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# The Journal of the **Honourable Company of Master Mariners**

Livery Company of the City of London  
Founded 1926, Incorporated by  
Royal Charter 1930



## The Honourable Company of Master Mariners

### PATRON

Her Most Gracious Majesty THE QUEEN

### ADMIRAL

His Royal Highness The Prince Philip, Duke of Edinburgh,  
Lord High Admiral of the United Kingdom, KG KT OM GBE

### FOUNDER

Sir Robert Burton-Chadwick, Bt.  
b. 1869 d. 1951

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Wardens and Court from 1 May 2015

### MASTER

Captain H J Conybeare

### SENIOR WARDEN

Captain F K D'Souza MNI

### IMMEDIATE PAST MASTER

Captain S S S Judah MBE MNI

### WARDENS

Captain M Reed RNR RD\*;

Captain R B Booth; Captain W J Barclay AFNI

### COURT OF ASSISTANTS

Commander P R F D Aylott MNI RN; Captain R F A Batt;

Mr P J Blackhurst; Captain S Bland; Mr M F Burrow;

Captain D Chadburn; Captain G R Cowap FNI;

Captain I C Giddings; Captain P T Hanton RFA;

Mr J Johnson-Allen FRIN; Captain R Nosrati;

Captain T Oliver; Commander G D Phillips RN;

Captain M R Powell; Captain M M Reeves MNI;

Captain R S Richardson FNI; Captain N F Rodrigues;

Captain I A Smith FNI FRNI; Lieutenant T Starr FNI RNR;

Captain T C Jewell FEI MNI; Captain J R Freestone MNM;

Captain J W Hughes FRIN MNI.

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The Reverend Reginald Sweet BA RN

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## From The Master

Captain H J Conybeare



Known universally as Jim, I am profoundly honoured and privileged to have been elected as Master of this most Honourable Company of Master Mariners.

It is interesting to note that all of the Past Masters in my time have had such different lifetime careers, yet all of course started by first becoming Master Mariners. This just goes to prove that our training and qualification process truly equips us to take on many different challenges and opportunities to succeed in life, and it is that training opportunity that the Honourable Company strives to continue to provide.

After the training and qualification, you of course to a great degree have to make your own *luck*, and I am the first to admit that I have been more *Lucky Jim* than the opposite.

I was born a *war baby* in Northampton, son of a teacher, then in the RAF, and found my attraction to the sea when at eight years of age I found myself in residential school for very ill children. This school overlooked the English Channel where many vessels were regularly seen.

The combination of sea air and excellent care sorted out my health and so, after a very nervous session with those dreadful oil lanterns used for DoT eyesight tests, I went to pre-sea training at Reardon Smith Nautical College.

Then it was to Port Line as apprentice and Junior Officer, before joining China Navigation Co (CNCo) with a Mates ticket. With no leave taken Masters came around quickly and was obtained in 1969.

Soon after returning to CNCo, I was seconded ashore in Hong Kong for *three months* to the Work Study Team, which was charged with reducing crewing throughout the fleet. Study and subsequent implementation took some two years, after which, rather than being sent back to sea, I was moved into the cargo handling and ship operations management.

There followed a period of challenge and responsibility managing the fleet through the change from break bulk, through pallets, side port loading, semi-container to full container ship operations. This involved vessel acquisition, conversion, purchase of equipment and the contract negotiations for all stevedoring and terminal operations in Hong Kong, Australia, New Zealand, Philippines, Taiwan and S Korea.

The next move was to the Swire Group Management Group and an immediate secondment to an associate Company in Papua New Guinea, with responsibility for a multitude of shipping related activities. This led to a logistics contract to supply all transportation requirements to move everything for the construction of a new Gold and Copper mine at Ok Tedi, some 220 miles up the Fly River. This was a wonderful project won against fierce International competition, and was extremely challenging but hugely satisfying. On completion of the logistics contract, and getting the second stage in the bag, a move back to mainstream to reorganize the Group shipping agency operations in Taiwan.

This was followed shortly by another secondment as Executive Chairman to a 50/50 joint venture based in Singapore with some 23 companies operating in Singapore, Malaysia, Thailand, Australia and Hong Kong, primarily involved in Trading, Travel and Manufacturing. Sadly, this was not to be the anticipated turn around task envisaged, but rather a wind up, shut down, and sell operation. Not a lot of fun, but a real management challenge in terms of dealing with staff, unions, lawyers, bankers and accountants across a range of Countries.

The next move was to Hong Kong as the first General Manager of Cathay Pacific Cargo. The highlight here was taking delivery at Boeing Field Seattle of our first 747-400 freighter. The other side of this posting was learning that airlines have a totally different method of calculating cargo costs and freight rates to the shipping fraternity. Totally legal of course, but difficult for a simple sailor to get his head around!

We are sorry to record the death of the following member of the Honourable Company of Master Mariners:

- Captain Christopher Alan Wraight, 31 January 2015

Congratulations to the following on being sworn in as:

**Freeman:**

Mr John Williams, Captain MacDonald Lucas, Mr Mark Broster, Captain Susan Thomson, Captain Christie Pinto, Mr Nicholas Dowden, Captain Neil Smith, Captain Joseph Walford, Captain Nicolas White

**Member:** Mr John Almond, Lt Derek Ireland, Mr Samuel Holden

**Associate:** Ms Ingrid Muir, Mr Matthew Gormley, Mr Tomos Thomas

**Apprentice:** Mr James Edwards, Mr Elliot Jacob



And to the following who have been clothed as Liverymen:

Captain John Holmes, Captain Lyndon Cooper, Captain Roger Francis, Captain Ronald Bailey, Mr Eric Shawyer, Captain Kenneth Owen, Commander David Phillips, Captain Stuart McQuaker



A move back to Taiwan then came about, when I was appointed the first Chairman of the Swire Group in Taiwan, to follow up on a memo about opportunities that I had written when previously posted there. This was an interesting challenge that had significant interaction with Government, something that came in useful with the next and final move.



This was back to Hong Kong and onto the Board of John Swire & Sons (HK) Ltd and Executive Director of Swire Pacific Ltd, with responsibility for the Industries Division. There were too many businesses and highlights to record here, but setting up and operating the Coca-Cola franchise in seven Provinces in China for a population of over 250 million probably says enough, even though this only represented about 60% of the portfolio.

On reaching my sell-by-date I retired in January 2000 and slowly returned to the UK, which I had effectively left 40 years earlier. Not really being ready to retire and also not knowing much about work and life in UK, I set up a Consultancy principally advising on investments in China, Hong Kong, Taiwan and Vietnam.

I became aware of HCMM through friends and a long term interest in the City of London and associated history, and joined in 2008, was elected to the Court in 2011 and a Warden in 2012.

Married to Miki, we have two married sons and four grandchildren. I am a keen, but not good golfer, enjoy fine wine and travel and enjoy all aspects of the Livery world.

At my Installation dinner I did promise to bore Members with more detail of my career, so promise fulfilled!

In writing this article at the end of my first month in office, I can report that, after representing the Company at some eighteen functions, through the enthusiasm and skill sets of my predecessors, the Honourable Company continues to be held in high regard in the City and Livery world.

In closing I must report on my first duty, which was to represent the Company and all Commonwealth Merchant Seaman, by laying a wreath at the Cenotaph on ANZAC day, which this year also commemorated the 100<sup>th</sup> anniversary of the Gallipoli Landings. This was an inspiring occasion in the presence of Her Majesty the Queen, followed by a magnificent Service of tribute in Westminster Abbey. This event was shown live on worldwide television, but, as I discovered afterwards, sadly the BBC commentators made no mention of the Merchant Navy – a grave error on their part.

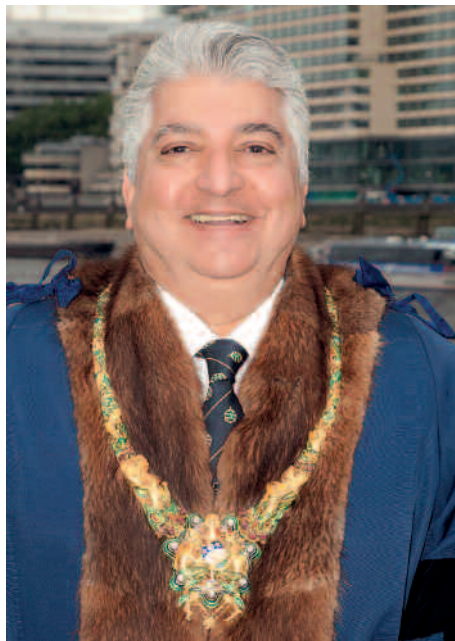
The months ahead are looking busy with the annual weekend for Livery Masters taking place at Ironbridge in early June, followed shortly thereafter by our own Annual Church service at St Michael's Cornhill, followed by the traditional Ladies' lunch.

Both Miki and I look forward to our year

ahead, to representing the Company to the best of our ability, and to meeting as many Members as possible both on board HQS Wellington and on our visits to all the Outports.

## From The Immediate Past Master

Captain Sam Judah MBE



This past year has been a great voyage for both Maureen and I, and I was delighted to have safely berthed and handed over to our new Master Captain Jim Conybeare and his Mistress Miki, and we wish them both a Bon Voyage.

My year can very much be likened to a World Cruise, visiting lots of places, meeting lots of different people and making many friends and having some great food and lots of wine on the way!!

Having been on the homeward strait during the two months of March and April it has proved extremely busy but also very enjoyable. Both Maureen and I were delighted to visit our Outports in Scotland, Aberdeen on the 13th March and Glasgow on the 26th March. I had never been to Aberdeen before, and although it was a fleeting visit travelling by air from Leeds/Bradford Airport in a day, all the members and their guests made us very welcome with good food in extremely convivial surroundings. My Outport visit to Glasgow was a very fitting finale to my year as we dined at the Anchor Line Restaurant. This A1 listed First Class Passenger Booking Offices now tastefully converted to a first class restaurant brought back so many memories of my years with Anchor Line, and all the pictures

reminded me of all the ships I had visited as a boy. Maureen and I together with the Clerk Angus and his wife Paula were royally entertained and well looked after by our members and their guests. My thanks to the members of all our Outports for their very kind hospitality and welcome and we wish them every success and enjoyment in the years to come.

I was very much looking forward to welcoming all the Livery Masters and their Clerks to our Court Lunch on Wednesday 11th March who had extended their hospitality to the Clerk and me throughout the year. The event was extremely well attended and also well supported by our Wardens, Past Masters and members. I received very many letters of thanks and much praise for our hospitality, food and service afterwards.

Both Maureen and I also attended the Lord Mayor's Dinner Banquet in March at the Mansion House which was yet another spectacular event. Visits for both Lunch and Dinner to very many Livery Companies followed during March and April. The Fuellers Dinner at the Guildhall was a grand occasion where Maureen and I were presented to HRH Prince Edward. At the Gardener's Dinner in April I was honoured to meet and speak for some time to the world famous Chef, Raymond Blanc whose Restaurant we love to visit in Oxford. Both the Clerk and I also enjoyed our outing to the Vintners for Dinner and there was some wine to go with it. It was fascinating trying to pair the many glasses of wine with the food expertly guided by the Master of Wines on our tables.

The Mistresses' Lunch onboard WELLINGTON on the 8th April was extremely well attended by the Mistresses and Consorts of the various Livery Companies and they all clearly very much enjoyed the tours of the ship, our hospitality, the excellent food and the service.

As I handed over to Captain Conybeare, our Master at the end of April, I have had some time to reflect on my year in office, which has been enjoyable, fun, productive and relevant. We have enjoyed both the City Livery events and those of our own Company as well and I would like to thank our members, their ladies and guests who have supported our events. I have enjoyed interviewing many prospective Members and Freeman, and enjoyed carrying out their induction followed by curry lunches, which has been an excellent platform to get to know them, as well as learning more about their careers and experiences.

My year wouldn't have been half as enjoyable if it wasn't for our Clerk, Commodore Angus Menzies and his team onboard the Wellington. Without Angus's help I wouldn't have known where I was supposed to go, what I should wear, who I should talk to, how I should get there and when to leave. And oh! The badge!! "Do not forget the Badge, Master!" In his day job, as both the Clerk of the Company and Chief Executive of the WELLINGTON Trust, he has performed with great skill, diligence and assiduity, and always with a smile. Angus, Thank you!

If it weren't for Alison, we wouldn't have any functions or seating plans, and a guide for our schoolchildren when they visit our ship, without Patricia we wouldn't have any new members, and without Penny we wouldn't have any money!! I thank them for their continued support to the Company and for making Maureen and my stay on board very enjoyable.

Martin the Engineer and his son Joe – I know an Engineer without an engine but there's plenty to do! Without them we wouldn't have such a good-looking ship. Every time I have been onboard, I have seen them working tirelessly, fixing things and making them safe for all.

Simon, looking after the Wardroom but also ensures all the sandwiches and fish and chips are ordered and served for us all. Always ready to oblige. Phyllis always there at the reception to offer a warm welcome and chat about cricket and Barbados!

What can I say about Igor? He was my minder and always around to switch those alarms off! Both he and his Iryna have really looked after me and every time he has returned from the Ukraine, he has plied me with his local brandy!! David too ensured everything was locked up and safe for when I went to bed.

I couldn't finish without paying tribute to our caterers the "Cook and the Butler": Mark Grove and his team Frederica and Diana in particular, who have provided a service of the highest calibre. The Livery Companies and Masters who have enjoyed the hospitality on board, each and every one without exception has praised the excellent food from Bob the chef and the service, which must rank us at the very top!

I would like to thank all the Wardens of the year, the Past Masters, Members of the Court and Chairmen of all committees who have supported me and the Company during my year in office and the very interesting and productive Court Meetings ensuring yet another successful year for our Company.

