printer separate and standalone from the ship network for use of third-parties. Ships without this system might want to send an e-mail to the ship and print that email. Company procedures may prohibit charging mobile devices such as crew and visitor's tablets and smartphones on the ship's system USB ports.

Question 7.17 - Is Cyber Security awareness actively promoted by the company and onboard?

Author Comment – Are the ships' crew aware and proactive against cyber threats? Inspectors observe existence of cybersecurity related posters on IT terminals. Posters known as "Social Media Guidance for Seafarers" or "Golden Rules" published by INTERTANKO are recommended. Additionally, it is recommended that the crew watch cybersecurity related training videos and keep these training records as evidence that the company is serious about the concerns.

2.2.2 TMSA – The Tanker Management Self-Assessment programme is developed by OCIMF. Its purpose is to promote tanker management firms to develop their Safety Management System (SMS). While SIRE and CDI are based on tankers, TMSA is based on auditing offices of tanker management companies. During the 'audit', answers are examined by TMSA accredited Auditors. Office audits are not conducted periodically. Major oil companies such as Chevron, Shell and BP can request a TMSA Office Audit. These audit takes approximately two days.

TMSA has 13 sections. These sections are known as "elements" including: Leadership and the Safety Management System; Recruitment & Management of Shore-Based Personnel; Recruitment, Management & Wellbeing of Vessel Personnel; Vessel Reliability and Maintenance including Critical Equipment; Navigational Safety; Cargo, Ballast, Tank Cleaning, Bunkering, Mooring and Anchoring Operations; Management of Change; Incident Reporting, Investigation and Analysis; Safety Management; Environmental and Energy Management; Emergency Preparedness and Contingency Planning; Measurement, Analysis and Improvement; Maritime Security.

TMSA 3 Element List - Questions are called as Key Performance Indicator (KPI) and are divided into four levels. First level is basic, and fourth level is the most advanced. Companies undertaking a TMSA audit must meet the entire requirement of at least Level 1. Some Charterers may require the company to achieve higher TMSA levels. Many Companies endeavour to meet the highest level allowing the opportunity to offer carrying service to a wider range in the maritime sector. Charterparty agreements with Oil Majors will review the Tanker Manager's TMSA performance. Depending on the type of charterparty agreement, whole or partial KPIs in a certain level of TMSA can be required although it is not officially declared by the Oil Majors.

TMSA levels demanded from tanker management companies are listed below. (Karti 2017)

Level 1 → Tanker manager is satisfactory for V/C (Voyage Charter)

Level 2 → Tanker manager is satisfactory for CoA (Contract of Affreightment)

Level 3 → Tanker manager is satisfactory for T/C (Time Charter)

Level 4 → Tanker manager is satisfactory for a joint venture with Oil Majors

Element and level of a KPI can be easily understood from the code number. For example:

KPI Level

Element No 13.2.3 ↔ KPI No.

TMSA was introduced into maritime sector in 2004. In 2008, its scope and content was expanded. On 10th April 2017, OCIMF published a guide for TMSA This entered into force on 01st January 2018.

One of the most striking revisions in TMSA 3 is "Element 13: Maritime Security" which is new. This element has cybersecurity related KPIs at 2nd level resulting in tanker Management companies being forced to act regarding cybersecurity.

KPI 13.2.3 - Policy and procedures include cyber-security and provide appropriate guidance and mitigation measures.

Author Comment -This KPI expects risk assessment of IT systems and technical and procedural precautions for these risks to ship operators.

Auditors may analyse cybersecurity related company policies and procedures for precautions for social media. Currently, there is no detailed analysis of the risk assessment.

KPI 13.2.4 - The company actively promotes cybersecurity awareness.

Author Comment - This questions awareness of both crew and shore staff concerning cybersecurity. Social media use, secure password selection and controlled use of portable storage devices are inspected. Auditors may investigate training related recordings and familiarity of the office personnel using different methods. For example, according to a senior manager of a tanker operator firm, after an Auditor conducted an office audit the office staff were asked to print the report. The office staff declined the request stating that USB drives cannot be connected to office computers due to technical precautions. Later, the Auditor says that this to assess staff's awareness about cybersecurity.

2.2.3 CDI Ship Inspection

CDI is a non-profit organization. Inspections are conducted in marine transport to increase safety, security and quality performance. These inspections are conducted on the basis of the CDI Ship Inspection Report (CDI 2019).

