

ALL HANDS

Warsash Association House Journal



NOTES FROM THE EDITORS

The joint Editors send out New Year greetings to all members and inform them that it was agreed at the A.G.M on 4th December 2009 to continue producing copies of All Hands in A4 format providing of course that there was enough copy material received to warrant it, with the option of reverting to A5 size on occasions when there was insufficient material. We therefore need more articles and photographs etc from you the readers. (Please send to John Downs whose address details appear below)

A flier was sent out with the recent Commemorative All Hands Issue asking those readers who would be happy to read or download the various issues from the website to save a little on printing and postage and we hope that those willing to do so have 'unchecked' the appropriate box on their "Website Profile" page, to indicate that they should be taken off the Postal Mail list. (This action is of course purely optional)

A current project being undertaken is to reproduce some of the photographs from various albums which were compiled by Capt. and Mrs Wakeford whilst of course they were at Southampton and Warsash. Some of these photographs are currently available on the website with more to follow and of course they can be used to illustrate articles in future All Hands.

THE SEA THEIR FUTURE

Many of those of you who took part in the visit to the Warsash Campus during the Silver Jubilee Celebrations on Saturday 17th October last year and saw the black and white film, The Sea Their Future, have been in contact to try and obtain a copy of the film on C.D.

It was televised by the BBC as the latest edition of 'The Sea and Ships' series produced and shown on BBC Television and this particular film was initially broadcast on Friday 3rd January 1958. (Having been completed in early 1957)

The film was made entirely at Southampton with the help of staff and cadets and some of it was shot aboard 'Moyana'. It was introduced by Captain Alan Villiers and the commentary was spoken by Mr. Geoffrey Mathews and it was written and produced by Mr. John Irving. The leading part in the film which summarised a cadet's life from the time of joining the School until he completed the course was taken by M.A. Collier who was SCC Port Watch in the Spring Term of 1957. Another cadet who's name tag sprang to the fore was A.P. Clements who was an intermediate cadet in that same spring term. Sadly neither of them are current Members of the Association but it would be interesting to track them down if we could.

We are endeavouring to find out if the film is still subject to BBC copyright and to seek permission as to whether we could copy it onto discs and circulate it amongst those members who wish to have a copy. We will keep you informed of progress in the next edition of All Hands or via the Website. There are also other films that we have available, produced by Mrs Wakeford both at South Hill, Stoneham and early Warsash. Sadly due to the passing years, they are not now of particularly good quality though it may well be that we could explore ways of having them digitally re-mastered.

Articles for Publication in future issues of All Hands would be gratefully received by John Downs:- by email at:- [johndowns@buryhalllane.freeserve.co.uk](mailto: johndowns@buryhalllane.freeserve.co.uk) or by ordinary mail to:- 32, Bury Hall Lane, Alverstoke, Gosport.Hants PO12 2PN

BRANCH MEETINGS

Liverpool

Liverpool meetings are held biannually at the Pump House Inn, Merseyside Maritime Museum Complex, at noon on the first Wednesday of each May and November. If any member would like to attend either of these meetings, perhaps whilst in port or on business or holiday in the north west, please give Capt. R. Kilby-Leonard a ring on 0151 5267716 or just turn up.



Southampton

Southampton meetings are held from noon onwards on the second Thursdays of alternate months at the Southampton Master Mariners' Club, Southampton Seafarers Centre, (1st Floor) 12-14 Queens Terrace, Southampton SO14 3BP. Ladies and Guests are of course welcome to attend and drinks and light refreshments are available.



The next dates for 2010 are Thursdays Feb 11th April 8th June 10th August 5th and October 7th. Just come along or ring John Downs on 02392 583414 for further details.

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CHAIRMAN'S MESSAGE

A Happy and Prosperous New Year for 2010 to all members and their families.

Our Silver Jubilee Year 2009 proved to be a dynamic and successful one for our Association. There was a healthy increase in our membership, the Australian branch was created with a growing membership and our website was re-launched with a flourishing accomplishments. Two one day cruises onboard Halcyon also took place and a number of members were able to have the enjoyable experience of sailing in the Solent in fair weather aboard this beautiful vessel.

In October members were able to enjoy the spectacular Silver Jubilee celebrations which were also attended by several of our overseas members. These events have now been incorporated in a special Commemorative Edition of All Hands and this issue was able to be produced and distributed before the Christmas holiday period.

Our affiliation with the Warsash Maritime Academy has grown stronger over the past years and continues to do so with the unremitting altruistic dedication of our Executive Committee, especially our Secretary John Downs and Webmaster Chris Clarke.

I now look forward to 2010, especially the WMA Cadets' Passing Out ceremony in June when the Association cash awards will be presented and also the social event of a weekend cruise onboard ARCADIA Friday 16th July with an informal dinner the night before at the Botleigh Grange hotel, when members and their guests will be able to enjoy another communal get-together in the extraordinary world of P&O Cruises.

Full details of the 2010 social event were sent out as a loose leaf enclosure to the Commemorative issue of All Hands and are also included on our website.



A Channel Islands ferry departing Portsmouth in 1984

ANNUAL CHRISTMAS LUNCH

Following the A.G.M on Friday 4th December 2009, the Annual Christmas Lunch was held at the Marriott Hotel Portsmouth.

Official Guests were:- Prof. John Millican, Dean of the Warsash Maritime Academy.
 John Bazley, Head of School of Professional Studies, Warsash Maritime Academy
 Sue Bowles, P.A. to John Millican.
 Andrew Armour, the current owner of the yacht 'Halcyon'

The following members and their guests were present:-

Cdre Antony Barrett. (1949) Mrs Etaine Barrett. Mr. Michael Bates. (1946), Mrs Anne Bates. Capt. Kamal Bedhoost. (1979)
 Mrs. Alison Bedhoost. Capt. Reg Belcourt. (1962) Mrs Keren Belcourt. Mr.Ron Caine. (1980) Capt. Tony Catesby. (1958)
 Mrs.Andreana Catesby. Capt.John Clark.(1958) Mrs Janey Clark. Mr.Chris Dancaster. Mrs. Ursula Dancaster (1958)
 Mr.John Downs. (1949/50) Mrs.Jo Downs. Mr.George Gifford. (ex Staff) Mr.Hugh Gordon-Sheridan. (1958) Capt. Brian Hoare. (1962)
 Mrs.Sarah Hoare. Mr.Alan Jordan. (1955) Mr.Keith Javan. (1958) Mr.John Metcalfe. (1949) Mr.Douglas McAllister. (1986)
 Mrs.Shirley McAllister. Capt. Alec Miller (1940) Mrs. Lucy Miller. Mr.Andrew Parry (1967) Mrs Josey Parry
 Capt. Khan Rashid (1959) Mrs. Jean Rashid. Capt. John Reeves. (1964) Mrs.Lynne Reeves. Mr.David Romeri. (1951)
 Capt. Peter Stead. (1949) Mrs.J.E.Stead. Mr.Keith Trayner. (1946) Mrs Gill Trayner. Mr.George Webb. (1962)