As I sign off, and we return to our ever growing family, both Maureen and I would like to wish our new Master Jim and his Mistress Miki every success and enjoyment in their year of office and we look forward to the continuing success of our Honourable Company of Master Mariners for very many years to come.

## Clerk's Corner

### Commodore Angus Menzies RN



## City of London Briefings

Freemen and Liverymen are encouraged to attend the City of London briefings which tell you about the City and its structure and are designed for all Liverymen, and indeed Freemen, Court Assistants, and Wardens (as well as their spouses and partners who are very welcome to accompany). All are at 1700 for 1730 in the Guildhall, and are over by 1930. Registration and bookings are preferred via the website [www.liverycommitteecourses.org](http://www.liverycommitteecourses.org) but if this presents difficulties, please contact the Course Administrator at Guildhall, Claire Holdgate [Claire.Holdgate@cityoflondon.gov.uk](mailto:Claire.Holdgate@cityoflondon.gov.uk) telephone 020 7332 3176.

## Merchant Navy Senior Officers' Courses

This Masters and First and Second Mates Course runs three times a year and is aimed at to foster relations between the two services and the programme is a mix of lectures, visits and practical demonstrations all tied together with a strong social thread. It includes briefs on the Royal Navy's ships, weapons, and worldwide operations. It also includes a day at sea in a warship during a *Thursday War* – a visit to Royal Marines

Pooler provides a slant on anti-piracy initiatives and indeed the UK Chamber of Shipping also brief from their perspective. The whole course runs for 4½ days.

Briefs will be provided from Northwood HQ, the FCO Piracy Desk (Gulf of Guinea), DFT and the UK Centre for the Protection of the National Infrastructure (CPNI) and European Union Naval Force (EUNAVFOR). Also a brief and buffet lunch will be provided by the UK Chamber of Shipping.

Numbers as ever are always tight, and if you wish to attend any of these Courses, please email to Lt Cdr David Carter RNR (formerly Shell Tankers) at: [navyoptrg-mwswtgmtr2@mod.uk](mailto:navyoptrg-mwswtgmtr2@mod.uk) or write to, Royal Navy Merchant Navy Liaison Officer, Maritime Trade Section, Maritime Warfare School, HMS COLLINGWOOD, Newgate Lane, FAREHAM, Hampshire PO14 1AS.

## Congratulations

Liveryman Commander David Vaughan OBE, Chief Executive and Harbour Master of Teignmouth Harbour Commission, has been elected by the Council and members of the UK Harbour Master's Association to be their new President. The Association represents Harbour Masters from across the UK, including major ports such as London, Southampton and Felixstowe. Commander Vaughan is also currently Chair of the South West Regional Ports Association and was recently re-elected as Chair of the Teign Estuary Partnership.

Freeman Rear Admiral Ian Moncrieff CBE and former UK National Hydrographer, recently appointed as a Non-Executive Director on the Board of the Port of London Authority is also now appointed Deputy Lord Lieutenant for the County of Somerset.

## Committees

The Company operates five Standing Committees (this means permanent and reporting direct to the Court). They generally formally meet four times a year and cover the following areas:

- **Finance** – all aspects of the Company's investments, subscriptions and accounts;
- **Membership** – policy on membership criterion, recruiting, and numbers;
- **Education & Training** – oversight of training standards and the Apprenticeship Scheme;
- **Technical** – oversight of professional practices in every area of maritime business and shipping;
- **Treasures** – management of all models, art, library and silverware collections.



Members, particularly those contemplating standing for Office in next year's election for the Court, are invited to consider joining one or more of those committees and thereby to take part more in the day to day life of our Company. Membership will not take up much personal time and a great deal of the work is achieved by email. If interested, I am always delighted to update members on the workings of the Committees.

## Company Schools

For many years the Company has had a formal connection with two London Schools with a maritime connection. Firstly, the London Nautical School in Southwark, where Freeman Captain Rodney Lenthall (old boy of LNS) is currently Chair of Governors of a school with an obvious maritime connection. Somewhat less obvious is our position on the Board of Governors of George Green's School. The school is over 160 years old and the present building is the third of this name. The original school was founded by George Green, a successful shipbuilder from Poplar in east London. He had begun his career as an apprentice at the Blackwall Yard in 1782 and in 1796 he married his employer's daughter (always a useful practice).

George Green became a wealthy man building the *Blackwall* Frigates for the Royal Navy, but he spent the bulk of his wealth on charitable works. He founded alms houses, sailors homes, a chapel, and in particular schools.

It was in 1828 at the corner of Crisp Street and East India Dock Road that the first George Green's School was founded. In January 1976, the present George Green's School came into being at the southern tip of the Isle of Dogs facing Greenwich. The second building is still in use, and is occupied by Tower Hamlets College as an annexe.

It was of course not only the buildings that changed. From being an Elementary School, the School passed through the stages of Elementary and Grammar School from 1928 until in September 1975 it took in its first comprehensive intake, and became the secondary school for the Isle of Dogs, sharing its building with other agencies. Freeman Captain Philip Wake (and CEO of The Nautical Institute) is currently Chair of the Board of Governors. Captain Wake is due to retire from the Board this month and the Honourable Company is seeking a suitable volunteer candidate to take up our place at George Green's.

In essence the role of our Governor is to act as a trustee of the School's Trust which owns the land and leases out the original site and which has considerable

investments. There is one Board meeting per school term and appropriate training is available from the local education authority. Any Members interested in considering taking up our position on George Green's Board should contact me in the first instance.

## Honourable Company of Master Mariners and Howard Leopold Davis Charity

Members are reminded that our associated HCMM and HLD charity is focussed on the support of needy Merchant Navy Deck Officers and their dependents. Any member knowing of a mariner or widow in need should contact the Clerk.

## Legacies

Have any Members considered remembering the Honourable Company in your Will? This is a very tax efficient method of supporting the Company. Such a legacy can be made in a number of ways, including the following:

- A sum of money: this can be a specific amount (or can be index-linked to rise with inflation).
- A specific item or items: this can be property, shares, bonds or other items of value.
- A gift from the residue; this can be a percentage or share in the remainder of your estate after other gifts, debts and tax have been met, and such gift can also be made as a reversionary gift after taking care of family or friends for their lifetime.

As the financial, legal and tax issues associated with leaving a legacy may be complex, depending on an individual's circumstances, it is strongly recommended that appropriate professional advice is taken to ensure legal certainty and tax mitigation when considering making or revising a Will to provide a legacy. In the case of a substantial gift it is also suggested that your family and/or future dependents be made aware of your intentions.

## Accommodation

There are two en-suite cabins, one double and one twin, in WELLINGTON for the use of members (£50 single, £60 double occupancy). Both cabins have colour televisions, digital radios and full WiFi facilities. Please let us know if you will be arriving after normal working hours to check in and collect your key.

If unable to book onboard, The Vintner's Company, Upper Thames Street, London EC4V 3BG (close to Cannon Street or Mansion House District/Circle Line Tube Stations) offers our members access to their overnight accommodation; some rooms are en-suite and start at £60 + VAT.

## Contact

www.thegeneralmanager@vintnershall.co.uk  
Tel: 0207 651 0748.

Members who are still *servicing* may make use of the facilities of the Union Jack Club at Waterloo Station, where a single ensuite room begins at £72.00 and a double ensuite room begins at £126.00. Contact Daiva Sobole, Advance Reservations Manager (daiva@ujclub.co.uk); Tel: 0207 902 7379, Fax: 0207 620 0565; Union Jack Club, Sandell Street, London SE1 8UJ.

## Income Tax Relief on Annual Subscriptions and Livery Quaterage

The Honourable Company is approved by Her Majesty's Revenue and Customs for the purposes of Section 334 of the Income Tax (Earnings and Pensions) Act 2003 (which replaces the previous legislation). Where a member is employed in a marine or marine related occupation, the Annual Subscription and Livery Quaterage is allowable as a deduction from earnings for tax purposes (but not Freedom or Livery Fines). Section 334 is limited to earnings from employment, but members who are self-employed receive relief under Schedule D.

## Library

New publications received recently are:

- *The Ships that Saved an Army*: Russell Plummer ISBN 1 85260 210 4 (donated by Captain Terry Lilley)
- *The Admiralty Manual of Seamanship* 12th edition 2015 ISBN 978-1-906915-49-0 (donated by Commander David Parry)
- *The Antarctic Paintings of Edward Seago* ISBN-10-0-901021-05-9 (donated by the Scott Polar Institute)
- *Port Line* Captain A G Russell ISBN 0-9510440-0-1 (donated by Captain Robin Batt)

## Social

- Curry Lunches on: Friday 31 July 15 [currently FULLY BOOKED with a waiting list], Friday 25 September 15 [currently FULLY BOOKED], Friday 30 October 2015 and Friday 28 November 2015. Members are reminded that guests must conform to our Curry Lunch dress code of jackets and ties. A stock of maritime type ties is held at Reception. Also, that set tables and individual groups will be called forward by the Catering Manager when they should rise to select their curry lunch.
- Now an annual fixture, the fourth of our Outport Ladies Lunches is on Friday 24 July 2015. **This Lunch is aimed at ALL**

members of the Company and their wives with a particular theme to attract Outport Members and their Ladies and an opportunity for the Outports to get together and to meet the Master and the Wardens and other Members – book early to secure a place.

- The Members' Lunch on Wednesday 16 September 2015 (1230 for 1300). This lunch is primarily a Company event for ourselves and private guests (not spouses or partners), with the guest of honour being the Lord Mayor of Westminster. Wardens will wear Morning Dress; Court Assistants and members, who wish, may conform, although lounge suit is perfectly acceptable.
- The Annual National Service for Seafarer's at St Paul's Cathedral on Wednesday 14 October 2015 (1700), followed by our traditional Hot Pot Supper onboard (1900 for 1930). The Service is usually attended by HRH Princess Anne and by the majority of the maritime sector in London. Tickets should be ordered as soon as possible from the Office. Both the Service and Hot Pot afterwards, are for us, our ladies and partners and private guests. Members do not have to attend both events. Wardens will be wearing Mid-Morning Dress; Court Assistants and members, who wish, may conform, although lounge suit is perfectly acceptable.
- The Ladies' Night Dinner on Friday 9 October 2015 (1830). This event is for our Ladies and Partners; private guests are also most welcome if there is space available. The dress is Black Tie.
- The Lord Mayor's Parade Day Families Lunch on Saturday 14 November 2015 (1215 to 1500), which provides an excellent opportunity to view the Lord Mayor's Parade when it sets off on the Embankment next to the ship (between the lunch main course and the desert!). By tradition, we are joined at this event by representatives of three other Livery Companies and so the Honourable Company has a total allocation of 25 places. Children are welcome, so please book early. Attendance at the Lunch does not bring with it the opportunity to remain onboard afterwards to witness the evening fireworks, where space is extremely restricted and formally allocated in support of the Lord Mayor's programme and charity. Dress is (warm) Jacket and Tie.
- The Member's Lunch is now confirmed on Friday 20 November 2015 (1230 for 1300). This event is for us and private guests (not spouses or partners), where the guest of honour is the (new) Lord Mayor of the City of London. Wardens will wear Morning Dress; Court Assistants and Members, who

wish, may conform, although Lounge Suit is perfectly acceptable.

## Wardroom

The Wardroom is available for members and their private guests from 0900 until 1700 either to relax during busy visits to London or to conduct business. You should advise if you will be onboard, to prevent over-booking. The bar opens from 1230 to 1430, when the Chief Steward, Simon, serves a full range of drinks and cold and hot food (hot food should be ordered 48 hours beforehand and is available when Bob the chef is on duty, please check beforehand). The menu on offer is:

### Hot – all priced at £7.50

*Poached Salmon Salad*

*Grilled Chicken or Steak Baguette with shoe-string Fries & Salad*

*Sausages and Mash & Onion Gravy*

*Bob's Special Fish 'n Chips*

### Cold – all priced at £3.00

*A full range of sandwiches on brown or white bread*

*Bob's HCMM Special, the 'Master's' Club Sandwich (£5.00)*

Members are reminded that during bar opening hours any formal business meetings underway in the Wardroom must be put on hold and, that dress for members and their guests in the Wardroom is jacket (optional in the summer) and tie. A stock of spare maritime ties is held in Reception

## Wardroom Notes

**John Johnson-Allen**

Honorary Wardroom Mess Secretary



As I write this, in late May, looking out on a gloriously colourful bed of irises and wallflowers, the pleasures of the summer are coming upon us.

By the time you read this we shall have enjoyed the Annual Service at St Michaels, Cornhill, which is always an uplifting

occasion, then followed by the Ladies Lunch, which makes the day even more enjoyable. A bit later in the month there will be the Reception in the early Evening.

On 10 July we have the 11<sup>th</sup> Maritime Charity Ball on board. The theme this year is an Oriental one and I am looking forward to seeing some interesting Oriental attire. If you receive this Journal before 10 July, but you haven't booked and think you might like to attend do ring the office to see if there are any spare places available. We have had to increase the cost this year by a very modest five pounds, the first increase since the first ball 11 years ago and costs now £32/£27.

And, lastly, my customary reminder that if you wish to have a hot meal in the wardroom at lunchtime it is necessary to ordered 48 hours in advance and that if your requirement is a sandwich it is prudent to contact the office beforehand.

## The Wellington Trust

**Captain Stephen Taylor**  
Chairman of the Trustees



Two subjects currently dominating the workload of the Trust are the impending move of the ship, and the submission of our Heritage Lottery Fund bid to develop the ship into a permanent exhibition on the history of the Merchant Navy.