For both chemical and liquified gas (LPG) carriers, there are two questions related with cyber-security that have been added to version 9.8.1 of CDI Ship Inspection Report (SIR) that came into force on 2nd September 2019. The CDI Ship Inspection Report has 14 sections as follows: Certification, Manning etc.; Management and Personnel; Bridge; Mooring; Cargo Operations; Engine Department; Operational Safety; Health, Safety & Personnel Protection; Firefighting; Lifesaving; Environmental Protection; Security; Hull and Superstructure, and; Accommodation.

Cybersecurity related questions are included under Section 12: Security. The "Recommended" category was designated for these questions which means "Referenced to industry Codes of Practices". Additionally, they are included in the group "I" meaning, "Inspections questions' are for full inspection by the Inspector".

In the CDI Ship Inspection Report (SIR), the 2nd version of GCSOS (The Guidelines on Cybersecurity On Board Ships) is used as a reference created with the support of important marine authorities such as MSC-FAL.1/Cic.3, BIMCO, INTERTANKO and OCIMF.

Application of the CDI SIR 9.8.1. version and observations noted by Inspectors will give a general idea. The cybersecurity related questions are shown below.

Question 12.11 - The company provides guidance on cybersecurity.

Author Comment - This examines risk assessment. Additionally, preventive precautions for cyber threats and vulnerabilities are recommended. Also, a contingency plan to be applied in the case of cybersecurity.

Question 12.12 - The crew has been trained in company guidelines, policies or procedures on cybersecurity.

Author Comment - It is expected that the crew will complete cyber-security training and keep records of the training as evidence. Crew must be familiar with possible cyber threats and vulnerabilities.

2.2.4 RightShip provides vetting services for tankers and dry cargo vessels. During vetting inspections for tankers, SIRE questionnaires are used. Dry cargo vessels have their own questionnaire called "Inspection and Assessment Report for Dry Cargo Ships". There are 10 sections including: Vessel Particulars; Documentation; Effectiveness of ISM System; Safety, Security & Environmental Management; Structural Condition; Machinery Management; Bridge Management; Holds – Ventilation, Lighting Securing; Condition of Cranes, and; Inspection Summary.

Under Section 4 of RightShip's Questionnaire Cybersecurity related questions are related to Safety, Security & Environmental Management as follows:

Question 4.7.1 - Does the vessel and/or company have documented software/firmware and hardware maintenance procedures?

Author Comment - Maintenance reports of IT/OT systems are to be examined. Additionally, a procedure that needs to be applied prior to any software or firmware update is required.

Question 4.7.2 - Does the vessel and/or company have any cybersecurity procedures?

Author Comment – This requires conducting a risk assessment against cyberattacks. Additionally, the possibility to control existence of response in case of a cyberattack is assessed.

Question 4.7.3 - Does the vessel and/or company provide any cyber security training?

Author Comment - This examines the awareness of crew regarding cybersecurity. The Inspector would like to see training records as an evidence.

Conclusion

As a result of benchmarking amongst tanker operators and interviews with key persons thereof, it was observed that cybersecurity related questions are asked during OCIMF SIRE and TMSA inspections/audits.

Although Inspectors/Auditors fail to ask in-depth cybersecurity related questions, they will ensure the existence of a ship specific cybersecurity plan, restrictions for the use of USB and RJ-45 connections, cyber awareness training and record keeping. Deficiency 'Observations' may be provided regarding these points. These Observations are accelerating the tanker manager's precautions related to cybersecurity.

RightShip challenged dry cargo vessel operators. Nevertheless, RightShip is a private company and not non-profit as CDI or OCIMF who charge for their services to maintain the databases and accredit inspectors who independent charge for their service. Additionally, this company does not have IMO "Consultative Status" such as OCIMF. This decreased its effectiveness on dry cargo vessel operating companies.

Currently, for all vessels other than tankers and dry cargo vessels, there are no implementation that force these types of vessels to take precautions against cyber threats. Shipping companies that operate other vessel types solely require to add maritime cybersecurity within their SMS to comply with the ISM Code as of 01st January 2021.

Cyber-security and risk assessment coincide in the SIRE, TMSA, CDI and RightShip vetting questionnaires.

10.4 Revolutionising Ship Interaction - Mads Friis Sørensen

Full title: Revolutionising Ship Interaction with Pilots & Maritime Authorities 2021 M/S MARTA – MARitime Technology Advising. Published on January 24

Ship inspections by the maritime authorities require the inspector to come on board and study logs and paperwork and assess crew and equipment. It can be a very comprehensive task, which is time consuming for the inspector, the ship's crew and the shore office. Through the introduction of the virtual ship concept and moving from discrete systems to shared systems based on virtual machine technology, it is possible to manage and control access to all systems and easily create an overview of the ship systems' statuses.