During his address, our Chairman Capt. Khan Rashid announced that at the A.G.M., Honorary Membership of the Association had been conferred upon John Bazley and Sue Bowles for the help and assistance in making the Silver Jubilee visit to the Warsash Nautical Academy such a success and also to Andrew Armour for his extreme kindness in taking out on a day sail, two separate parties of ex Cadets/staff who had previously crewed aboard Halcyon, whilst at Warsash and last but not least, a similar membership had been conferred upon Lindsay Clubb, Son of Cdr Clubb (ex staff) Our President later presented an Association burgee to Andrew Armour



*l.to.r. Antony Barrett, Sue Bowles, John Millican, Khan Rashid
 Etaine Barrett, John Bazley, Jean Rashid, Andrew Armour*



*l.to.r. Ron Caine, Lynn Reeves, John Reeves,
 Sarah Hoare, Brian Hoare.*



*l.to.r. Ursula Dancaster, Keith Javan. Andreana Catesby Tony Catesby
 Chris Clarke, John Clark, Janey Clark, Hugh Gordon Sheridan*



Ursula and Chris Dancaster

NEW MEMBERS

As can be seen from the list below there has been a considerable number of new Members joining the Association since our last All Hands issue. The below details show that the formation of the Australian Branch has been a great success and congratulations must go to our Australian Branch Committee for their efforts in increasing numbers. I suspect also that more than a little help also was given by Jim MacIntyre who maintains the Membership Master list. Chris Clarke and the website have also played their part. In addition to the list below, at the A.G.M on 4.12.09 Honorary Membership was conferred upon John Bazley Head of School of Professional Studies, Sue Bowles, P.A. to John Millican both of the Warsash Academy and to Andrew Armour the current owner of 'Halcyon' and to Lindsay Clubb the Son of Cdr Clubb (ex School Staff)

Mrs Ainley (nee Rushin)	Jane	1967/70	Australia	Aug 09
Capt Allsop	Thomas W	1960	Venezuela	Aug 09
Capt Gunn	Daniel R	1955	Australia	Aug 09
Mr Higginbottom	Michael D	1962	Australia	Aug 09
Mr Horrex	Bryan J	1954	Australia	Aug 09
Mr Richens	Jeffrey F	1956	U.K.	Aug 09
Mr Montgomery	David P	1963	Australia	Aug 09
Mr Frost	Iain	1967	Australia	Sep 09
Capt Hoiles	Peter G	1960	Australia	Sep 09
Capt Lorraine	Richard D (Paddy)	1971	Australia	Sep 09
Mr Payne	John E	1956	Australia	Sep 09
Capt Steddy	T.J. (Terry)	1956	Australia	Sep 09
Capt Woollacott	Anthony P	1958	Australia	Sep 09
Mr Baker.	Geoffrey F	1960	U.K.	Sep 09
Mr Hurry.	Stephen G	1966	U.K.	Sep 09
Mr Lauritzen	Ole	1963	Denmark	Sep 09
Capt Peters	B.A. (Barrie)	1953	Australia	Sep 09
Mr Allen	Roy Francis	1952	U.K.	Oct 09
Mr Ball	Brian George	1957	U.K.	Oct 09
Mr Biggs	Alan	1969	U.K.	Oct 09
Mr Cooper	Gordon Adrian	1966	U.S.A.	Oct 09
Mr Hooper	Michael Andrew	1958	Canada	Oct 09
Mr Javan	Keith Graham	1958	U.K.	Oct 09
Capt Kazi	Ishaq Ismail	1965	U.K.	Oct 09
Capt Keeble	Barry	1959	Australia	Oct 09
Mr Luce	Martin Phillip	1955	Canada	Oct 09
Mr McAllister	Douglas William	1986	U.K.	Oct 09
Capt Thomson	Warwick Hamilton	1957	New Zealand	Oct 09
Mr Timm	Simon	1967	U.K.	Oct 09
Mr Vicary	Christopher	1961	Australia	Oct 09
Prof Gold	Edgar	1965	Australia	Nov 09
Mr Haines	John Richmond	1958	Australia	Nov 09
Capt Hairsine	Michael	1955	Australia	Nov 09
Mr Harris	Dan	1960	Australia	Nov 09
Mr King	Robert G	1955	Australia	Nov 09
Capt Morrow	Leslie J	1959	Australia	Nov 09
Mr Nourse	Stuart Henry	1959	U.K.	Nov 09
Mr Payze	M Mick	1961	Australia	Nov 09
Mr Purdue	Roger	1960	Canada	Nov 09
Mr Rialland	Alain J F G	1958	France	Nov 09
Dr Smith	David John	1973	U.K.	Nov 09

SOLAS REGULATIONS

As a result of the Solas revised passenger ship safety standards which are expected to be complied with by 1st July 2010, whereby some older existing passenger ships would incur heavy expenditure to bring them up to meet the required standard or be withdrawn from service, it is known that at least 2 such vessels which were frequent visitors to the U.K. are being or have been sold.

The first of these, "Saga Rose" ex "Sagafjord" built by Societe Nouvelle des Forges de la Mediterranee in France who received the plans and specifications from the Norwegian America Line during the summer of 1960. The build contract was undertaken on 24.9.1962 and the keel laid on 19.6.1963. Sea trials were undertaken between May and September 1965 and the new vessel was named "Sagafjord" in Toulon on 18.9.1965. She was built to such a high luxurious standard that it is rumoured that the expense involved in building her put the shipyard out of business. Her maiden voyage from Oslo to New York took place on 2nd October 1965. "Sagafjord" remained with N.A.L. until 1983 when Cunard Line took over the Company and "Sagafjord" kept her original name. During 1996/7 "Sagafjord" was chartered to Transocean Tours and she was then renamed "Gripsholm" Whilst on charter, at one stage she was damaged by fire. Later in 1997 she was sold to Saga Shipping and refurbished prior to entering service whence she was renamed "Saga Rose" She was a very popular cruise vessel. She left Southampton on 30th October 2009 on a farewell cruise under the command of Capt. David Warden-Owen, ex (Conway) Shaw Saville and Cunard) At the time of writing this article, her whereabouts indicated by A.I.S were in the Gibraltar Eastern Anchorage area, it is rumoured that she was waiting to be sold somewhere in the Med.