### Garden Bridge

If all goes well with the current legal arguments over the establishment of the Bridge, we should be moving to a new berth some 50 metres downstream, in January/February next year. There will be some disruption during this period and we are negotiating with the Garden Bridge Trust to minimise this. We are working closely with the GBT, their consultant engineers, Arup's, and the chosen bridge constructor. We may have to be temporarily moved some 2 metres outboard for a couple of weeks, but all



services will remain in place. There has been some interesting press coverage of the Bridge in the past few months, no all of it very favourable, and the Bridge is not out of the woods yet with a legal challenge underway- just keeping all our fingers crossed!

The concept is to link the South with the North Bank, so developing an enhanced tourist link. At the same time, the North Bank is developing a number of initiatives, including heritage, which the Trust is involved in. Our footprint also extends to being a member of the Thames Estuary Partnership (TEP), a charity bringing Thames Estuary stakeholders together to work towards the best social, economic and environmental outcomes for the Thames. The TEP has spawned an education group, which we also belong to as part of the Trust policy to promote our key role in teaching about the sea, the Merchant Navy, sea trade, and the history of HMS Wellington. With the Bridge in place, we expect a much larger footfall on The Embankment and a therefore a far wider public knowledge of the ship and what she stands for. We are also attending meetings of the GBT Operations Group, which is a team of neighbouring stakeholders who have a real interest in the likely effects the Bridge will have on the local environment and crowds.

## Project WEFT (Wellington's Future)

The aim the Trust has always had, since its inception 10 years ago, has been to raise money to maintain and preserve the ship. Since I took over as Chairman almost 8 years ago, the Trustees have accepted and agreed that the means for this is Education, and to promote our charitable purpose to educate the nation about the history of the Merchant Navy. Our policy over the past few years has been to build up experience and knowledge of operating public displays, before going to the Heritage Lottery Fund (HLF) to seek a major grant to develop the ship into a permanent public exhibition. This will tell the story to our nation of how our great country expanded and became a supreme international power through the might of our Merchant Navy and sea trading. We believe that this will encourage sponsors to invest in us. The heritage hull of the old RN sloop makes a unique venue for this. We have a small committee, with some expert outside help, now drafting the bid to submit to the HLF, due in early September. This is a major undertaking, and will involve the forward part of the Main deck becoming effectively a museum.

The HLF bid will involve a major fund raising campaign, but this time with a most positive and laudable aim. We will be seeking the help of Members, particularly with legacies and contacts. If our bid is successful, we should know by Christmas; we then embark on at least a one year programme, to really flesh out the detail of how we are going to achieve the plan, and this would be supported by HLF funding to provide the professional help we need to undertake this task. This would then be followed by the second part of the bid to the HLF, containing the precise proposal. If successful, and the necessary matched funding is in place, work can commence. I estimate the earliest for this would be early 2017, and the completion could take up to a year to allow for most of the normal activities to continue on board. I was honoured with an audience with our Patron, Princess Anne on 26th May to brief Her Royal Highness on our plans and to gain her support.

## Education



*Hedgehog Model*

With the introduction of the secondary school programme, we have been given a model of an anti-submarine Hedgehog bomb, which system the Wellington was fitted with in 1943. It has become part of the lesson plan for Secondary schools, and has been installed on a Martin Brownjohn pedestal on the old 3 inch gun deck (above the Committee Room). The Trust is hugely indebted to Captain Robin Batt, who along with our new Education Consultant, Rebecca Swan, photographed the only original Hedgehog at the Explosion Museum. This was then manufactured into a replica by a friend of Robin's! The Curator at Explosion said he couldn't tell

the original and the model apart! Rebecca has also taken over as our Education lead from Annie Todd who has given us 5 great years of her expertise and time to really develop our classes; Annie still wishes to be involved and happily remains on the Education Committee.

## HATS.

The HATS exhibition has come to an end after 7 operating months, which have seen over 18,000 visitors plus an additional 5000 guests on board for events and who were able to take advantage of a viewing. It had also gained us over £8000 from donations. The exhibition has been a huge success, and has helped us move forward with our WEFT plans. In particular, the very favourable comments from visitors who much enjoyed and learnt from viewing the ship models on the Main deck, have been a major encouragement to us. I do thank those members of the Honourable Company who have helped us in one way or another, especially the Guides. We are planning to open the ship to the public on Sunday 28th June (Sea Awareness week), and for Open House on Sunday 20th September.

## ABLE SEAMAN Peter Gibbs

On 5 May 15, we celebrated onboard WELLINGTON, the 90th birthday of Able Seaman Peter Gibbs, our remaining survivor and veteran of HMS WELLINGTON in the Battle of Atlantic. He was accompanied by many members of his family and the usual good time was had by all and a cake was duly cut with great ceremony. Peter Gibbs was the starboard loader and maintainer of WELLINGTON's Hedgehog anti-submarine mortar system and he was delighted at the party to formally "present" the replica of the hedgehog bomb to the ship!



*Peter Gibbs presents the Hedgehog*



## Heritage Evening Programme 2015

Monday 14 September 2015	The Fascinating Early Years of Royal Dutch Shell	Shell Film Unit/ Captain R. Brown
Monday 12 October 2015	TE Lawrence and the Red Sea Patrol	John Johnson-Allen
Monday 9 November 2015	A Master class with Ossie Jones: Marine Art Displayed	Ossie Jones
Monday 14 December 2015	Surgeon on a Troopship	Dr Robert Bruce- Chwatt

## Heritage Evening Programme 2016

Monday 11 January 2016	The history of the Five ARK ROYALS	Rear Admiral David Snelson
Monday 8 February 2016	200 years of Swire's and the China Navigation Company	Robert Jennings
Monday 21 March 2016	Refugee Fleets & the Allied War Effort In World War II	Captain Adrian White

## Wellington Trust Heritage Committee

**John Johnson-Allen**  
Chairman, Heritage Committee

In the last issue of the Journal I set out details of the talks for the coming season. We are still waiting for a potential firm date for a Lusitania Exhibition but it is hoped to take place in August. More progress has been made with talks, and subjects for September 2016 to January 2017 are now also agreed and speakers arranged. We are now in the fortunate position that speakers will ask to give a talk as one of our heritage evenings which means that we are able to book up well ahead.

The *Hospital and Troop Ship* exhibition will have finished by the time this Journal comes out. I'm sure it will be reported on in great detail elsewhere in the Journal but it has been the most enormous success. I have been asked to give a talk on hospitals and troopships of the First World War to a branch of the Western Front Association next year. If you belong to a group that would like a talk about that subject, please do ask and I, subject to a satisfactory date being arranged, would be happy to come along and give the talk.

**There is one important change to the timings of heritage evenings. They will start at 1830, the wardroom opening at 1800.**

## PDC Column

**Captain Geoff Cowap**

The Mentoring scheme continues to progress and expand. The mentors' seminar held on 10<sup>th</sup> April was well attended. It was an opportunity to report the findings of the Houghton review to those mentors who were able to attend.

The report praised the Honourable Company for developing such a successful scheme by utilising only the resources provided by enthusiastic volunteers. It was recognised that there is clearly a need for such a scheme and that the cadets being mentored saw great value in it.

It was noted however, that there was lack of consistency across a considerable number of mentors and that the scheme was from the outset, informal and dependant very much on the individual personality of the mentor. There was little evidence either of a structure within the scheme or of targets to be met by either mentee or mentor. There was no effective training offered to mentors. Mentors generally considered the practice of mentoring as a friendly, pleasurable and social activity.

Whilst the report supported the informal approach to our mentoring scheme, it was suggested that if it was to withstand scrutiny from an external body, we should provide a more structured approach, but without the rigidity of formal and organised mentoring.

The E&T committee considered that in order to address the points raised in the Houghton Report, a working group should be formed to consider what changes were needed and how the Mentoring Scheme should proceed in the future. The working group is chaired by Warden, Captain Rob Booth who accepts that a more structured scheme is necessary but retaining informality wherever possible. As a result of numerous conversations with mentors, I have come to appreciate the need for mentor training and consider this to be a priority. A proposal for the enhanced mentoring scheme is currently being prepared and will be put to the E&T meeting in July.

The number of mentees on the scheme is reaching saturation point. Younger trainees, those under 21, are required by the traditions of the Livery, to be allocated a Master who is a Liveryman of the Company. It is becoming increasingly difficult to pair a young cadet with a Liveryman who lives or works close to the hometown of the cadet. We need more of our Freeman to take Livery. Any Freeman interested in taking this next prestigious step in the Company should contact the Clerk who will arrange for each applicant to obtain Freedom of the City of London, a prerequisite to becoming a Liveryman of the Honourable Company.

On Friday 29th May, I attended the inaugural Brigantes Breakfast at the Midland Hotel in Manchester. Over 1200 Liverymen of the City of London are resident in the North of England, with 41

Companies having 10 or more Liverymen in the area. To enable Liverymen of all Companies to meet together in the North, especially those less able to travel regularly to London, the Brigantes Breakfast was born. The name is derived from the Brigantes Tribe which occupied a similar geographical area in pre-Roman times. 250 Liverymen, some accompanied by their spouses and including some 17 Masters enjoyed a fine breakfast in the prestigious Midland Hotel. Over 70 Livery Companies were present and the Honourable Company was represented by Liverymen, Peter McArthur, Ron Bailey and myself. We were entertained during the breakfast by the *Three waiters* a group who mingled with the wine waiters until they broke their cover and gave an amusing operatic performance to an appreciative audience

The 2016 Brigantes Breakfast will be held in the Cutlers Hall in Sheffield on Friday 20<sup>th</sup> May 2016. Liverymen of the Master Mariners living North of Birmingham should make a note in your diary.

I was invited to an open day at Warsash Maritime Academy by the trustees of the Maritime London Officer Cadet Scholarship (MLOCS) on Friday 15<sup>th</sup> May. MLOCS is a charity that supports around 20 cadets each year by providing funds to enable young people to undertake the three to four years of training required to obtain their first Officer of the Watch Certificate. The Education Charity of the Honourable Company supports one officer cadet, Philip McAllister, on the MLOCS training scheme. Philip is pursuing a Foundation degree course and is currently at sea on the Swire vessel PACIFIC HARRIER, on his final stage before taking his orals exam to gain his OOW certificate.

Warsash Maritime Academy currently recruits 280 cadets per year. During the day, the visitors were given a tour of the campus both engineering and deck. The college has a state-of-the-art bridge simulator with very realistic graphics. They also have two ECDIS suites and the Academy provides both generic training and type specific training on equipment from two separate manufactures.

Training on ECDIS is causing concern in that there are some 30 manufacturers each with more than one model and as yet there are no statutory standards for the control or the facilities offered. The E&T Committee is planning an ECDIS workshop in the near future and will invite seagoing users from Masters to cadets to participate.

The Honourable Company of Master

Mariners has supported a LinkedIn closed group for several years. After consultation with the original owner, I have assumed the responsibility of managing that group. It is exclusively for use by members of the Honourable Company and can be used as a forum to discuss any topic with a maritime theme - if you have not already joined this group, perhaps you might consider taking a look. Any member can request to join. I will check all requests to ensure that those participating are genuine members of the Company. The Nautical Institute has a very lively LinkedIn group and many of the discussions on that group are transcribed and printed in *Seaways*. Any interesting maritime discussions on the HCMM LinkedIn Group could similarly be presented in the HCMM journal.

The HCMM LinkedIn group is not to be confused with the Mentoring@Sea LinkedIn group. The mentoring@sea group is exclusively for mentors and mentees. Discussions on this group will NOT be published in the journal.

Finally may I remind you of Mentoring Monday: Mentors and mentees are encouraged to come to the wardroom on Wellington from 1230 onwards for an informal chat on the first Monday of each month except January or Bank Holiday Mondays.

## Achievements

Congratulations to Sam Caulkin on receiving a First Class BSc (Hons) in Marine Operations Management from Warsash Maritime Academy.

Congratulations also to two of our Associates, who have persevered, stayed the course and now have their Master's Certificate of Competency. Well done William Whatley and Alex Wroe.

On achieving their Chief Mates Certificate: Mathew Finn, Harry Harris, James Robinson-Burge and James Wright

On achieving their OOW Certificate: William Bradstreet, Christopher Carr, Robert Goldspink, John James, Alexander Moore, Greg Orrock and Mathew Simmons

## Ship Affiliations

### HMS SUTHERLAND

#### Captain Christopher Laycock

SUTHERLAND has recently returned into her priority role now as the most highly competent and technically advanced Type 23 anti-submarine frigate in the Royal Navy. We have been highly privileged that visitors from our SW Outport have enjoyed an affiliate's day visit to her in

Devonport on 30<sup>th</sup> April. Commodore Bob Thornton CBE RFA (Rtd) former Cdre RFA and Chairman of our South West Outport has kindly contributed the below account of the day.

An additional Outport visit in May has also been a great success when SUTHERLAND visited Glasgow for a few days. There was fine support from our members in the area and Hew Dundas, member, has kindly contributed a detailed account of their Outport visit, which is also included in this ship affiliation column.

An account of SUTHERLAND's own news and recent activities is also provided by Executive Officer Pete Brotton RN below.

For the future, there is to be a formal and ceremonial rededication of HMS SUTHERLAND in Devonport Dockyard after her lengthy and extensive refit during July this year at which The Honourable Company will be represented. Our account of the day will be reported in the next issue.

**From: Lieutenant Commander  
Pete Brotton  
Executive Officer,  
HMS SUTHERLAND**

The last 3 months have been a busy but successful period, with the key achievement of returning to sea after our 14 month refit. This journal's articles include a succession of headlines from the last 3 months, to give you a taste of what's been keeping the ship busy. We have also been able to continue with our interaction with the HCMM, in particular the SW and Scottish branches. However, the details of their visits have been omitted so as not to steal the thunder of their reviews.