Because the technology enables external access management, the Captain or shore-based office can grant access rights to the authority requesting to perform an inspection, and assign it rights to look but not touch the systems and the data being used. This allows the inspector to plan and perform a higher degree of inspection from the home office and only perform inspection tasks, which are only possible to perform on board. The flexibility of the virtual machine technology, which enables many kinds of devices including BYOD to connect also provide a flexible way for the inspector to choose the tools to be used and method to access data and system statuses.

In case of accidents, it is very easy to recreate the onboard systems and rerun the events, which happened prior to the accidents, because the hardware comprises standard servers and workstations. The systems are software applications and sensors. The accident investigation bureaus can invest into a standard hardware setup for test and investigation purposes and borrow sensors and software applications from the manufacturers. It may change the way accident investigation is conducted in the future especially in cases of total loss.

In the same way, Pilots can easily connect to the onboard ship systems, because they can connect via safe connections secured through access management performed by the captain or the Fleet Operation Centre. We have already today the pilot plug installed, but the virtual machine-based architecture with shared data enables the pilot to access the systems in new ways, benefit from the availability of much more data and enjoy great support for future remote pilotage, which is already being considered around the world (Denmark has plans to make trials on remote pilotage).

The open environment, however safe, which the virtual machine technology brings to the maritime industry, will cater for new ways of running ships, inspecting and monitoring ships as an authority and performing pilotage.

It will require a new legal setup in terms of a new framework for performance standards, a strict access management setup combined with a strong IT defence framework will require further standardising protocols and the further sharing of data freely, which is a challenge to authorities and manufacturers.

Authorities will have to think out of the box, when it comes to legislation and the manufacturers will have to rethink their business model and identity and recognise the advantage to their customers and their business by moving away from protectionism and joining the digital globalisation. Look at Apple, who invented iPhone, which is a common hardware platform with built in sensors, which is made available to App developers/software companies, who build new value propositions to the customers through new software applications. Everyone wins in this game including the user/customer, the app developers and Apple.

10.5 Benefits of Virtual Machine Technology - Mads Friis Sørensen

M/S MARTA (MARitime Technology Advising); Published January 10, 2021

Virtual Machine Technology can bring business innovation/development to the industry, identifying and applying new technology across industries and drive the digital transformation forward.

By replacing the system solution on board with virtual machine technology, there are many advantages to harvest in terms of user experience, user management, flexibility, access for authorities, innovation, safety, redundancy, disaster recovery, manufacturer value in creation and much more. In this article, I will focus on the improved user experience and the ability to easily establish user management across all ship systems.

By utilising virtual machine technology, the current system architecture is replaced by multiple servers located in various places across the ship running software applications for all the necessary ship systems and applications sharing data, storage and processing power.

The first major change is the ability to use any workstation across the ship for any purpose unless restrictions have been made by the ship's operator. This allows a navigator to use ECDIS, RADAR, Conning, trackpilot and access all relevant navigation data in the bridge centre, bridge wings, ship's office or on a portable device. The Captain can monitor ship operation from his office and the fleet operation centre can replicate any "system" display at their end if the ship is online. The Chief can move the controls to the bridge during critical manoeuvres, enabling the Chief to work and operate, while being next to the navigation officers providing the full situational awareness and shortening communication paths.

By adding user management, the ship owner or the fleet operation centre can decide who can access which applications, and it can monitor the access and use. It is possible to log operator activity to monitor, that the crew do not breach rest periods. It is also possible to lock down all systems remotely making it impossible to hijack a ship or move the operation of the ship to the shore side. The latter will require, that the ship is designed for remote operation at least to some extent.

The introduction of generic workstations streamlines the user interfaces across systems to a certain extent, and the possibility of adding any application to the system in real time if required provides a new flexibility to the ship operation and safety. The workstations always look the same with the same hard keys and controls.

The applications may differ in appearance. However, the ship owner can choose to acquire the applications from a limited number of suppliers (system houses). The possibility to freely share data between systems enables manufacturers and application providers to develop new features and solutions, which can optimise ship operation, fuel consumption or provide better situational awareness and decision support.

For some years Software as a Service (SaaS) has been a hot topic in the maritime industry and many system houses and entrepreneurs have explored the possibilities in providing SaaS. Often it is offered as a software package to be installed on the ship's PC or is made available in the cloud, but the virtual machine technology brings the cloud on board the ship. The system architecture invites the offer of SaaS, as most of the on board software runs as applications in the virtual environment independent of hardware, and the free access to all ship sensor data supports SaaS to the full.