The other vessel with many ties to the U.K. was "Black Prince" owned by Fred Olsen. She was built in 1966 by Lubecker Flender Werke in Lubeck, Germany. She was initially built for combined ferry/cruise ship operations and from 1970 to 1983, she sailed the northern hemisphere summer seasons operating a car and passenger service under the name "Venus" for Det Bergenske Dampskibsseelskab and cruised for Fred Olsen in the winter season. In 1986 Fred Olsen bought her outright and converted her to a full cruising vessel. She is reported to have been sold to new owners Saveca in Venezuela and is to be renamed "Ola Esmeralda" to be used for short cruises to offshore islands. However it is also rumoured that the future operation of the vessel in that respect has been banned by the Venezuelan Government on environmental grounds.



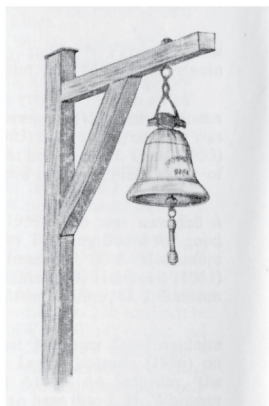
'Saga Rose' Saga Holidays Ltd. 24,528 GRT.
L.o.a. 189m. Bm. 24m. Kts. 20.
Passengers 587



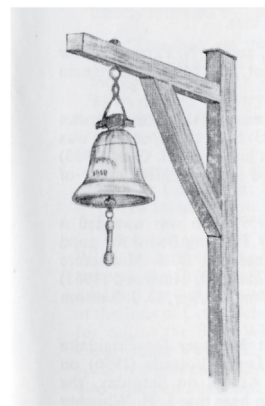
'Black Prince' Fred Olsen & Co. 11,209 GRT
L.o.a. 142m. Bm. 20m. Kts 18.
Passengers 451

MERSEY MEMORIES





THE BELL OF THE AVONMORE



(sketch by Cadet C.P.F. Liddiard reproduced from All Hands No.42 April 1964)

In the summer 2009 Edition of All Hands, I made mention of the ships bell engraved 'Avonmore' 1868, which was formerly situated on the Parade Ground and asked if anyone knew how it had come into the possession of the School of Navigation. A few days later, I came across the answer in All Hands No.41 and 42 dated November 1963 and April 1964.respectively. The bell apparently was 'found' by Capt. Wakeford at South Hill, the School's first home, shortly after he took up residence there and may have come from one of the previous private navigation schools in Southampton run by Captain Gilchrist or Captain Forbes.

Enquiries made in 1964 from Lloyd's register sources revealed that the 'Avonmore' was built in New Brunswick in 1868 and was of 1,158 tons, 180 ft in length and 37.3ft beam with a depth of 23.9ft.and owned by Hill and Co. of Bristol. An enquiry made to Messrs. Charles Hill of Bristol Ltd, brought a confirmation from Mr.John C.S.Hill that his firm had certainly owned two sailing ships called Avonmore and he forwarded a copy of his book, "Shipshape and Bristol Fashion"

Mr. Hill affirmed that the Avonmore Bell 1868 had come from the first Avonmore 1868 and the book described how she had met her end. On 13th September 1869, Avonmore under the command of Captain Corfield whilst outward bound from Cardiff to Montevideo with a cargo of coal met with terrific weather of hurricane force whilst only 30 miles from the Isles of Scilly and was driven onto the rocks near Bude in Cornwall. Rocket apparatus from Bude was taken along the coast to the site of the wrecked vessel by a crew lead by William Simpson the then Officer in charge of the Bude Coastguard Station. Under Simpson's direction, the apparatus was set up between ship and shore and 9 of the crew were taken off. However 6 still remained on the wrecked vessel including one with a broken limb and could not be saved without further assistance. Simpson himself went down to the wreck but the pulley line became fast in the block on the vessel and he had to be hauled through the water under the vessels stern through floating wreckage and despite the risk involved, managed to reach the deck and free the fouled block back to working order. 4 other volunteers were then hauled down from the shore to assist including a Doctor J.King and the wounded man and 5 further crew members were hauled up to safety. Capt. Corfield was the last to leave the vessel other crew members had been washed overboard and drowned before they could be rescued. Captain Corfield stated that never in his whole career had he experienced such terrific weather. For his part in the rescue, William Simpson was awarded the Albert Medal 2nd Class for his bravery.

The above story is not the end of Captain Corfield or a ship called 'Avonmore'. A second 'Avonmore' built in the U.S.A in 1869 which Messrs. Charles Hill bought to replace the one lost off Bude, was itself lost in 1877. A passage from Mr. Hills' book tells the story:- On 9th May 1877, two of our sailing ships were lost from the effects of a terrible earthquake whilst loading guano at Huanillos a place some miles south of Callao. These ships were the 'Avonmore' of some 1300 tons with Captain Corfield in command with his wife and family on board and the 'Conference' of 1000tons. The two vessels were lying peacefully at anchor together with about 30 other vessels which were either loading or waiting for their turn.

At about 2015hrs that day, there was a terrible earthquake and about ten minutes later the sea around the ships became enraged and vessels were literally torn from their moorings completely out of control. One of these vessels, the 'Geneva' crashed heavily into 'Avonmore' causing the latter to start to fill with water. She turned over on her side and sank about twenty minutes after the collision as also did the 'Geneva'. Captain Corfield, his wife and two children and the nurse were washed over board as were most of the crew. In vain did Corfield endeavour to save his family by trying to keep them above water though sadly they and the nurse perished together with four seamen and the Captain of the ship 'Arctic' who had been on board 'Avonmore' at the time. Captain Corfield however was picked up unconscious and in an exhausted condition but survived. (Whilst researching this article I came into contact with a distant relative of Capt.Corfield and was able to assist her with her own research.)

John Downs

A JUDGE PRONOUNCES HIS VERDICT

On a cold afternoon in January 1986 the QE2 sailed out of New York on her world cruise and headed for Fort Lauderdale to embark the last group of passengers before heading out to the warmer climate of the Caribbean. The passenger complement was mainly American, with a small number from other parts of the world. Included in the American contingent was a retired Judge who was travelling on his own, accommodated in a cabin on deck 3.



Cunard ships were one class ships whereby all areas were available to every passenger, but the pre war Cunard White Star tradition of class distinction still prevailed, albeit invisible. Onboard QE2 there were four restaurants and the cabin accommodation governed which restaurant passengers would be assigned to. The top grade cabin passengers on deck 1 dined in the Queens Grill, deck 2 passengers dined in the Princess Grill, deck 3 passengers dined in the Caronia Restaurant. All these three restaurants were looked upon as first class dining locations, with one sitting only enabling passengers to dine at any time before the restaurants actually closed. Cabins on decks 1 to 3 were regarded as first class accommodation. Decks 4 and 5 were looked upon as tourist class and passengers on these decks; they dined in the Mauritania restaurant where there were two sittings with set times. As QE2 was always referred to as a hotel ship, the normal maritime terminology of Galley was not used for the preparation areas for food. The shore side term Kitchen was always used. The Queen's Grill had its own kitchen, the Princess Grill and Caronia restaurant were served from the same kitchen and the Mauritania had its own separate kitchen.