### The Great SUTHERLAND Bakeoff



*One of the entries*

In March a task was set before the Chefs of the *Fighting Clan* by Chief Caterer Gavin Tuach. The challenge was for each of them to produce a cake for 8 people, for less than £12.00 and to be judged by a

discerning panel made up of members of the Ship's Company and the CO's wife. The marking criteria were strict with the cakes being assessed on their taste, appearance, texture and the imagination of the Chef.

Although it was a complete treat for the judges to be able to eat a variety of cakes, it was, due to the very high standard of the entries ranging from a 7 tiered rainbow cake, to a dark and white chocolate duo cake, a rather difficult task. However, the overall winner and the title of *SUTHERLAND's Master Cake Baker of 2015* was awarded to HMS SUTHERLAND's most junior chef, Chef Pedley, with his Battenberg Cake. This classic cake won overall due to a combination of its superb taste, the lightness of the sponge, offset by the marzipan icing. Despite being at the start of his Naval Chef career, Chef Pedley has already shown he has a great deal of culinary potential; the only question that remains is will he retain the title next year?



*The Winning cake*

## The Marine Engineering Department

With the Marine Engineering (ME) department working long hours setting the machinery to work, whilst dealing with the frustrations of emergent defects and temporary setbacks, it was decided that the MEs needed to let off some steam. Someone suggested that a teambuilding day was in order. Little did they expect this would take the form of Zorb football! Zorb balls are large, soft, transparent, inflated balls that you climb inside, leaving only your lower legs exposed. Due to the balls cushioning effect it was soon discovered that a well-placed tackle could send your opponent bouncing and rolling away. At this point the purpose of scoring goals became obsolete as people proceeded to chase down their *oppos*, and in the case of a few brave souls the Marine Engineering Officer (MEO) and her Deputy (DMEO). After several *games* of football with an undetermined winner, the ME team moved

to playing Bulldog, a more suitable game to expend their energy as well as to demonstrate the aforementioned tackling technique. Lt Rob Manson, the DMEO, commented: "Days like these are very important for building morale and fostering team spirit, as well as a deserved break from the hard work that is ongoing, thankfully today there were no actual *breaks*."



*The Zorb footballers*

## HMS SUTHERLAND returns to Sea! – 24 March 2015

The ship sailed from HM Naval Base, Devonport, on sea trials having been fitted with the latest equipment and radars in order to keep her world-leading ability.



*SUTHERLAND returns to sea*

Commander Stephen Anderson, the ship's captain, said:

"This occasion is the most significant step yet towards HMS SUTHERLAND's return to the fleet after a 14-month absence for a maintenance package that will extend our in-service life considerably.

This is the culmination of a successful partnership between military and industry stakeholders, who along with my Ship's Company have consistently demonstrated professionalism, drive, enthusiasm and the initiative necessary to complete the large number of commissioning and acceptance trials to allow us to safely return to sea.

We are all now very much looking forward to the next challenge that will result in us completing sea acceptance trials ahead of operational sea training."

This occasion is the most significant step yet towards HMS SUTHERLAND's return to the fleet after a 14-month absence Engineering Technician (Weapons Engineer) Adam Muncaster, said:

"I'm looking forward to going to sea finally after being in the navy 15 months

and never going to sea it will be a great experience to finally leave the wall. I'm looking forward to see the equipment I've helped install or fix all working whilst at sea and help fix anything that needs my attention while at sea. Even though I've only been with the ship six months it will feel good to know I've been part of our refit which will lead onto my first deployment."

Engineering Technician (Marine Engineer) Tyler Flynn: said:

"Having recently finished my phase two training in HMS Sultan, I was given the responsibility to join the marine engineering team onboard HMS SUTHERLAND. Helping take this ship out of refit and back into the fleet is an extremely hard job, which I am honoured to be a part of.

This will be my first time on a warship out at sea. Other than nervousness to put all my training to the test, I am looking forward to seeing the world and enjoying my time in the Navy and on board HMS SUTHERLAND."

Sub Lieutenant Charlotte Eddy, an officer of the watch, said:

"I'm looking forward to getting back to sea and completing my platform endorsement. Having spent many months alongside, the bridge team are keen to get back to sea to undertake their core role as officers of the watch."

## CO's Commendations – 27 March 2015

Before the Ship's Company proceeded on Easter leave they were assembled in the hangar for the CO's end of term address. It is customary for awards to be given to individuals who have performed to an exemplary standard and gone beyond what is expected of them. This term there were three recipients of a CO's Commendation. They were Supply Chain (SC) HESELDEN, Leading Engineer Technician (LET) APPELYARD and Petty Officer (PO) JONES. In front of the Ship's Company their citations were read out and each received a certificate and an iPod, to the applause of their colleagues.



*CO's Commendations*



## WE Trials Continue....

HMS SUTHERLAND is continuing to trial her world class kit after renewing it during the ship's refit at Plymouth. The latest to be tested were her non-operational anti-submarine torpedoes which fire into the water from the side of the ship at sea in UK waters. The torpedoes are one of several lines of defence against underwater threats. As pictured, the Stingray torpedo thrusts out of the tube using high-pressure air. Then a small parachute deploys to slow its decent into the ocean.



*Stingray torpedo*

Although the torpedo used by HMS SUTHERLAND was a trials variant, the real thing normally carries a 1000lb explosive charge, and is powered underwater at more than 50mph towards enemy submarines.

One of the ship's crew Engineering Technician (Weapon Engineer) Nathan Bainbridge, who has been working on the torpedo system, said:

"It was great to see all our hard-work pay off. We've been preparing for this trial for a long time and to have the torpedo launch like that was fantastic. It makes it all worthwhile!"

Another key component to SUTHERLAND has also returned; for the first time in over a year the thud of rotor blades could be heard over the flight deck as SUTHERLAND passed her air trials with flying colours.

On a sunny day off Plymouth, SUTHERLAND conducted her sea trial using a Lynx Mk 8 (pictured), the helicopter conducted a number of flights over the

*The Lynx Mk 8 landing*



Ship to ensure all of SUTHERLAND's sensors were working correctly before landing on, allowing the Ship's crew to practise stowing and re-launching the helicopter. Once all trials complete the Lynx returned to her base at Royal Naval Air Station Yeovilton.

The ability to launch, land, refuel and arm a helicopter at sea is a vital requirement for SUTHERLAND; as one of the Ship's primary weapon systems it increases her offensive capacity whilst allowing the Ship to extend her reach in other areas including casualty evacuation, reconnaissance and Search and Rescue.

## HMS SUTHERLAND Returns to Glasgow

The most Scottish ship in the Fleet returned to its origins this month, after a brief journey through the unusually calm Irish Sea, SUTHERLAND was once again in Scotland. Operating on the West Coast SUTHERLAND has been conducting Acoustic Trials, ensuring the ship is meeting the expected standard in order to fulfil her main role, catching Submarines! SUTHERLAND has been transiting throughout the Lochs of Scotland, a challenging feat considering the lack of water and close proximity to land, both the picturesque Loch Fyne and Loch Goil (pictured) where visited during her sea trials before she headed even further inland towards Glasgow for a good will visit to the City of Glasgow.

*SUTHERLAND off Loch Goil*



After a long Pilotage through the Cumbrae Gap and the River Clyde, SUTHERLAND came alongside King George V wharf on 21 May for the late May Bank Holiday weekend. Members of the Ship's Company then proceeded ashore to explore Glasgow and her myriad of bars, shops and local attractions.

The visit held special importance for the Ship, not only was Glasgow where the Type 23 was built but it also marked the Ship's first *run ashore* since she had come out of refit; for many young sailors onboard this was the first time they had come alongside a port outside of the Ship's homeport of Plymouth.

These run's ashore are vital for developing the cohesiveness of the Ships Company as well as providing them the opportunity to explore new places, which many people took the chance to do. Particular highlights saw the WO and CPOs mess visit the Tennents Brewery, whilst several members of the Wardroom took on the *Escape from Glasgow* challenge, where they had to solve clues to escape from a locked room within an hour. However, this visit wasn't all play, the ship hosted numerous local officials and charities representatives on the Friday night and throughout the day the Crew provided Ship's Tours to visiting affiliates (including the HCMM), Sea Cadet Units, Schools and Colleges.

During the visit the Ship's Rugby team had the chance to prove themselves against Cartha Queens Park Rugby Club. A closely contested game, with a strong performance from both teams, saw some spectacular tries scored for the Ship by AB Pound, LS Wheeler and ET Saul.

Unfortunately for the Ship they were only just beaten by the opposing team who won with a final score of 24-19. Post match provided the opportunity for the Ships Company to return for drinks at the Rugby Club house and help foster further ties between the RN and the people of Glasgow.

It was with a heavy heart SUTHERLAND departed Glasgow to return to her sea trials, after what all would agree was a very enjoyable four days.

## HMS SUTHERLAND Cycle for Charity

Eight members of HMS SUTHERLAND's Ships Company have started training to cycle from Plymouth to Scotland in aid of Care after Combat. The challenge will be over 1500 miles in 7 days that will test every member of this events mental and physical stamina. They hope to raise not just money but awareness. The cyclists are: CDR S

Anderson, WO1 G Higgins, WO1 T Cox, CPO D Chilton, CPO G Tuach, CPO G Morris, CPO H Hannaford, and CPO A Brennan



*The Cycle for Charity team*

We would be delighted if you have a chance to visit our *Just Giving* page and support this amazing challenge, and a very worthwhile Charity, details of which can be found at:

<https://www.justgiving.com/CYCLING-HMSSUTH>

## HMS SUTHERLAND affiliates' day

**Cdre Bob Thornton CBE,  
Chairman SW Outport**

Sustained and intense programme pressure on a diminished number of ships makes it very difficult for ships to find time to host their affiliated organisations. Add to this the emergent work and surprises of refits and it becomes even harder to get ships and people in the right place at the right time to allow the sort of engagement we all enjoy, i.e. to visit the ship, meet the ship's company, appreciate the role and capabilities of the Royal Navy and of course, spin a few yarns and enjoy time together over a glass of wine (or cup of tea for the drivers!)

Members will be pleased to know that *our Vivien Foster on the bridge of HMS ARGYLL*



*ship* HMS SUTHERLAND, a Devonport based ship, has emerged in fine form from her extended refit and is now rising to the challenges of regenerating to full operational capability by the latter part of this year. The installation of our new Master meant that Vivien Foster (Secretary to the SW Outport) and I had the good fortune to be asked to represent the Honourable Company during an affiliates' afternoon, on 30<sup>th</sup> April 2015, hosted by Commander Devonport Flotilla on board ARGYLL. We were met and accompanied by Lt Cdr Chris Morgan of SUTHERLAND, welcomed by Cdre Halton OBE, Commander Devonport Flotilla who described the role of today's Royal Navy, and briefed by Cdr Hammond, Commanding Officer of HMS ARGYLL on the capabilities of ARGYLL and her sisters.

Those listening included Civic leaders and dignitaries from Torpoint, Bath, Fowey, Plymouth; Business, Academic and Public Service leaders from near and far; Masters and several representatives from the Painters and Stainers, Scrivenors and Chartered Surveyors as well as Sea Cadets and last, but by no means least, 47 Sqn RAF.

Our afternoon included a whistle stop tour of ARGYLL, with several explanations and demonstrations, from war-fighting in the Ops Room to boarding operations and fire-fighting. We were also delighted to be given a tour of COURAGEOUS, a retired Churchill Class submarine, now on display to the public and certainly well worth the effort if you are in the vicinity - email [navynbcd-book1@mod.uk](mailto:navynbcd-book1@mod.uk) for further information.

A cup of tea at the end of the afternoon on board ARGYLL was enough for all other visitors but, sparing no effort, SUTHERLAND completed embarkation of ammunition in good time, slipped from the buoys by the

Tamar Bridge and berthed across the basin from us. Chris jumped into his car and took both of us to SUTHERLAND to be greeted by the XO, Lt Cdr Peter Brotton who was pleased to welcome us and provide that refreshing cup of tea, a biscuit or two and an update on activity, progress and future plans.



*HMS SUTHERLAND alongside*

Viv and I were both delighted that we managed to step on board and in so doing, further the relationship between The Honourable Company and SUTHERLAND. I feel sure that *Sans Peur* is a fitting motto for a period of regeneration and I might add *Fear Not* for we shall meet again soon!

## HCMM visit to HMS SUTHERLAND

**King George V Dock, Clydebank,  
22<sup>nd</sup> MAY 2015**

**Hew R Dundas**

Taking advantage of HMS SUTHERLAND being temporarily berthed at Clydebank, on 22<sup>nd</sup> May 2015, the ship's officers and crew had very kindly invited the HCMM and others to visit for a tour of the ship followed by some remarkable hospitality (of which more anon!). The HCMM team was led by Captains Archie Munro and Stuart Millar supported by members John Aitken (a maritime Chief Engineer by profession) and Hew Dundas. We were made very welcome indeed, not only by the Commanding Officer, Cdr Stephen Anderson, the XO Lt Cdr Pete Brotton and Chief Logistics Officer Lt Cdr Michelle Westwood but also by other officers and, in particular the Galley and Wardroom teams to all of whom the very warmest of thanks are due.