A new market potential for SaaS is time limited software provision, which can be limited to a year, six months, three months or the duration of a voyage. Imagine a ship normally operating the main shipping lanes suddenly receiving a single voyage to Greenland in the autumn: it is not equipped with ice radar. However the radar manufacturer has developed an application, which can convert the standard radar to an ice-radar. The ship owner then orders the application for a duration of time or for a single voyage, and the manufacturer uses geofencing to open/shut down the application and bill the ship owner accordingly.

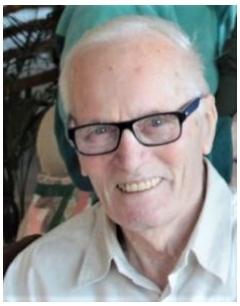
The software applications used on board the ship can be managed and controlled by the fleet operation centre, which can also upload new application based on needs according to the area of operation or the mission. If the Captain has an urgent need for an application, the fleet operation centre can allow the Captain to require and install it.

Due to the ease of updating applications, the end users will experience a higher frequency of updating, which allows them to take advantage of the latest versions with the latest features.

The very essence of virtual machine technology brings huge value to the merchant marine through flexibility and a whole new way of supplying "systems". The basic design map is made, but it will challenge the way we design systems today, the business models currently operated in the maritime industry and maritime legislation (performance standards).

11 Obituaries

11.1 David Arthur Romeril (RomerilD51) – from Louis Roskell (RoskellL55)



I am sad to let you know that ex-cadet David Romeril slipped his cable on the 26th December and the funeral took place on the 21st January 2021. David was born at St. Helier on the Island of Jersey in 1934 and was on the Island for the whole of the German Occupation, a time of great danger and stress. Life was restricted in those days and David recalled this whilst in his care home during the Covid lock down, stating that it "was worse than the Occupation".

After prep school in Wimbledon, and Victoria College, Jersey, he joined Warsash School of Navigation as a cadet in 1951. In choosing a seafaring career, he was following in the wake of his paternal grandfather who had died before David was born.

He obtained his Master's certificate at Southampton 100 years after his grandfather had done in an era when these qualifications were 'new-fangled things'. David joined Watts Watts for his apprenticeship and then sailed with another couple of deep sea companies, one of which was 'Paddy' Henderson's.

In 1961 David married Margaret, who was a member of the catering staff at Warsash and by 1963, they had two children, Richard and Alison. They lived at Netley for a while but eventually moved to Harwich in April 1969 after David had joined the British Rail Eastern Region ferries soon to be known as Sealink.

In 1982 David volunteered to sail as Chief Officer on the St. Edmund which had been taken up from trade by the government to carry members of 5 Division to the Falklands. I was with him as one of the three second officers. His calm and efficient manner in the face of impending danger was inspirational. Whilst sailing southward, news came in of sinkings on a regular basis and our guns were manned. He could usually be found, feet up in his cabin, reading a book. As it happened, the ship arrived in Port Stanley a couple of days after the cease fire and all the fighting was over.

He retired from seafaring in 1991 in the rank of Chief Officer after 40 years in the Merchant Navy. As the number of ships based at Harwich diminished and the opportunity for command disappeared for him and his contemporaries he decided that it was time to go.

He had always participated fully in the work of local charities one of which was the Fellowship for the Sick. He raised money for (and drove) the mini bus which was run by volunteers taking patients' visitors to see them in outlying hospitals. He was on various committees, organised events and raised money for other charities including the air ambulance.

He leaves a son Richard and a daughter, Alison, his wife Margaret having passed away in 2005.

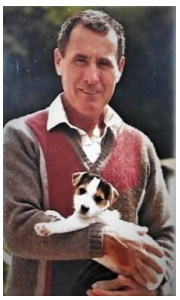
11.2 Captain Hugh F L Hossell (HossellH49)

Hugh passed away early on 19th December 2020, after a battle with declining health. He was born in Heavitree, Exeter on 14th June 1932.

Committed to a seagoing career, he joined the P & O Line in mid-1949, after pre-sea training at the School of Navigation, Warsash. Serving as a Chief Officer, ill health caused him to leave that employment.

A successful, fearless Rally and Hill Climb driver, he did equally well in other, similar car competitions. One Somerset rally ended when Hugh, unusually misjudging a turn, taking to the air, and landing with a road sign projecting through the bonnet. His wife of 55 years, Carole, no mean driver herself, was a Marshall at some these events, when they met. Time in a car driven by either was always a memorable experience. Right: Hugh with Russell.