During a world cruise, it was the Cunard policy that passengers were given the privilege of Special Orders for the evening meal. This meant that a passenger could order a special course that was not included in the menu for that day. Commonplace special orders were Caesar Salad, Beluga Caviar, Surf and Turf, Seven Layer Chocolate Cake, Old English Sherry Trifle.

Shortly after the ship sailed from Fort Lauderdale, the Judge visited the Purser's Office and made his views known that having paid the sterling equivalent of £25,000.00 in US\$ for his accommodation, he was of the opinion that he should be dining in the Princess Grill. The staff, tactfully and diplomatically explained the policy of accommodation being linked to the various restaurants and emphasis was made that he was correctly assigned to the Caronia restaurant. The Judge listened carefully, as though he was in Court and intercepted with various questions. On completion he submitted a complaint, but was advised nothing further could be done.

It was from the following day onwards that further complaints were received by staff in the Caronia restaurant and these were associated with the meal either at Lunch time or at Dinner. Head Waiters were unsuccessful in resolving the criticism and the Executive Chef, whilst taking an active role in supervision of his meals ordered, also had no success. Good will gestures of free bottles of wine with the evening meal had no affect whatsoever as the complaints, notwithstanding irritating to staff and in their eyes unjustified, still prevailed.

The shore side management of any shipping line, whenever an unresolved complaint is brought to their notice, always deems that there is a weakness in the onboard management. Any complaint from passengers onboard a cruise liner is always treated seriously as were those from the American Judge, especially as they were continuous.

Following no less than three weeks of complaints, the Hotel Services Manager decided to upgrade the Judge to the Princess Grill and it was ironic that complaints regarding meals suddenly stopped, albeit that the service of food came from the same kitchen and was the same menu as for the Caronia Restaurant.

The Judge had pronounced his verdict in the interests of justice, to himself!



THE EX NAVAL PINNACE, SOUTH HILL

Following on from the research history of Moyana and Halcyon I thought that I would take a look at the two powered vessels which saw service with the then School of Navigation at Warsash.

This first article will deal with the ex R.N.Pinnacle, later to be named South Hill and starts with a copy of an article from All Hands No.1.written by Cdr.A.H.Pierce entitled 'The Pinnacle, An Interim Report':-

"The above title will no doubt cause considerable alarm and despondency amongst our present cadets, who will hastily turn the page in search of a more pleasant subject. However for the benefit of those not intimately acquainted with her, a few details may be of interest. She is an ex –naval steam pinnace, built in 1941 and was originally employed as a tender to large vessels employed on such tasks as ferrying liberty men and stores. Our intention is to convert her into a radar-fitted instructional launch and she will be used for practical training in ship handling, chart work, radar, compass adjusting, etc. She will be used by both senior students and cadets.

When we first acquired her last summer, we found that the original reciprocating engine and coal fired boiler were far too unwieldy and took up too much space for our purpose. Our first job, therefore, was to have this removed and a diesel engine will be fitted in lieu. The original boiler room will then be available for use as a radar instructional room. Her dimensions are as follows:-

Length, extreme.. . . . 54ft.

Breadth, extreme 13ft.

Depth 6ft.8in.

Maximum Draught 5ft.4in.

Her hull is built of double-sheathed African mahogany and is in very sound condition. Her cruising speed will be about 10 kts. Her fairly deep draught has necessitated deepening the approach channel to the fairway. In this connection the School has evolved a quite efficient form of dredging machine, which may be seen working every Thursday afternoon at low tide.

Many Cadets have expressed surprise as to how the pinnace came to be in her present position, so far from the water. This surprise is shared by the officers and all concerned with the operation, and also by a large body of sceptical longshoremen who watched the proceedings from a safe distance. These assured me, with the most doleful certainty, of the awful consequences that would ensue when

- a) the slipway collapsed,
- b) the pinnace overturned
- c) the next spring tide coincided with a south westerly gale.

To complete my uneasiness our expert on ship construction and stability explained at length, and in great detail, just how 'G' disappears up the funnel when a ship is partly waterborne and partly on the slips.

However, the operation was completed successfully, although I have it on high authority that it was sheer will power that kept her in a vertical position on her journey up the slipway. It is interesting to ponder over the problems of getting her waterborne again. There is a large school of thought who considers it impossible to complete this with the pinnace upright and undamaged. Well we shall see. As regards the naming of the pinnace, this has not been finally decided. I have had several suggestions offered, but, unfortunately, non printable!" A.H.P.



Initially painted with black hull



Later with white painted hull

Finally a report from All Hands No.51 November 1968 which reads:- **Goodbye "South Hill"**: 19th July last was a calm day, with the sky blue and full of sunshine.... and about 1600hrs, a familiar sight, seen a thousand times before, passed the Cadet's anteroom. It was "South Hill" coming back from her last radar run. She secured to her buoy, switched off both scanners and that was that. The report recalled that her conversion from an ex naval pinnace was carried out by school staff and cadets, that the days of conversion were not without their disappointments and a disastrous fire wiped out months of toil, but on Tuesday 7th March 1950 she was successfully launched and began her eighteen years of service. The report concluded with the words "She is a sad sight now, disconsolately moored high up the river and stands "for sale" as the seagulls take turn as watchman on board.



The above picture is of South Hill being towed away from her mooring to be sold. Apologies for the quality of the copy, the original photograph was not too good. Has anyone any idea what finally happened to her? One possibility is that she went eventually to Spain. There must be a wealth of stories about South Hill from ex cadets and senior students alike, how about sending a few articles in for future publication. (Please!)

John Downs.

THE INDIES ROUTE

On 12.11.09 at 1444hrs G.M.T. Francis Joyon a well known French yachtsman established a new sailing record between Port Louis in Brittany, France and Port Louis in Mauritius, covering 10, 304 nautical miles in 26days, 4hrs and 13 mins. At an average speed of 16.4.kts.His record has now been homologated by the World Sailing Speed Record Council.

His trimaran IDEC had benefited from favourable weather conditions during the first half of the journey reaching Cape Agulhas after an excellent run before having to face strong head winds on the way north east to the Mascareignes. Establishing this record had beside the sporting interest, an historical one which was re-enacting the old sailing route that ships from Europe took to India in the XVI th century. Mauritius being then an important stopover and port of refuge.