Details of HMS SUTHERLAND have been given in previous editions of this Journal so we need only a brief recap: she is the 13<sup>th</sup> of 16 type 23 frigates and was built in 1996 (by Yarrow's) and commissioned in 1997 with a target 18-year working life. After a major refit in 2014-15, she is good to go for another 18 years. She carries 32 vertical



launch Seawolf missiles as a first line of defence against incoming hostile aircraft and missiles and also carries the Harpoon missile system (8 launchers) giving long range offensive capability against surface targets; she also carries torpedoes and has a helicopter (two Lynxes or one Merlin) on board, the latter carrying depth charges and the Sea Skua anti-ship missile system.

The 4.5" Mk8 gun provides 20 rounds/minute of naval gunfire support at distances up to 22km while 30mm machine guns provide close range support. She displaces 3,500 tonnes and can reach 28 knots (peak fuel consumption is 88G/mile or 643 /km) and her four generators provide 5.2 MW and she can refuel at sea from BP tankers. Her complement is normally 185 who live in relatively comfortable quarters and have access to excellent catering (see also below and there is even an onboard bakery), recreational and other facilities.



*The 4.5" gun*

As is the case with such ships, HMS SUTHERLAND is in a semi-permanent state of training and will soon be participating in a NATO exercise involving 50 ships, 10,000 troops and many aircraft. In addition and as a training exercise, Scotland is invaded twice per year; one wonders to what extent the Scottish Government (Defence is reserved to Westminster) is brought into the loop

After a welcoming tea or coffee, we set out on our tour with XO Lt Cdr Brotton explaining to us how modern naval warfare works with the emphasis on managing information about the enemy and preventing attack as opposed to the historic 'engage and destroy' approach. We were shown the weapons control centre where Principal Weapons Officer (PWO) Lt Cdr Chis Morgan, a former submariner, outlined the functions of the various pieces of computer equipment.

In contrast to the relatively narrow focus of the PWO, Lt Cdr Westwood's wide-ranging role covered almost everything that didn't involve driving the ship or operating its weapons and related systems, so it included supplies, the NAAFI and medical - with 30 crew under his charge. We met the single most important person on board, ex-Marine Johnson, the Head Chef; note that, in the photo, he is about to chop coriander, not the most obvious ingredient one might expect in a naval ship. The daily allowance for feeding the officers and crew is an astonishing £2.73/person/day less, one of the other visitors told us, than the allowance for a police dog. Further and most interestingly, given the long tradition of Chinese laundrymen serving on Royal Navy ships, HMS SUTHERLAND's is a much-decorated former Gurkha.



*Head Chef Johnson*

On the bridge (a remarkably small area) we were impressed to be told that the ship relied on all-electronic charts; this brought a wry smile to Captain Stuart Millar's face since he could remember carrying all 32 volumes of Official Charts while at sea and Chief Engineer Aitken could remember helping out his navigational officer colleague by making tracings for chart-correction purposes. Despite the e-charts, the ship still carries sextants and signalling lamps but semaphore is a thing of the past. The bridge and other key areas form part of a Citadel which is gas-tight, necessary not only in wartime but also if the ship is in an area with Ebola or suchlike.



*On the bridge*

There had been faint hints during the tour that everything was a prequel to the post-tour hospitality and, on our return to the Wardroom, we could understand why as a very generous spread was laid on. In addition to plenty of what is called, where I come from in North Argyll, *wee refreshment* (which doesn't mean tea etc.), there was a truly astonishing spread of canapés, (i) air-dried duck (ii) smoked salmon (iii) bite-sized Beef Wellingtons (iv) a cheese-based one and (v) Thai fishballs with a spicy dip. Remarkably, everything was prepared on board, including air-drying the duck, a stunning demonstration of naval cookery skills. With most of the visitors driving, there was not much *wee refreshment* going down the visitors' throats but your correspondent (public transport) was under no restrictions.

During the tour, the wind was repeatedly wrapping the Company's flag around its wire so it was impossible to photograph it but I took some after disembarking.



*The Company Flag*

To summarise, we took away several key impressions from the visit, first and foremost the tremendous dedication and professionalism of the HMS SUTHERLAND officers and crew, and second that, even in these days of austerity, the Royal Navy, and this ship in particular, is something of which we UK nationals and taxpayers can be immensely proud.

I close by repeating the HCMM's warmest gratitude to Commander Anderson, Lt Cdrs Brotton and Westwood and all their colleagues for making us so truly welcome.



## Mentee joins mentor for Manchester Ship Canal pilotage

Peter McArthur

Mentee Mark Llamas joined me recently aboard a ship (the SAGASBANK) as I piloted the Manchester Ship Canal from Eastham Lock to Runcorn Dock - a distance of just over 12 miles. Mark has never sailed on this type of vessel and had never been involved in ship handling without tugs as his cadetship sees him serving aboard mainly VLCCs and ULCCs - where the rule is not to pass closer than 2 miles from other vessels. Getting as close as 5 metres to another ship whilst underway was a very new experience for him. Mark also had the opportunity to visit the Canal VTS service at Eastham, where the workings of the canal were explained to him.



The act of pilotage included some very close quarters manoeuvring and a tight 180 degree swing into the confined dock space. During the passage from Eastham to Runcorn, Mark had the opportunity to steer the ship as it passed through Ellesmere Port and some of the other parts of the Canal - something he managed quite well - once he'd got used to the Becker Rudder and controllable pitch propeller operation - neither of which he'd ever encountered before. He also experienced, first hand, the effects of ship squat, bank rejection and ship-to-ship interaction at close quarters and showed considerable interest in the practical aspects of these phenomena.



I am pleased to report that Mark and I got on very well and quickly established a good rapport. Mark gave good account of himself, was attentive, inquisitive, pleasant and charming throughout. I'm confident

that Mark will be a credit to both his company and to the Honourable Company of Master Mariners.

## Hydros Cup Regatta

Sarah Longbone,  
HCMM Apprentice

On the 17<sup>th</sup> April, two teams of cadets and lecturers from Warsash Maritime Academy took part in the annual Hydros Cup Regatta in Le Havre, France. The regatta draws teams from the four French national maritime academies and other maritime colleges from around Europe. Cadets from Warsash have for several years been representing the UK in this competition, and maintaining the tradition this year were Rachel Arnold, Emma Forbes-Geary, Sarah Longbone, Rory Munro-Faure, Alden Plows, Thomas Ryan, David Skippins, and Fergus Walker.

Conditions over the two days of racing were challenging, to say the least, with winds of 20kts plus, and gusts reaching over 30kts! With two teams of very mixed experience, these conditions were certainly not ideal. Downwind legs were spent fighting spinnakers, with many teams of all nationalities going *shrimping*.

The two Warsash teams held their own admirably against host teams who train and race together regularly, obtaining mid fleet results of 6<sup>th</sup> and 7<sup>th</sup> on the first day, despite a sea-sickness casualty!

The second day proved even windier than the first, and we all breathed a secret sigh of relief when spinnakers were banned under the race rules! A *port flyer* start by Warsash 2 gave them the lead by the end of the 1<sup>st</sup> lap of the 1<sup>st</sup> race; unfortunately superior boat familiarity gave two very experienced French teams the pointing edge on the second upwind leg, and Warsash 2 dropped back to 3<sup>rd</sup> place with Warsash 1 just behind in 4<sup>th</sup>.

At the end of racing Team Warsash finished with a very respectable mid-fleet result of 8<sup>th</sup> place.

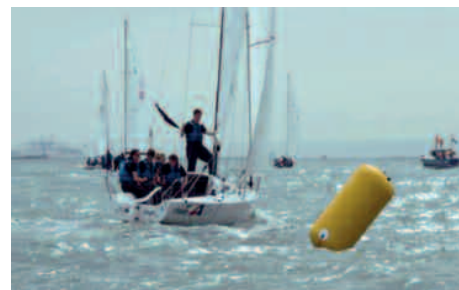
After racing had finished, there was just time to freshen up before attending the French academy's annual ball, with VIP tickets no less! After the awards ceremony, over 1500 attendees arrived from French maritime academies across the country. A very enjoyable time was had by all, with lots of opportunities to practice our *Franglais'* on the locals!

Rachel Arnold, a Phase 3 deck cadet said,

"Having never sailed before, never mind racing, it was an incredible experience, which required teamwork,

communication and determination. I am so glad I took part, and it turned out to be a really fun weekend!"

All of the participants from Warsash would like to thank the Honourable Company of Master Mariners - the Sponsors - who made the trip possible.



## Hazard awareness competition for seafarers

In an initiative to raise awareness of potential hazards at sea, The Standard Club and the International Chamber of Shipping (ICS) have joined forces to launch a *Spot the Hazard* competition open to any seafarer worldwide. With USD\$10,000 of prize money, the competition has been designed to help those working at sea identify hazards and to promote the critical importance of accident prevention.

Seafarers entering the competition will be asked to identify hazards shown on a series of images depicting typical scenes on board ship. Seafarers are also invited to submit a safety idea relevant to the image that can be shared throughout the industry. To aid in the selection of a winner, entrants must include a safety idea in English for each entry they submit

In order to ensure that seafarers from all ship departments and of all ranks can enter the competition, it features five separate images: the bridge, engine room, main-deck, galley and a port terminal scene. (These have been developed with the kind assistance of Witherby Publishing Group.) The instructions for entry into the competition have also been translated into Spanish, Portuguese, Tagalog, Hindi and Mandarin. Seafarers can submit entries for as many of the five images as they wish, with the winner for each being awarded a prize of USD\$2,000.

To be chosen as a winner, entrants must spot all ten hazards correctly and submit the best safety idea in the category, which will be decided by the judging panel consisting of The Standard Club, ICS and an independent third party.

To enter the competition, seafarers simply need to visit [www.hazard-competition.com](http://www.hazard-competition.com) and follow the instructions provided. The closing date for the competition is Friday 28 August.

## Latest News

### Cunard's three Queens perform river dance on the Mersey

For the first time, on 25 May 2015, Cunard's fleet gathered together in spectacular fashion in Liverpool, its spiritual home, as the company marked its 175th anniversary. The event culminated with the three ships, the largest passenger ships ever to muster together on the River Mersey, lined up across the river just 130 metres apart as the Red Arrows performed a fly-past overhead to the delight of the hundreds of thousands of spectators.

Flagship QUEEN MARY 2 sailed from the Liverpool berth up to the mouth of the Mersey at 10.45am to meet her sisters, QUEEN ELIZABETH and QUEEN VICTORIA. The three ships then sailed in close single file down the river to Liverpool's Pier Head with its iconic Three Graces: The Royal Liver Building, The Cunard Building and The Port of Liverpool Building.

QUEEN MARY 2 slowed in the river opposite the Cunard Building – Cunard's headquarters for nearly 50 years until 1967 – with her sister ships stopping ahead of her to create a three ship line-up watched by spectators of both sides of the river.

Just 400 metres apart, the three ships then

*The 3 Queens: Credit ©cunard3queens.com*

performed a graceful 180 degree synchronised turn to starboard. At the mid-point of the turn, all three ships lay across the river, creating the spectacle of the fleet's three bows dramatically set against the backdrop of Liverpool's famous Three Graces. QUEEN MARY 2 then sounded '175' on her ship's whistle (foghorn) – first one, then seven short blasts, then five more.

With the full turn completed and the 150,000 ton QUEEN MARY 2 now in the leading position, her two 90,000 ton sister ships then glided slowly towards either side of her to create an arrowhead formation, with the flagship just ahead of her two consort ships.

Finally, the entire fleet lined up three abreast across the river just 130 metres apart, as a salute to the Cunard Building and the City of Liverpool.

With the Three Queens in this tight formation, the Red Arrows flew in formation low over the Three Queens as they lined up on the river, a coup de grace which created a once-in-a-lifetime moment that thrilled the hundreds of thousands of spectators.

Commodore of the Cunard fleet Christopher Rynd said:

"It's been a privilege to bring the Cunard fleet together on the Mersey for the first time ever to mark Cunard's 175th anniversary year and our historic and ongoing partnership with Liverpool, our spiritual home.

After months of planning, today the three ships have manoeuvred on the River Mersey as never before, right in front of the Cunard Building, one of Liverpool's Three Graces and a world

heritage site as well as Cunard's former headquarters. The Red Arrows flypast at the climax of the ships manoeuvres added a finishing touch to an extraordinary day. There can be no more fitting way to celebrate Cunard's 175th anniversary. The spectators have been amazing and the numbers extraordinary – all the way from the mouth of the Mersey to Pier Head, we have seen such enthusiastic crowds.

There has always been a special bond between Cunard and Liverpool and the north-west, with so many people having worked for or with Cunard over the years. There's an emotional connection between us. Cunard is more than just a shipping line – it's a source of pride that means so much to us and everyone associated with it. It's a real pleasure to be able to celebrate that enduring bond between us all in such a special way today."

Cunard Director Angus Struthers said:

"All of us at Cunard have been touched by the fantastic reception the Three Queens have received from the people of Liverpool and beyond today. It feels like 175 years of stories, people and history linking Cunard to the city have really come alive. With the Red Arrows flypast adding an amazing extra 'wow', it's been the sort of day we hope parents and grandparents will remember with their children and grandchildren in years to come. It's taken a huge amount of planning and cooperation between Cunard's ships, the Mersey pilots and Liverpool's cruise operation to make this happen and today is testament to the great results that continue to come out of Cunard's partnership with the city."





## International shipping organisations join forces to develop cyber security guidelines for shipping

The Round Table of international shipping associations comprising BIMCO, ICS, Intercargo and INTERTANKO are developing standards and guidelines to address the major cyber security issues faced by the shipping industry.

Protection against malicious attacks on computer based systems onboard ships is now hitting the top of the agenda for shipping organisations in all corners of the world. The International Maritime Organization (IMO) has already heard calls for action and the insurance industry repeatedly lists the issue as one for concern.