Once again at sea, with Sir Y K Pao's Worldwide Shipping Group oil tankers, Hugh served in finally the approximately 100,000 ton World Pegasus. A fellow officer in this latter ship, with a brand new Master's Certificate took command of a vessel just purchased by Southern Line, a Mombasa based shipowner and manager.



Upon this gentleman's recommendation Hugh joined Southern Line, taking command of Southern Spray, a 600 ton vessel trading along the East African coast and to the Seychelles. Famously Carole, joining the ship whilst on the slipway, asked where the ship lay : “Down there” she was told. Equally, carrying a cargo of cloves from Pemba, north of Zanzibar, and towing a similarly laden barge, the ship's accommodation became infested by clove averse cockroaches.

An “interesting” first command. In this trade Hugh visited ports in the Seychelles, Tanzania and Somalia – voyages undertaken prior to to-day's scourge of Piracy.

Command of Southern Baobab, the first ever bulk cement carrier followed. Hugh then took over Southern Isles a 2,500 ton general cargo ship, trading as far north as Safaga in Egypt. Asked, prior to the first such voyage, if he would be in Mombasa in time for Christmas his estimate to arrive at “about 1700 hrs on 24th December” proved correct.

This demonstrates an accurate, efficient nature of a very precise person.

One of his Southern Line colleagues remembers being taught fly tying by Hugh, who enjoyed fishing in many forms. Another of Hugh's so many skills.

Home port being Mombasa gave opportunities for many happy times, including game park safaris, and the company of many friends.

Again ill health forced Hugh ashore, when he began to help Carole with her work with the Cats Protection League, (CPL) East Devon.

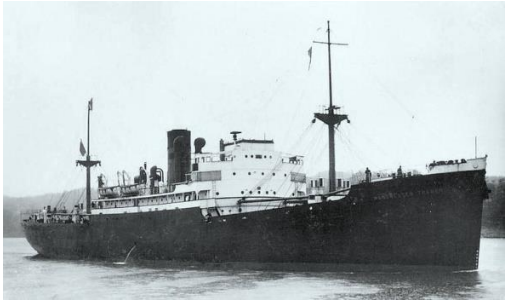
Once recovered he joined as Master operating 60,000 ton bulk carriers. Ports visited were as far afield as southern China, western Canada and in the US Gulf, and up the Amazon. Carole, now with 16 years time at sea, stayed in Devon. On completion of a year at sea, and homeward bound, Hugh, who really enjoyed smoking, left his cigarettes and lighter in the wheelhouse: a determined fellow, adjusting to life at home, which took a little time, especially without tobacco.

Ashore for good the Hossell family opened a Cattery near Exeter. Unsurprisingly this man of the sea always referred to the centrally heated individual pens as “cabins”. This proved to be a most successful enterprise, wonderfully organised by the Captain, with Carole spoiling the “Boarders”, and “CPL cats”. They both loved dogs: Russell and Jackie, followed by Horatio and Frobisher come to mind.

Hugh's other endeavours included being involved in setting up Sidmouth's CPL Charity Shop, being a Parish Councillor and many, many others.

Altogether a Devonian to be appreciated, worthy of the mariner's accolade “a first class ship handler”. An admirable man.

Manchester Liners Limited



Manchester Trader 1941 – 1963 (Scottish)

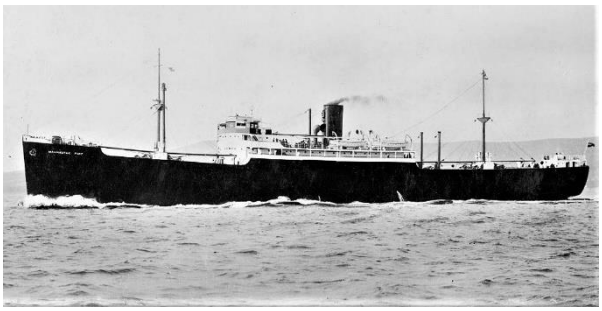
Manchester Miller – 1959 – 1976 (Ships)

Manchester Exporter 1952 – 1971 (Shipping)

Manchester Concorde – 1969 – 1982 (Wiki)

Manchester Engineer 1902 – 1916 (Wiki)

Manchester Challenge 1968-1978 (N. Edwards)



Manchester Port 1935 – 1964 (Wiki)

Manchester Merchant 1900 – 1903 (Wrecksite)