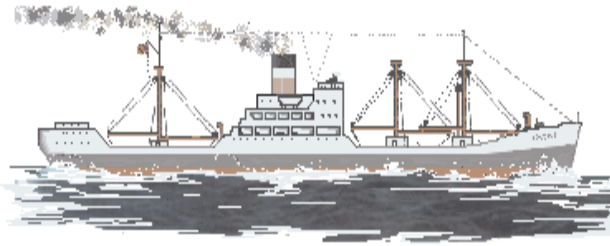
IDEC is 29.7m overall length, 16.5m beam with a 32m tall mast. She carries a sail area of 350sq.m.up wind and 520sq.m.downwind.

Many thanks to our Mauritius correspondent Capt.Yves Goulot for this article which concludes with "How about a Brit taking up the challenge ?"

Perhaps our Membership Secretary could attempt this the next time he visits Yves! (Ed.)



ELLERMAN LINE

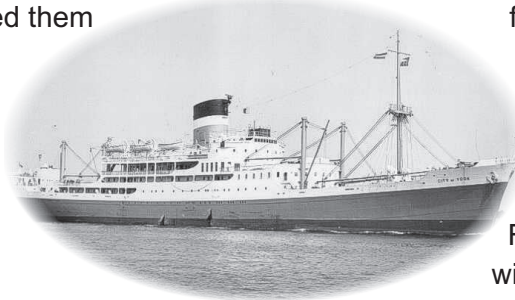


The splendid ships of Ellerman & Pappayanni Line were frequently seen at anchor in the River Mersey and loading and discharging in the Liverpool docks. The buff colored funnel with white and black topping distinguished them

immediate recognition of these sleek appearance. The office other shipping companies in logo etched into the outside of the wooden doors.

programme was undertaken,

new ship. A new policy was implemented of building fast steam cargo liners that held no more than 12 passengers who travelled in style and comfort with similar standards for crew accommodation. The company concentrated on re-establishing their world wide trade routes and purchased from the Government 12 cargo ships which they had managed during the war. By 1952, the company had 25 of these new style 12-passenger ships and had restored the bulk of their pre-war services with a total of 45 new vessels and a further 14 for the Portuguese trade and Mediterranean services. By 1953, the fleet had a total of 94 ships with a carry capacity of 900,000 tons.

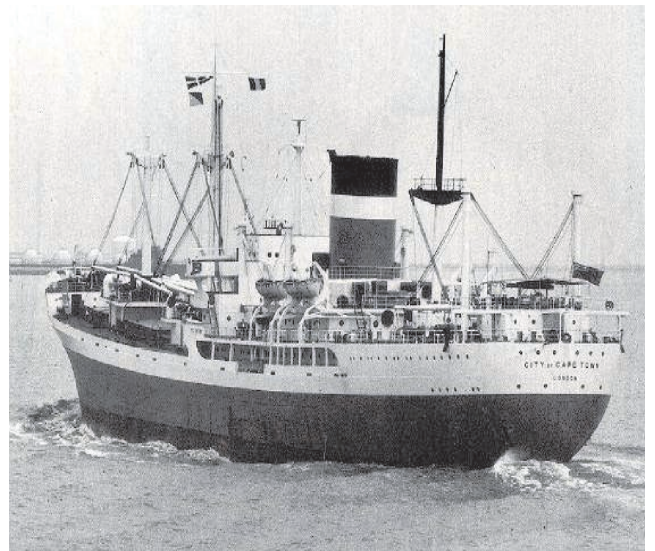
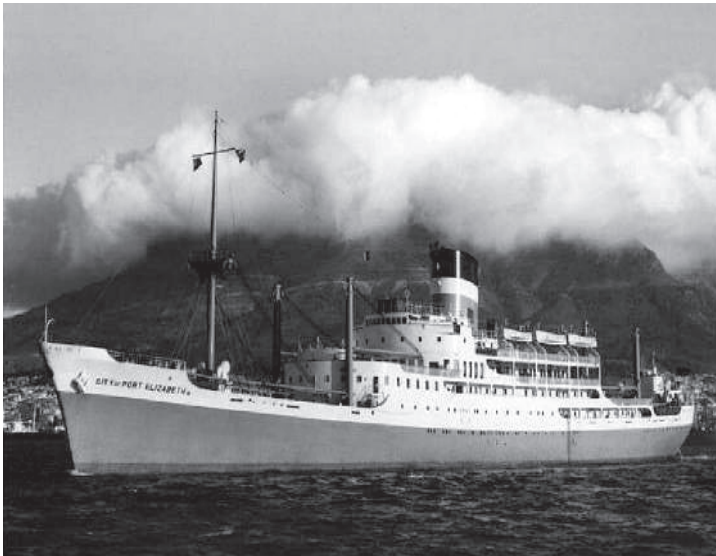


from other ships and gave an popular vessels with their

in Liverpool, the tradition of the 1900s, with the Ellerman windows and glass sections

Following the war, a new building with the *City of Bristol* being the first

Unfortunately in 2002, following the rapid decline of British shipping, Ellerman Lines Ltd became a dormant company.



The editors would like to hear from members who served with Ellerman giving an account of their experience on board these vessels.



SOCIAL EVENT 2010



The Social event for 2010 will take the form an informal dinner at the Botleigh Grange Hotel, Hedge End, Southampton and a short cruise onboard P& O Cruises ARCADIA over the weekend 15th to 18th July 2010. It is hoped that there will be sufficient interest and support from members to make this another successful event following on from the Silver Jubilee celebrations in 2009.

On the Thursday night 15th July 2010 the evening's celebrations will commence with dinner at the Botleigh Grange Hotel and dress will be informal. A special package rate is on offer for dinner, bed and breakfast £102 per double room. On Friday 16th July 2010 members then embark onboard the P&O Cruise Ship ARCADIA at Southampton for a two night cruise to Zeebrugge, disembarking on the Sunday morning 18th July 10 at Southampton.

As previously announced in former issues of All Hands, it is essential to plan well ahead for these short cruises to avoid any disappointment. Whilst it has recently been established that there is availability at present on the ARCADIA, bookings are nonetheless heavily in demand for this cruise and inevitably will get quickly booked up due to the popularity for a July sailing with attractive prices.

Members who would wish to participate in the 2010 Social Event are advised to make their reservations as soon as possible to avoid any disappointment. Full details were sent out in December 2009 as a loose leaf enclosure to the Commemorative issue of the All Hands and also appear on our website.

NEW BUILDINGS 2009



The demand for LNG-FPSO new building is expected to grow fast for South Korea Samsung Heavy Industries. One of the first orders to be placed last year was for the FLEX LNG.

According to foreign media report, as much as 30 LNG-FPSOs were expected to be ordered in 2009 and many offshore ship-owners seem to have strong will to place orders for construction of the offshore unit.