The Round Table has made a submission to the IMO on this vital issue outlining the steps taken by the industry to address any vulnerabilities. The vulnerabilities can be numerous and the threats imminent – the question of protection is a complex set of issues and not just about operating a firewall on a ship or installing virus scanning software on the onboard computers. All of the major systems on a modern ship are controlled and monitored by software; these include the main engine, steering and navigation systems, and the ballast water and cargo handling equipment.

To address this problem and help the industry to protect itself against these risks, the Round Table is already working with industry partners on a number of complementary projects to develop standards and guidelines to address the cyber security issues. This guidance to ship owners and operators includes how to:

- minimize the risk of a cyber-attack through user access management;
- protect on board systems;
- develop contingency plans;
- manage incidents if they do occur.

The Round Table (through BIMCO) and CIRM (Comité International Radio-Maritime) are also in the final phase of developing a standard for the maintenance and update of programmable electronic systems.

These programs are all interrelated and address how industry stakeholders should develop, manage, update and secure computer-based systems onboard ships. Coordination between these programmes is

therefore essential and recognised by the participating organisations.

Angus Frew, Secretary General of BIMCO, said:

"The Round Table representing the global shipping industry is taking cyber security seriously.

The standards under development are intended to enable equipment manufacturers, service personnel, yards, owners and operators, as well as crew, to ensure their shipboard computer-based systems are managed securely – and kept up-to-date to protect against the ever-growing threat from exploitation by criminals."

## Seafarer survey shows majority are content with life at sea

A new survey being carried out as part of the BIMCO/ICS Manpower Report 2015 is directly engaging seafarers in order to understand their views on life at sea and outlook for the industry's manpower in the years ahead. Preliminary results of the new survey indicate that the majority of respondents are content with life at sea.

The BIMCO/ICS Manpower Report, which has been published every five years since 1990, has traditionally been based on two main quantitative data sources from which the current seafarer supply and demand situation is estimated: a questionnaire completed by shipping companies and a questionnaire completed by national maritime administrations.

In addition to those sources, the new Manpower Report will also solicit the opinions from a wider number of maritime professionals with knowledge of the *sharp end* of the manpower supply situation, including seafarers, lecturers at maritime education and training (MET) institutions, manning agents, maritime unions, and port welfare workers.

The survey of seafarers is the first of the targeted surveys for this year's report. More than 500 seafarers have already responded to the survey, representing over 40 nationalities. Some of the other preliminary findings include:

- Happy ships, timely wage payments and career promotion opportunities were the most popular responses indicated when seafarers were asked about the important factors that influenced their decisions to stay with their current employers;

- 66% of the seafarers that responded estimated that it would take them less than three months to secure another job in the industry if they chose to leave their current company; and
- Basic pay and internet access were the most popular responses provided as improvements in conditions at sea when asked about changes within the past two years.

Having provided seafarers with an opportunity to provide insight on the seafaring career, one of the trends that resonated in the responses was the importance and value of the training and skills that come with being a maritime professional: "Life at sea is exciting, challenging and very educational. The skills that anyone can receive from this job cannot be compared to anything else ashore."

The survey also points towards the impact that increased regulation of the industry has had on the seafaring profession. One seafarer responded: "This is a great career, but an increasingly technical and administrative one so it is no longer as much an adventure as simply a job, albeit one with the possibility of adventure!"

The rich qualitative opinions that accompany the responses will supplement and augment the analysis in the final Manpower Report.

In reviewing some of the preliminary results, Mr Aron Sørensen, Chief Marine Technical Officer at BIMCO, said:

"This survey has provided us with insight into the views of seafarers today. Understanding the key issues for seafarers is especially valuable when attracting and recruiting talented young people to the shipping industry."

With preparations of the Manpower Report 2015 continuing apace, Natalie Shaw, Director of Employment Affairs at ICS, said:

"We have just launched a second of the new series of surveys, targeting lecturers at maritime education and training institutions. We look forward to gathering information and views from those at the forefront of maritime training which will be used to enrich the 2015 Manpower Report."

The survey for lecturers at maritime education and training (MET) institutions can be found online at: [www.maritimemanpower.com/questionnaire-overview/met-questionnaire-2/](http://www.maritimemanpower.com/questionnaire-overview/met-questionnaire-2/).

The survey explores the status of the current recruitment and training intake,



training standards, training techniques, and implementation of the latest amendments to the STCW Convention.

## Meanwhile...

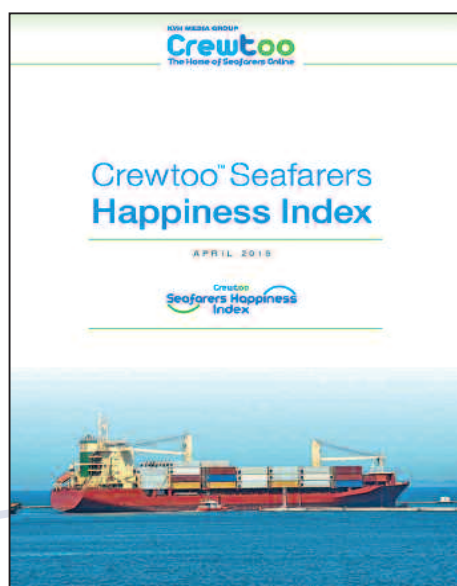
Crewtoo, the leading social media platform for seafarers, has launched the *Crewtoo Seafarers Happiness Index* to monitor important benchmarks of seafarer satisfaction on a regular basis.

The inaugural report shows a seafarer satisfaction level of 6.42 on a scale of 1 to 10 about key issues including general happiness, contact with family, shore leave, wage levels, food, fitness and health, training, interaction onboard, workload, and access to welfare facilities. Data for the first report is based on surveys conducted in the first three months of 2015.

Subsequent reports will be published approximately every three months based on surveys conducted on an ongoing basis. Crewtoo, founded in 2011, is part of KVH Media Group and KVH Industries, Inc.

"It is all well and good to talk about seafarers and the realities of life at sea, but until now there has been very little confirmation as to how seafarers actually feel about their jobs", says Anneley Pickles, head of Crewtoo business development.

"For us, it comes down to one fundamental issue: Are seafarers happy? We felt it vital to develop a means of measuring and reporting this issue, which led to the creation of the *Crewtoo Seafarers Happiness Index*".



The issues that concerned seafarers the most, as detailed in the first report, included the need for onboard Internet access, the risk of stress and fatigue from increasing workloads, and the lack of shore leave. For example, seafarers mentioned

that Internet access onboard *makes life at sea easier* and a number of respondents expressed the concern that *if connectivity does not become common on vessels, the industry might be unable to attract any new seafarers in the future*.

Crewtoo began surveying its approximately 110,000 members in January 2015, asking them to rate their satisfaction about life at sea using a scale of 1-10 with a score of 10 being the happiest, and 1 being the unhappiest. The *Crewtoo Seafarers Happiness Index* data includes responses from globally based crews, and answers were received from across all ranks and nationalities including seafarers from the Philippines, UK, Poland, Croatia, Germany, US, Canada, India, and Turkey, as well as a number of African nations. The age of survey respondents ranged from 16 to the late 60s. Masters made up the largest proportion of responses by rank; some 11% of respondents stated that they were currently serving in the role of captain. The majority of responses were from seafarers working on bulk carriers and container vessels.

The *Crewtoo Seafarers Happiness Index* is designed to be part of an ongoing campaign to raise awareness about crews' opinions and to assist with the continual improvement of conditions onboard to retain and recruit seafarers. Quantifying and qualifying how happy people are with the various elements of their working life at sea helps to build a picture of the industry and of the successes, but also the issues and problems to be addressed.

"Satisfied, well fed, fit, and engaged seafarers are vital to the present and future of the industry", says Ms. Pickles. "Happy people stick around, happy people work well, they embrace challenges, they look to excel and share with others. In short, happiness matters and it needs to be measured, assessed, and understood. The lessons then need to be applied to ensure that we are looking after seafarers properly and responding to their wants and needs".

The *Crewtoo Seafarers Happiness Index* report can be downloaded from: <http://survey.crewtoo.com/happiness>

## New CEO for Lloyd's Register

Lloyd's Register's Richard Sadler has taken the decision to step down as CEO at the end of 2015, after eight years in the role. The Lloyd's Register Group Ltd Board of Directors has announced the appointment of current CFO, Alastair Marsh, as his successor.



Alastair Marsh

Since Richard Sadler's appointment as CEO in 2007, he and the executive team have implemented a group strategy that has seen Lloyd's Register (LR) diversify its service portfolio and grow to a £1bn turnover business. This period saw the creation of the Lloyd's Register Foundation in 2012, maximising the group's contribution to society, and technology leadership through LR's Global Technology Centres in Southampton and Singapore.

After eight years in the role, Richard indicated to the Board that he would like to step down and pursue new challenges. The Board started the process to search for and appoint a new CEO to write the next chapter of LR's 255 year history.

Over the past six months, the Board of Directors have conducted an internal and external review of potential successors and have unanimously agreed that Alastair Marsh possesses the capability and leadership to take on the role as LR's next CEO.

Alastair Marsh joined LR as Group Financial Controller in April 2007 and was appointed as Group Finance Director in April 2008. Previously he held a number of senior financial management positions, including CFO and Company Secretary of Superscape Group plc, and prior to that he held similar roles at Easynet Group plc, Laporte plc, and NCR Corporation.

Alastair is a graduate in Business Studies and Accounting from Edinburgh University and a member of the Institute of Chartered Accountants of Scotland. He worked with Price Waterhouse for five years, in both their Edinburgh and Brisbane offices, on a broad range of audit and corporate finance clients, covering a wide range of industries. Alastair also sits on the Board as Executive Director and a number of Boards of subsidiary companies.

Richard will pass the CEO role to Alastair on the 1st October 2015 and commence a formal handover period until the end of December 2015. Simon Nice, currently

Group FP&A Director, will take up the role of Interim Group Financial Director during the transition.

Richard Sadler said:

"When I was appointed in 2007, I made a public commitment that I would serve as CEO for five years. After eight years in the role I believe it is now time to step down to pursue new challenges while I'm still young enough. It has been a great honour to serve as CEO of LR – it is a unique organisation with a history, purpose and values of which I am immensely proud".



Richard Sadler

Alastair Marsh said:

"I feel very privileged to have been asked by the LR Board to take over from Richard as CEO. I am passionate about LR as an organisation and I am delighted to have been given the opportunity to lead LR through what promises to be exciting and challenging times ahead for the clients and industries we serve."

LR's Chairman, Thomas Thune Andersen, said:

"I would like to thank Richard for his dedication, vision, drive and passion in leading LR over the past seven years. I have every confidence that Alastair will uphold LR's values and build on Richard's achievements to ensure the continued success of LR".

## Naval architects count the cost of ship design errors

International Transport Intermediaries Club (ITIC) says recent claims experience demonstrates that naval architects need to be aware of the need to protect against their exposure to liability for damages resulting from errors in design work.

ITIC cites by way of example a case involving the operator of a passenger and ro-ro ferry service which appointed a naval architect to design a landing craft ferry. The design was to be based on that of an

existing vessel operated by the company. Prior to beginning the design work, the parties entered into a design agreement under which the naval architect's liability was limited to approximately \$750,000.

Shortly after the vessel was launched, the operator noticed various issues relating to its performance, including vibration, lack of manoeuvrability and stopping capability. The vehicle loading ramp was also at an excessive angle in certain conditions, making the loading of vehicles difficult and, in some cases, impossible. The operators took the view that urgent rectification work was required so that improvements could be made before the approaching summer season.

The vessel was drydocked and third-party experts were engaged to provide a report detailing the extent of the problems and their potential causes. Based on the findings of the report, the operators brought a claim for \$3.5m against the naval architect, alleging that the performance issues were attributable to design errors. The operators subsequently acknowledged that the naval architect's liability was limited to \$750,000.

ITIC appointed an expert naval architect to inspect the vessel and comment on the extent to which the apparent performance issues could be attributed to design errors. The expert found that the naval architect was at fault, but that the claimant had incurred significantly more costly and extensive rectification work than was necessary. ITIC entered into negotiations with the operators in order to resolve the matter, and the claim was settled for slightly less than the limit of liability under the contract.

In another case reported by ITIC, a naval architect entered into a contract with a shipyard to design the structure and access arrangements for new lifeboats and their davits to be fitted to a specific vessel. The naval architect undertook the design analysis, using data received from the manufacturer of the lifeboats, and produced design drawings.

It was understood that the yard was to seek classification society approval of these designs before starting the build work under the terms of the yard's contract with the shipowner. However, due to time restraints and pressure from the shipowner, the yard decided to start building prior to obtaining class approval.

The lifeboat support structure was manufactured and installed by the yard according to the naval architect's design.

The yard subsequently noticed that the davits were flexing under operation, even without the lifeboats. An internal investigation within the naval architect's office determined that an error had occurred whereby information provided by the lifeboat manufacturer had not been converted correctly by the naval architect's computer program, with the result that the calculations were out by a factor of 1000. This error was not identified during the naval architect's quality assurance process and, as a result, the structural platform, as designed and built, was not fit for purpose.

The yard raised a formal complaint advising the naval architect that the work on the davit support structure had to be rectified because of the error. A few months later it claimed that rectification had cost £347,254. ITIC assessed the claim and was also able to raise arguments that the contract terms excluded some components of the claim and that the yard should not have started construction before the classification society had approved the designs. A settlement was eventually agreed at £255,000.