OASIS OF THE SEAS 2009



Size: 225,282 Gross register tons
 Length: 1,187 feet
 Width: 208 feet
 Height (from the water line): 213 feet
 Draft: 30 feet
 Cruising speed: 22.6 knots
 Passenger decks: 16
 Passenger capacity (double occupancy): 5,400
 Passenger capacity (maximum): 6,296
 Crew: 2,165
 Total cabins: 2,706
 Cabins with balconies: 1,956
 Ocean view cabins: 254
 Interior cabins: 496
 Cabins with more than two berths: 683





The most innovative and imaginative ship yet, Oasis of the Seas. This new class of naval engineering genius features the first ever neighbourhood concept where everyone can find a unique experience in one of the seven distinct onboard districts, including:

Central Park – a public space combining nature and nautical life;

Boardwalk – dedicated to family, fun and featuring the new and entertaining Aqua Theatre;

and the Royal Promenade – the heart of many Royal Caribbean ships

28 ultra-modern loft suites and 2,700 spacious staterooms, this 16-deck marvel proves that the impossible is possible.



OASIS OF THE SEAS in Stokes Bay Gosport November 2009

The world's largest cruise ship

Currently based in the Caribbean for 2010 cruises.

SOLENT DIVISION ROYAL NAVAL RESERVE



In the 1960s, not very far away from the Maritime Training Centre Warsash, in the neighbouring docks at No 50 berth Southampton docks, a sea training vessel named HMS WARSASH, was a familiar sight as was HMS WESSEX Solent Division RNR, which occupied the former BOAC building used for passengers travelling on the Flying Boats. HMS WARSASH was a Ton Class Minesweeper.

The Ton class were coastal minesweepers built in the 1950s for the Royal Navy, but also used by other navies such as the South African Navy, Ghana Navy and the Royal Australian Navy. They were intended to meet the threat of seabed mines laid in shallow coastal waters, rivers, ports and harbours, a task for which the existing ocean-going minesweepers of the Algerine class were not suited.

The design of the class was led by the shipyard John I. Thornycroft & Company, and drew on lessons learnt in the Korean War, and numbered 119 vessels. They were diesel powered vessels of 440 tons displacement fully laden, constructed of wood and other non-ferromagnetic materials. Their small displacement and shallow draft gave them some protection against pressure and contact mines, and allowed them to navigate in shallow inshore waters. Primary armament was one Bofors 40 mm gun, although the South African variants also had an Oerlikon 20 mm cannon behind the funnel and a M2 Browning machine gun mounted amidships. Sweeping equipment was provided for moored mines and magnetic mines. Thornycroft & Co of Southampton was the lead shipyard for the class

With the rundown of the Royal Navy fleet in the 1960s, many were sent to become base ships for the Royal Naval Reserve allowing reserve crews to get to sea for short periods without a lot of effort to organize a crew of significant size. Some of these had their names changed to reflect the RNR Division they were attached to.

One of the RNR sea training vessels, attached to HMS WESSEX Solent Division RNR, 50 berth Southampton docks, was named HMS WARSASH but was launched as HMS ALFRISTON in April 1953. She was a regular sight in Southampton Water and the English Channel at weekends when sea training of Reservists took place. In addition to weekends, she was also employed on two week exercise periods, under the command of Admiral Commanding Reserves embarked on a RN ship. All the RNR Divisions' sea tenders formed the 10th MS and in the summer months exercised in the Mediterranean and in the winter periods exercises were undertaken in the North Sea and Irish Sea.

The normal complement of a Ton Class MS was in the region of twenty when manned by the RN, but it was commonplace for the RNR crew to be twice this number in order to gain the maximum sea training available. These vessels were renowned to roll on a ripple and it was necessary to gain your sea legs very quickly, especially in a force 10 at sea. Having acquired your sea legs one never suffered from Mal de Mer again.

In addition to the weekend sea training and annual training periods, Reservists were required to attend drill nights for forty occasions in the course of a year, but it was typical for RNRs to attend both weekly drill nights over a 50 week period. The drill nights for HMS WESSEX were Monday and Thursdays from 1930 to 2130.

Ron Caine



The permanent staff at Solent Division RNR consisted of one Lieutenant Commander RN as the Staff Officer, twelve RN Instructors and three shipkeepers who manned the sea tender whenever trials were required to be carried out during the week days.

Merchant Navy officers who were Reservists served on List One whilst their civilian counter parts served on List Three. It was commonplace for List One Reservists to embark on these sea tenders for weekend training when they were affiliated to a RNR Division.

Sir Robin Knox Johnson, when as a List One Reservist attached to Solent Division RNR



Robin Knox-Johnston finishing his circumnavigation of the world in Suhaili

Robin Knox-Johnston was the first person to sail single handed in a non-stop around the world voyage between 14th June 1968 and 22nd April 1969. He was serving with British India at that time as a Second Officer. HMS WARSASH, in a force 10 at the time, made a rendezvous with Sir Robin off the Scilly Isles and escorted his yacht Suhaili into Falmouth on completion of this epic voyage. Many reporters from the national papers who were embarked to cover his return suffered from Mal de Mer and were glad to set foot on dry land again at Falmouth.



The Editors have been given to understand that there are some members who have been associated with the Royal Naval Reserve during their careers at sea.

STAR OF INDIA SHIP

The sailing ship Star of India is the world's oldest active ship. The sailing ship Star of India was built at Ramsey shipyard on the Isle of Man and launched as the Euterpe in 1863. The sailing ship Star of India began her working life as a cargo ship in the India trade and was nearly lost on her first two voyages, surviving a mutiny, collision, cyclone and the death of her captain. In 1871 the sailing ship Star of India embarked on a quarter century of hauling emigrants to New Zealand. The sailing ship Star of India circumnavigated the globe 21 times during this service. The sailing ship Star of India was sold to American owners in 1898 and renamed the sailing ship Star of India in 1906. By 1923 steam power had replaced sails on merchant ships and the sailing ship Star of India was laid up in Oakland. A group of San Diegans purchased the ship and had her towed to San Diego in 1927. Depression and war delayed the beginning of her restoration until the late 1950s. In 1976, with her restoration complete, the sailing ship Star of India sailed on San Diego bay for the first time in 50 years. The sailing ship Star of India is now the pride of the Maritime Museum of San Diego's fleet of historic ships. She is maintained by a dedicated group of volunteers and skilled craftsman and sailed at least once a year.

Ron Caine



HOMEWARD BOUND



ATHENS VISIT



Whilst visiting my daughter Stephanie in Athens over the Christmas Holidays of 2009, I had the pleasure of meeting Stelios Triantafyllakis who was at Warsash in 1949/1

Stelios had requested that we should meet as he had an important package to hand over to the Association. At his instigation, we met at the Athens Yacht Club, overlooking the magnificent bay of Athens and Piraeus where he very graciously invited my family and I to a most delicious lunch.

As you can see from the above photograph, he is in fine health and spirit. He still keeps himself active by helping his son and his business. He entertained us royally and kept us all amused with his many tales of his experiences. He must be one of the very few people on earth to have witnessed the testing of the Nuclear Bomb on Christmas Island. Not intentionally mind you!

Stelios and his wife come over to the U.K. quite often and we look forward very much to welcoming him to one of our Association gatherings in the near future.

Reg Belcourt.

PACIFIC GLORY



The seas around the Isle of Wight are notable for the many shipwrecks and shipping disasters which have occurred over a period of many years, one of these which came about some 40 years ago was one in which I played a very minor part in one of the enquiries which followed the incident. The drama began about 2100hrs on Friday 23rd October 1970 when the Hong Kong based Liberian registered 43,000 ton tanker; Pacific Glory was on passage up the English Channel bound for Rotterdam with a full cargo of crude oil. The vessel had a Chinese crew under the command of Capt. Chan Shih Pian and had a Dutch Channel Pilot aboard. When the vessel was in a position about 6 miles off St. Catherines Point, the most southerly point of the Island, the Captain and Pilot were suddenly stunned to see the bow of the 46,000 ton tanker Allegro veering towards them out of the dusk, in an attempt to avoid a collision with a third vessel. Unable to take avoiding action in time, the bow of the Allegro ploughed into the starboard side of Pacific Glory, making a large opening forward of the bridge and accommodation superstructure. The Dutch Pilot ordered the engines to be stopped and the lifeboats to be readied whilst the crew were assessing the damage. The Allegro continued on her way to the Nab entrance to the Solent and berthed at the Esso terminal at Fawley where she was later 'arrested' pending further investigations re the incident. During the collision, fuel oil pipes leading to the Pacific Glory's engine room had been severed and at 2230hrs there was a terrific explosion resulting in an 80ft sheet of flame. Five crew members standing on the poop were killed instantly and many more were injured. This was followed by two more explosions and oil leaking from the hole in the starboard side ignited on the water. No attempt could be made to fight the fire and the vessel was abandoned, by that time eight people had died and many more injured, a further five were drowned or perished in the burning oil whilst trying to swim away from the vessel. By 2300hrs the vessel had drifted along the coast and was three miles off Ventnor. The well rehearsed Solent fire and rescue plan "Solfire" was put into operation and fire fighting tugs were soon at the scene whilst local life boats, helicopters and a military hovercraft managed to locate and rescue 29 survivors from the sea. Local Hampshire Firemen aboard tugs fought a 3 hour battle to extinguish the blazing oil on the sea and then brought the fire on board Pacific Glory under control. The next morning, the vessel, now well down by the stern, was pushed by tugs gently along to Sandown Bay, with the intention of grounding her on the Nab Shoal off Bembridge. However before that could happen, the fire again broke out and the tugs hurriedly grounded the vessel onto a sandbank off Dunnose Point. Firemen again tried to get things under control, this battle continued throughout Saturday and finally ended on Sunday afternoon. Thankfully throughout the operation, no oil reached the Island's beaches. Once the Fire Brigade had assured that the fire had been completely extinguished, the wrecked vessel was handed over to a Dutch Salvage team who were able to transfer the remaining oil cargo into smaller tankers and then later remove the wreck itself. No oil residues fortunately reached the Island's shores.

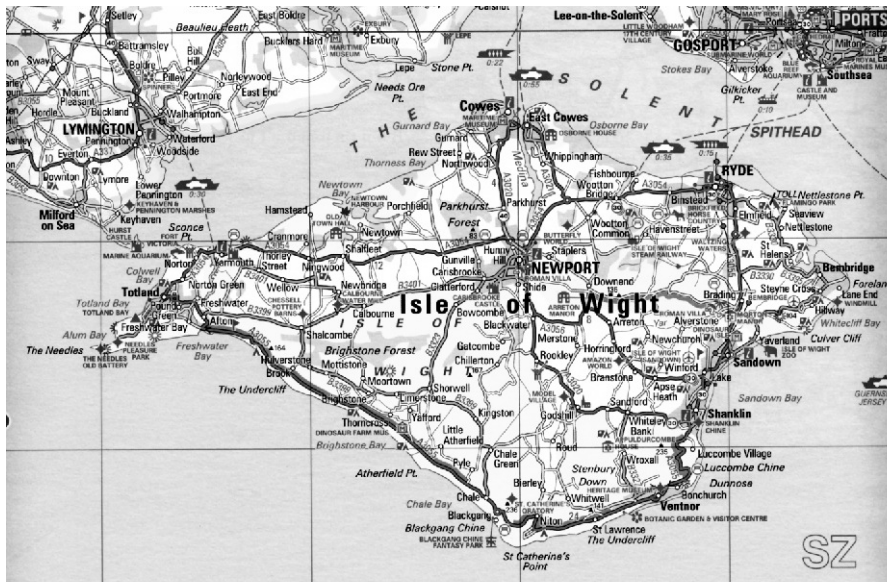
My small part in this operation was in consequence of by that time, I had left the sea and had become a Police Officer then serving with the Hampshire Constabulary. At 0545hrs on Saturday 24th October 1970, I reported for duty as duty Sergeant at Gosport Police Station, where I then learned of the above incident and also of the fact that 29 or so survivors from the Pacific Glory had been landed at the Royal Naval Hospital Haslar, Gosport and that one dead body had been landed at Stokes Bay Gosport, by the then experimental Joint Forces Hovercraft Unit and was in the Mortuary at Gosport War Memorial Hospital. The dead body then meant that an inquest would have to be held in Gosport and that I would take on the role as Coroner's Officer.

On attending the hospital, I soon found out that of course most of the survivors had very little command of the English Language and I needed to find out something of what had happened in order to make a report to the Coroner. I turned to the owner of one of our local Chinese restaurants Mr. Wong to translate but found out that whilst he could understand and converse with most of the crew in their particular Chinese dialect, he was unable to write it down in the form of a statement or translate it sufficiently into English for me!

John Downs

He then asked me to send for a young female relative of his whom it turned out could only speak and write Cantonese dialect, but could speak and write English fluently. Thus we had to wait for Mr Wong to ask members of the crew my questions in the crew dialect, translate the answer verbally into Cantonese to the young lady who then told me in English. As you can imagine, this took some considerable time! Not only that but making a list of the 29 survivors names etc did also.

Prior to going to the Hospital I had appointed one of my more senior Constables as my assistant and directed him to the Hospital to search the body which was still clothed for any means of identification and to clean him up a bit in order that an Officer from the survivors could view him for possible identification. In due course we received information that a further 3 bodies had been recovered from the sea off Littlehampton, Sussex and that the Sussex Force were only too pleased to had them over to us. These were quickly dispatched to us and again my assistant duly searched them for I.D. and we found that each had money belts on with a fair amount of cash, which was duly logged, dried out and entered in Police records. My assistant undressed them and hosed them down (I must say not a job that I particularly liked, good job that I could delegate!) It is to be noted that when he retired from the Force, this Officer gained employment for a number of years as the Manager of one of our local undertakers! All of the 4 dead did in fact have money belts with cash and all were duly identified by a ships Officer. In due course I completed the file and the Coroner was delighted to hear of my previous occupation and service on board 'tankers' and told me that he would leave it to me to answer any nautical points raised at the subsequently arranged inquest hearing which of course attracted a good 'Press' coverage.