## International Salvage Union 2014 statistics show the great benefit of the salvage industry

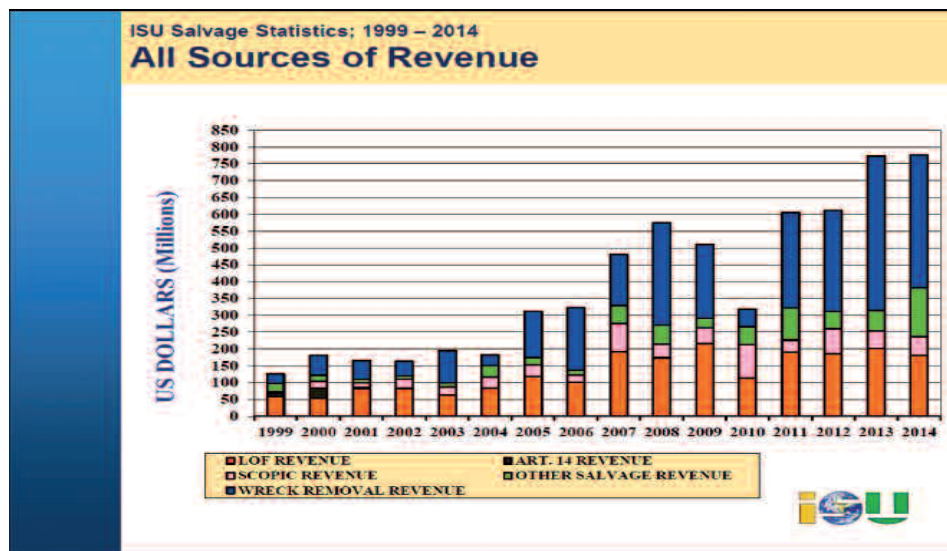
The International Salvage Union (ISU) annual statistics for 2014 show a vibrant industry providing vital services to the shipping industry which help protect shipowners and insurers from huge financial losses. For example, in Lloyd's Open Form (LOF) cases alone, US\$1.2 billion of property (ship and cargo) was salvaged relating to cases where revenue was realised during 2014.

The ISU 2014 annual statistics relate to income which ISU members received in 2014 but which may be due from cases in previous years. Gross revenues from all activity was US\$ 775 million, almost exactly the same as the previous year's figure of US\$ 772. There is a notable increase in revenue from sources other than Lloyd's Open Form work.

At the same time a fall in revenue from wreck removal activity probably reflects the conclusion or winding down during this period of major cases such as the COSTA CONCORDIA and RENA.

There has been a significant increase in the number of non-LOF cases boosting the





total number of cases recorded to 249, up from 196 in 2013. The overall trend is a clear increase in the number of non-LOF cases and a continuing decline in the number of LOF cases. LOF revenue has correspondingly fallen. It is down from US\$202 in 2013 to US\$181 in 2014.

Non-LOF revenue for 2014 was US\$ 146 from US\$ 62 last time, a significant increase. It reflects a preference by shipowners to use commercial terms other than LOF. It continues to be a concern for ISU which believes that LOF has great benefits in emergency response cases. Importantly LOF revenues include the element of *encouragement* that has been an underlying principle of salvage for centuries. It ensures that it is worthwhile for salvors to maintain a response capability in an uncertain sector where income is not predictable.

LOF revenue as a percentage of salvaged values fell from 16.34% in 2013 to 15.2% in 2014. This includes cases where the settlement was agreed and those that went to arbitration. Generally, settled cases are more simple and arbitrated cases more complex. The great majority of LOF cases, around 75%, are settled.

Wreck removal revenue has fallen from US\$ 458 in 2013 to US\$ 394 in 2014 as well-known cases were concluded or winding down. The number of wreck removal cases was up dramatically from 48 to 91. Wreck removal cases also include other *marine services* such as bunker removal and cargo recovery as well as dealing with wrecked hulls. Despite the fall in wreck removal income in 2014, the trend shows the increasing importance of this work for ISU members.

Commenting on the statistics, ISU President Leendert Muller said:

"Gross revenues have remained stable

but the way in which our members receive their income has changed. There is a noticeable rise in operations overall but a fall in LOF cases. Correspondingly, income from LOF is in decline while income from commercial contracts is up.

Nevertheless, LOF salvaged values are a good indicator of the benefit of our industry. It shows that our members salvaged US\$ 1.2 billion (the combined value of cargo and vessel) worth of property that was in peril at sea. And paying 15% of the total value to save the whole of a marine adventure from potential loss represents good value.

As with our pollution prevention statistics it helps to verify the importance of the commercial salvage industry and its value to shipowners and insurers."

The full statistics can be downloaded from: <http://www.marine-salvage.com/pdfs/>

## Experts uncover 38 shades of grey as they restore Royal Navy's last Jutland survivor

Experts working on the restoration of cruiser HMS CAROLINE have sliced through her history to reveal the exact paint scheme she 'wore' when she sailed for the Battle of Jutland at the end of May 1916.

CAROLINE spent 85 years of her Royal Navy career as the headquarters for naval reservists in Belfast. Before that, however, she was one of the greyhounds of the Fleet, scouting ahead of the capital ships on the hunt for the enemy. She was one of more than 150 British warships which locked horns with the Kaiser's High Seas Fleet in the North Sea at Jutland, when she charged at the German lines on at least

one occasion to unleash torpedoes.

Now no longer needed as a base for Royal Navy Reservists – they now meet at Lisburn – the ship is being returned to her Jutland glory in a £14m revamp which will be completed in time for the battle's centenary.

With no colour photography available from the earlier years of the ship's life, it looked impossible to determine the warship's true livery a century ago.

That was until expert Jef Maytom discovered paint samples close to Caroline's bridge. He said:

"This finding rewrites the rule book for historians specialising in naval and maritime history. It is the equivalent of a palaeontologist being able to finally prove that dinosaurs were a specific colour or had feathers."

The research shows the cruiser has enjoyed many paint schemes through her life anywhere from a beige-cream to a rather dark grey at her launch in 1914.



*HSM CAROLINE in 1916, Battle of Jutland*

Their discoveries should lead to a better understanding of the liveries used by navies during World War 1 – and, crucially, they've also found that there are no toxins in the various layers of paint caking CAROLINE which could threaten wildlife in her home in Alexandra Dock or Belfast Harbour.

## New Wildcat's first landing on HMS OCEAN

The Royal Navy's commando carrier HMS OCEAN has operated the Navy's latest attack helicopter, the Wildcat, for the first time.

The Wildcat which entered service last year at a commissioning ceremony held at Royal Naval Air Station Yeovilton in Somerset, landed on the Plymouth-based ship during a major exercise.

The Royal Navy's first Wildcat began its operational deployment at sea this year and, after extensive trials, the chance finally arose for HMS OCEAN's air crew to



see the aircraft at close quarters during Exercise Joint Warrior in the North Sea.



*First Wildcat landing*

Leading Airman Ryan Lawson, one of HMS OCEAN's leading aircraft handlers and marshaller, was one of the first to bring the Wildcat onboard. He said:

"The Wildcat had a unique appearance compared to other Lynx aircraft that we are used to seeing.

I personally feel privileged and honoured to say that I was one of the very first people to marshal the next generation of naval aircraft onto the flight deck of HMS Ocean."

Replacing the Lynx helicopter, the Wildcat has many improvements, making it a significantly more capable aircraft.

It has a redesigned tail rotor system improving the strength and stealth of the aircraft whilst the aircrew benefit from the improved state-of-the-art cockpit with high tech communications, crash worthy-armoured seats and full 360 degree colour surveillance radar.

The Wildcat, like its predecessor can be used in a variety of roles including anti-ship and anti-submarine protection, casualty evacuation, battlefield reconnaissance, and as a general utility helicopter.

HMS OCEAN is the Royal Navy's helicopter carrier and amphibious assault ship, designed to deliver troops to the centre of the action by helicopter or by landing craft.

She can operate six helicopters on her flight deck with space in the hangar to hold, transport and maintain many more aircraft.



*HMS OCEAN*

The crew numbers 380 personnel including 9 Assault Squadron Royal Marines who operate four landing craft.

HMS OCEAN took over from HMS BULWARK on the morning of Monday 1 June having recently proved her operational capability in an intense multinational amphibious exercise off Scotland.

The ship will sail next month for the first of a series of exercises that will demonstrate the flexibility of the warship for tasks ranging from the delivery of humanitarian aid to the full range of amphibious operations.

Ocean is also paving the way for HMS QUEEN ELIZABETH which will assume the role of the Royal Navy's Flagship when she enters service.

HMS OCEAN recently completed fitting new communications and IT systems which now allows the ship to host a staff, headed by a Rear Admiral, commanding UK and NATO Task Groups.

As well as the ship's role as the Royal Navy's Flagship, the headquarters staff in OCEAN will be the Maritime Component Commander of the NATO Response Force (NRF) in 2016.

Hosting this key NATO role in the Fleet Flagship demonstrates the UK's commitment to NATO and the Alliance's regional partners.

In preparation for the NATO role, OCEAN and the staff will take command of a series of major multinational exercises being run throughout the summer and autumn which will validate the ability to command Task Groups comprising over 50 warships.

## RFA ARGUS arrives back in the UK after Sierra Leone deployment

RFA ARGUS has arrived back in the UK having completed its deployment to Sierra Leone where it supported the fight against Ebola.

Her embarked helicopters from 820 Naval Air Squadron departed on Monday 6 April, and the ship arrived back into Falmouth on 7 April at 0800.

ARGUS deployed to Sierra Leone from Falmouth in October 2014 to provide aviation and amphibious support and medical capability to the Department for International Development-led effort against the spread of Ebola.

Her three Merlin helicopters from 820 Naval Air Squadron and detachment of

Royal Marines from 539 Assault Squadron Royal Marines and 42 Commando helped deliver equipment, supplies and food packages to remote areas of Sierra Leone over six months.



*RFA Argus arrives at Falmouth Docks*

While ARGUS has left Sierra Leone, the UK mission is far from over.

The UK remains committed to the fight against Ebola in Sierra Leone with 300 military personnel remaining in country.

This contribution is made up of command and control, logisticians, planners and medics. ARGUS' capabilities have been transferred to other agencies which are well placed to take on the roles.

## Ports News

### £2.1 million investment announced for Port of Swansea

Associated British Ports (ABP), owner and operator of the Port of Swansea, has recently announced it will be investing £2.1 million in upgrading the outer lock gates at the Port of Swansea.

This marks the first in a series of investments, which will total around £7 million over the next four years, which ABP is making to improve infrastructure at the Port of Swansea and support on-going business growth.

The Port of Swansea currently handles around 600,000 tonnes of cargo annually, primarily for the coal, paper, agricultural and recyclable sectors and it is also the base for a specialist dry dock facility offering full ship repair and environmentally compliant vessel demolition.

Director of ABP south Wales, Matthew Kennerley, said:

"Investing in major infrastructure improvements is essential for ensuring our ports are modern and fit-for-purpose. The new outer lock gates will mean that the Port of

Swansea can continue to operate effectively for many years to come and will remain a contributor to both the Welsh and UK economy as it helps businesses to move their cargo from A to B.

We are committed to investing in the Port of Swansea and all of our ports in South Wales to help us to accommodate increasing cargo volumes and the global trend of bigger vessels. Ports by their very nature are constantly evolving to accommodate changes in cargo trends and the ability to be flexible is crucial to their success. It is therefore essential that we continually improve efficiency to ensure that our operations, and our customers' operations, are as competitive as possible.

Within the past six months, we have invested £1 million in upgrading facilities at the fertiliser terminal in Swansea and will be announcing a series of additional investment in the coming years."

The lock gates are designed by Dutch specialist contractor Ravestein who recently completed the special design, construction and installation of new inner lock gates at ABP's Port of Cardiff.



*The Port of Swansea*

## £6m cruise terminal refurbishment

Southampton's Mayflower Cruise Terminal has reopened following a multi-million pound refurbishment that will enable it to cater for some of the largest cruise vessels afloat, long into the future.

The terminal, which handles a

significant proportion of the city's cruise turnaround calls, now features a remodelled open plan interior, with expanded security, check in and passenger reception areas. It will provide passengers with an enhanced experience at the start and finish of their holiday.

ABP Southampton says the project has been critical to ensure Southampton retains its title as Europe's Leading Cruise Turnaround Port amidst a predicted rise in passengers.



*Opening the cruise terminal*

The increased number of cruise ships visiting Southampton, coupled with the rising capacity of new ships, means P&O Cruises, Cunard and other brands of the Carnival Group, are expecting passenger volume to increase by 25 per cent at Southampton over the next two years.

Steven Young, director of port services & government affairs at Carnival UK, said:

"The Carnival cruise business at Southampton continues to go from strength to strength and with the introduction of new larger ships such as P&O Cruises Britannia, it is important that improvement to the cruise terminals and our passenger journey keeps pace. With the reopened Mayflower terminal we aim to keep this as free flowing and stressless as possible.

The improved passenger lounge, together with increased check in and security areas will allow us to ensure just that and give our customers passing through Southampton the very best passenger experience with reduced congestion."

Nick Ridehalgh, ABP Southampton director, added:

"We are incredibly proud to hold the title of Europe's Leading Cruise Turnaround Port but, as always, we

will never rest on our laurels. We are committed to investing heavily in our facilities in order to help port-related businesses grow and provide world-class service to their customers."

The Mayflower Cruise Terminal is one of four in Southampton and regular callers include the QM2, VENTURA and the brand-new BRITANNIA.

More than 200 staff have been working on the renovation over the winter months and other improvements to the terminal include additional passenger and baggage x-ray machines and a complete redesign of the drop-off and pick-up area.

Iconic brands such as P&O Cruises have been synonymous with Southampton for over 175 years. Today over 280 of Southampton's 440 cruise ship calls to the port are by the cruise brands of the Carnival Group.