OBITUARIES



Cdr. Patrick Sullivan Tailyour (1939)

Patrick joined South Hill as a Cadet on 9th January 1939 and was promoted to Chief Cadet Captain at the start of the Autumn Term. He left on 24.11.1939 to enlist in the R.N.R and in December of that year, was appointed temporary Midshipman and joined the armed merchant cruiser, 'Laconia' which was refitting in Portsmouth Dockyard and which in due course in early 1940 spent time patrolling the Denmark Straits and then across to Halifax, Nova Scotia to escort east bound convoys across to 30 degrees west longitude. After further service in both destroyers and submarines, he had the ultimate great honour of being in Command of one of the latter vessels. He wrote an article published in All Hands Summer 2008 describing his experiences whilst in command of H.M.S. Sleuth which along with H.M.S Solent, were used to act as 'targets' for allied anti submarine training surface vessels. Patrick passed away in early February of this year.

Captain Mike Aldridge

Mike joined the Association in 1971 when he was appointed to the lecturing staff at the then School of Navigation. Prior to this he had served his time with Chandris Ltd. and saw service with Ellerman Lines as Third, Second and Chief Officer. He obtained his Extra Master's certificate after studying at Sir John Cass College in London his time at sea had resulted in him being a Master with Ellerman City Line. He served on the Committee of the Warsash Association for several years. During his time at Warsash, he compiled a history of the Warsash Maritime Centre from 1946 to 1996.



Captain William Ernest Willsted, Extra Master (RSA Medallist)

Willy Willsted was born in Cowes, Isle of Wight and saw service with Alfred Holt. He took Extra Master's at Southampton and gained the accolade of an RSA Medal. He left the sea to take up a teaching position at Hull Nautical College, before transferring to an appointment at the School of Navigation, Warsash initially teaching 2nd Mates students between 1949 to 1952. He then remained with the Senior Student department and was appointed Deputy Director before his retirement. He died on 23rd November 2009, aged 89 years.



Captain Brian (Ben) John Crawford Jones (1952)

Ben Jones joined the School of Navigation, Warsash as a Cadet in the Spring term of 1952. From 1953 to 1962 he served with the N.Z.S.Co in cargo, tanker and passenger ships from Cadet to Chief Officer (Training). From 1962 to 64 he took a job ashore but found it not to his liking and later in 64, took up a position as First Mate on an ex Dutch Coaster trading round the New Zealand Coast. This was followed in 1966 by a year spent as Mate and relief Master on a harbour tug and finally 31 years as Pilot and Senior Pilot at Auckland. Ben and his wife Patricia were able to make the journey back to the U.K. to join in the Silver Jubilee Celebrations in October of this year but sadly died on the 16th December 2009 in Auckland City Hospital aged 74 years.

OBITUARIES



W.M.Morton (1939/40)

W.M.Morton joined the School of Navigation, then at South Hill on 17.4.1939 as a Junior Cadet and took part in the later move to South Stoneham in August of that year. He completed his third term on 17.3.1940 having gained promotion to Senior Cadet Captain and joined Royal Mail Line as a Cadet later that month. During his 3 and a half years Cadetship, he served on the SS Nagara, SS Nariva and MV Gascony. He obtained his Second and first mates Certificates and continued in service at sea during the rest of the war period, in the Pacific, Atlantic and Mediterranean sea areas. Gaining the Pacific Star, the Italy Star and the Atlantic Star. His daughter tells of his stories of visiting Buenos Aires during the war period, where both British and German sailors drank together but at opposite ends of the bar and everyone behaved as Gentlemen. He also felt that he was "lucky" as no ship that he was actually sailing on was torpedoed, though one that he had served on but left, was later sunk with the loss of all hands

After the war, William came ashore for a while and worked for Marley Tiles, but later obtained employment working for the Aden Port trust services as a Pilot and Assistant harbour Master during the period 28th November 1952 to 11th January 1968. In 1953 he married Phyllis whom he had previously met in Melbourne and it was in Aden in 1956 that his daughter Helen was born.

Helen says that he loved being a Pilot and had plenty of tales to tell her about some of the ships Captains which during the course of his employment he became involved with. Despite the later so called 'Military Troubles' in Aden, he had good relations with the Arab workers, no doubt due to the fact that he had learned Arabic and could speak the language quite well. In 1968 he took early retirement due to Aden relinquishing British control and moved back to the U.K. to live in Worcester. He gained employment as a deputy registrar for the West Mercia Constabulary until his retirement at the age of 65.

Both he and his wife enjoyed travelling overseas and spent up to 3 months every 2 years in Australia visiting relatives and friends and later in 1990 visited his daughter who by then had settled in Sydney. He had a long and quiet retirement in Worcester caring for his wife during her final years and he himself after a short battle with cancer, died in St Richard's Hospice on the 8th July 2009, leaving his daughter Helen, son in law Brian and grand daughter Emily and grandson Liam.

Captain E.C.PLOWMAN

Eric Plowman joined B.I as a Cadet in 1942 and spent most of his early seagoing career in their troopships. He remained with B.I and eventually gained command of 'Dunera' and had the sad task of driving her up on the beach at Bilbao when she was scrapped in 1967. He also had command of SS Uganda when she was converted to educational cruising in 1968. His last command was also the last ship to be ordered by B.I. a side loading container ship the 'Zira' in 1972. This vessel was transferred to P&O in the big re-organisation in 1973 and Eric then took up a job as Marine Superintendent for Arya Shipping in Tehran. This employment came to an end when the Shah was disposed of and Eric and his wife returned to Chiswick where Eric worked for the port division of Gray MacKenzie (Inchcape) in London., retiring at 60 yrs of age. He got bored with retirement and he then moved south and acted as Marine Consultant, then Marketing Manager for Poole Harbour Commissioners, for a further 7 years. He later moved to live at Ocean Village in Southampton. He joined and later became Captain of the Southampton Master Mariners Club. Eric crossed the bar on 7th November 2009 aged 83. Our condolences go to his wife Val and three daughters, Rosalind, Christina and Diane.

*Twilight and evening bell
And after that the dark!
And many there be no sadness of farewell
When I embark;
For tho' from our bourne of Time and Place
The flood may bear me far
I hope to see my Pilot face to face
When I have cross the bar*

Tennyson



CRUISING THE CARIBBEAN



Carnival Line



Royal Carribean Line