## Monty's Freedom Flame makes historic crossing

Back in 1948 Field Marshall Viscount Bernard Montgomery, best known as *Monty* lit a flame for freedom on the seafront in Southsea. It was designed to celebrate liberation, and toured Europe with its message of peace before finding a permanent home in Holland

67 years later D-Day veterans and Monty's granddaughter have relit the flame at a moving ceremony in Portsmouth, sending it on its way once again from the waterfront city. The freedom flame travelled to France from Portsmouth International Port, accompanied by two D-Day veterans.

George Lord and John Ainsworth carried the flame in a specially designed lantern, the same type that brought the Olympic flame from Athens to London in 2012. This meant it was safe to travel on Brittany Ferries' MONT ST MICHEL and the veterans handed it over to Captain Bertrand Cuvillier who placed it on the bridge overnight for safekeeping, before giving it back the next morning.

The flame had arrived at the passenger terminal at Portsmouth International Port after a procession through the city that followed the same route as in 1948. Lady Arabella Stuart-Smith, Monty's granddaughter, lit the lantern and at the same time helped to relight



the story of the freedom flame.

Having arrived safely in Caen the flame was taken to key D-Day landmarks, and handed over to a Dutch Marine on Sword Beach. He then carried it to a team of cyclists, who took it through France and back to the Dutch/Belgian border.

## A more resilient future for Port of Hull

Following a £5 million project to replace the inner and outer gates at Grimsby's Royal Dock, the Port of Hull has now seen the replacement of a set of gates at King George Dock.

The new inner gates, which each measure over 24 metres wide and 13 metres high and weigh-in at an enormous 140 tonnes, represent a £3 million investment by Associated British Ports (ABP) in the Port of Hull's infrastructure and will improve resiliency on the port estate.



*The new inner lock gates are installed at King George Dock*

Senior Project Engineer Kevin Malton explains why the gates needed replacing:

"The old gates had been in situ for over forty years and had gone past the point of economical repair. It was essential that we invest in new equipment to ensure the lock gates were fit for purpose and met the needs of ABP and its customers, as well as other port users.

It was decided that investment was needed in the inner gates first and foremost, and the decision was taken to replace them completely."

The old gates have now been replaced by brand new bespoke steel, semi-buoyant equipment, which has been fabricated in Holland by specialist marine engineering firm Ravestein.

The gates have taken nine months to construct and were brought over to Hull

from the company's base in Deest by barge. Crane barges were used to remove the old gates and install the new ones, and the old gates will be taken back to Holland to be dismantled and recycled.

The entire replacement process took a week to complete and the lock at King George Dock is now functioning as normal.

## Community shows support for 20 year master plan for Port of Sheerness

Peel Ports' plans for a 20 year growth strategy for the Port of Sheerness have received overwhelming backing from local residents, according to the results of a community and stakeholder consultation programme.

The Port of Sheerness Master Plan was created by Peel Ports to inform the local community and key stakeholders of its proposals for sustainable expansion of the port estate, and to gather feedback.

The Master Plan also details Peel Ports' ambition to create around 1,250 jobs over the next 20 years, enabling it to remain a key employer and investor in the region.

In total 298 people attended a series of consultation events held over three days in November 2014 at Sheppey Gateway and Eastchurch Village Hall. The public was given a chance to discuss the five options for growth outlined in the Master Plan, which include a heritage quarter redevelopment, a mixed use development incorporating a marina, as well as rail link from Sheerness to Liverpool.

Feedback forms from the public consultation events identified strong support from local residents and stakeholders, with 83% of respondents expressing their full backing for the proposals outlined.

In particular plans to redevelop the site of the former steelworks facility were supported by 87% of respondents, with 84% of respondents keen to see a mixed use development or marina at Garrison Point.

Feedback revealed that 94% of respondents recognise the Port of Sheerness has a significant impact on the area providing economic benefits and employment creation and retention. Peel Ports' has already committed to filling these jobs with local people wherever possible.

The proposals come less than a year since Peel Ports opened a new inspection centre

for Volkswagen at the port, which has created around 100 new jobs in the area.

Miles Hearn, Port Director, said:

"We are keen to progress our strategic commitment to grow and develop the Port of Sheerness over the next 20 years and showcase our long term ambition to remain a key employer and driver for sustainable growth in the Swale region. The response to our public consultations has been phenomenal and the fact that almost 300 people attended them shows how important the future of the port is to people in the area.

This Master Plan has been developed because Peel Ports has made a long-term, strategic commitment to grow and develop the Port of Sheerness. The Master Plan sets out our intentions of how we plan to develop the port so it remains a key employer and driver for growth in the Swale region for the next two decades.

Our Master Plan is very much a collaborative process that we believe will have a significant and lasting impact on the Swale region."

Peel Ports will now undertake a comprehensive review of all feedback received during the public consultation so changes and additions to the draft Master Plan can be considered.

The publication of the final Master Plan is expected in 2016.



*The Port of Sheerness*

## On track to deliver

Rail freight facilities at the Port of Felixstowe, the Port of Britain, have expanded further with the commissioning of two new Rail Mounted Gantry cranes (RMGs) at the port's North Rail Terminal.



*The new RMGs*

Commenting on the latest developments, Clemence Cheng, Chief Executive Officer of the Port of Felixstowe, said:

"The Port of Felixstowe already has greater rail capability than any other port in the UK. In 2014, we handled 890,000 TEU at our three rail terminals on the 60 arrivals or departures we have every day. Volumes by rail are continuing to grow and are now over 20% higher than before we opened the North Rail Terminal in 2013.

The frequency of services we can offer makes rail a much more reliable and viable alternative to 17 destinations in the UK helping to reduce road congestion and allowing customers to strip carbon out of their supply chains. The new cranes will help us to move even greater volumes by rail in future."

The new cranes are manufactured by Liebherr and have been co-financed by the European Union Trans-European Transport Network (TEN-T) programme. In total, Felixstowe has nine rail cranes and 16 tracks at its three terminals making it the largest intermodal rail facility in the UK.

Leading rail freight companies Freightliner, GB Railfreight and DB Schenker all operate rail services at Felixstowe. Regular rail services are run from Felixstowe to Birmingham, Manchester, Trafford Park, Scunthorpe, Hams Hall, Daventry, Wakefield, Bristol, Doncaster, Ditton, Liverpool, Selby, Leeds, Tilbury, Teesport, Burton-on-Trent and Coatbridge.

## Features

### Jotting Monthly

Glyn L Evans

#### The sinking of HMT ARAGON

The fresh footprints of the OOW, seen here on the newly-scrubbed quarterdeck of HMS HERO, help to explain this naval rating's lugubrious expression.



*Far from "jolly" jack tar on HMS Hero's quarterdeck*

The original watercolour, painted for me by the highly-regarded artist, Sean Bolan, contrasts with his usual depictions of officers and men of the various Guards Divisions. It is Sean I have to thank for a collection of old press cuttings that came into his possession, leading me to research the sinking of HMT ARAGON on 30<sup>th</sup> December, 1917.



*RMSP Co's ARAGON in her peacetime role*

Launched in 1905 at Harland & Wolff's Belfast shipyard for the Royal Mail Steam Packet Company, ARAGON set off on her maiden voyage on 14<sup>th</sup> July of that year

from Southampton for Brazilian ports with 306 First, 66 Second and 632 Third class passengers. Taken up as a troopship, she saw service in 1915 during the Dardanelles campaign and was used as a base for this by General Sir Charles Monro and his staff, with Lord Kitchener being a frequent visitor. In December 1917 ARAGON embarked troops, mainly engineers, plus 150 nurses at Marseilles and sailed on the 20<sup>th</sup> of that month for Alexandria with the destroyer HMS ATTACK as escort during the later stage of the voyage.

The following account is extracted from *The Royal Mail War Book – being an account of the operations of the Ships of the Royal Mail Steam Packet Co., 1914 – 1919* by H W Leslie: "At ten past ten on the morning of 30<sup>th</sup> December, during her final approach to Alexandria, ARAGON received a message from ATTACK: "Channel not swept yet. Shall have to stay outside until 1pm. I propose zig-zagging up and down at high speed."

Fifteen minutes later HM Trawler POINTS CASTLE came into sight blowing her steam whistle and flying "N G S," the international code signal for "Follow me." Evidently the channel was now clear; Captain Bateman of ARAGON altered course and, at half speed, followed POINTS CASTLE towards Alexandria with two other trawlers sweeping ahead. Very quickly, ATTACK was back on the scene and signalled to ARAGON, "You have no right to take orders from a trawler. I am Senior Naval Officer, follow my instructions." She then hoisted flag "W" with a ball underneath, the convoy order "Follow me." ATTACK and Aragon then headed back out to sea. That mines were a real threat is evidenced by the fact that the Fleet Auxiliary OSMANIEH was sunk the next day, after striking a mine laid off the port.



*ARAGON in her wartime role as troop transport*

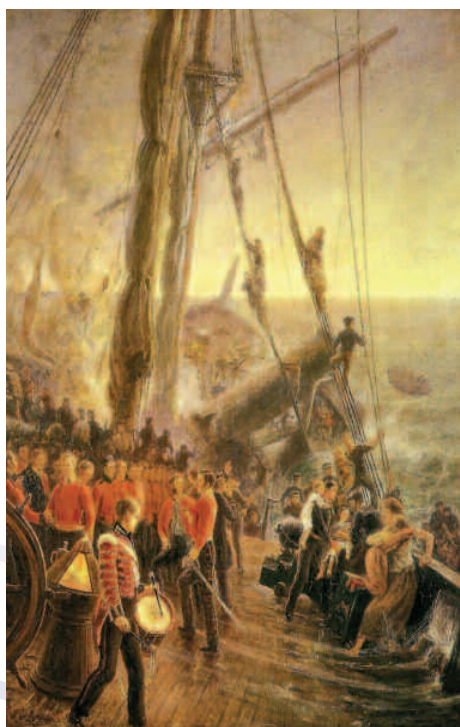
No sooner had ARAGON left the swept channel and reached the open sea than she was hit by a torpedo from the German minelaying submarine UC – 34 (Oberleutenant zur See H Obermuller) and rapidly began to sink. An account in the



Birmingham Post, February 1918, under the heading **NURSES VIVID STORY** reports: "About 10.30 in the morning we could see land." she writes. "At 10.55 there was a terrible crash. The steward got me outside and gave me my lifebelt. I ran up two flights of stairs to our boat stations. In a minute we had orders to get into the boats, which we promptly did without any confusion. We were lowered – which was a shaky business – a doctor and a colonel accompanying us, and we got away from the ship as soon as we could. By that time we could see the stern of ARAGON down in the water and her bows in the air. The troops on board were singing. By Jove, it took some doing."

From another cutting, Miss Agnes Mitchell, a VAD nurse wrote: "The tommies, of whom we had many on board, were perfect "bricks." They stood at their various posts and cheered us when our boats left the sinking ship – cheered us although many of them were never to see land again. We got off safely from the fated vessel and, as we were luckily very near shore (twelve miles off) there were several trawlers quite close to us. They steamed up to us and we were hoisted safely in to them. We then tuned our attention to the boys struggling in the water. Our ship had by this time disappeared stern first, so that for a few seconds she seemed to stand perpendicular in the water. We were delighted to see the boys being safely taken to the torpedo-destroyer which had remained with us as escort."

This was a fine example of the *Birkenhead* drill in action – women and children first.



Women and children first

Staff Nurse Grace Findlay gave *The Daily Sketch* of 16<sup>th</sup> February "a thrilling" account of her experiences: "I shall never forget the sensation when the ship was torpedoed. The noise was dreadful, and everyone had to get ready for their lifeboats. The sisters were the first to be put into these boats, along with several boys who were wounded by the torpedo. Neither shall I ever forget the bravery of the soldiers as they stood on deck and called on them to cheer up while the great boat was fast sinking underneath them. At last the lifeboats got clear away, and the words rang out, "Are we downhearted?" and the ringing reply came "No!" It was then the destroyer came alongside and rescued a large number of men." Nurse Findlay and others in her boat were picked up by minesweepers. The *ARAGON* sank in twenty minutes, and the destroyer was alive with men when the submarine torpedoed her also."



The final moments of ARAGON

HMS *ATTACK* broke in half and sank in five minutes.

Another contemporary newspaper cutting reports, **TRANSPORTS, SUNK IN THE MEDITERRANEAN** ——— 809 Lives Lost. The Secretary of the Admiralty made the following announcement on Wednesday: The transport *ARAGON* (Captain Francis Bateman in command) was torpedoed and sunk in the Eastern Mediterranean on December 30. One of HM destroyers, while picking up the survivors was herself torpedoed and sunk. The mercantile fleet auxiliary *OSMANIEH* (Lieutenant-Commander D R Mason RNR in command) stuck a mine and sank in approximately the same locality on December 31. The casualties were as follows:-

	Aragon	Osmanieh	Total
Officers, including the Captains	4	3	7
Crew	15	21	36
Military Officers	10	1	11
Soldiers	581	166	747
Female Nurses	-	8	8
<b>Total</b>	<b>610</b>	<b>199</b>	<b>809</b>

These newspaper clippings prompted me to re-read a report of the sinking of *ARAGON* as described by Stuart Nicol in his book, *Macqueen's Legacy - Ships of the Royal Mail Line*. In that report, recalling the fine discipline on board *ARAGON*, the ship's senior surviving officer said: "It is a proud tribute to be able to pay to the soldiers and ship's company that not one of the nurses even got wet. All were landed safely and intact." This recollection prompted a response, also in Nicol's book, from Alex M Hamilton who, as an officer in the Royal Engineers, was on board *ARAGON*. He says: "When the torpedo struck I reported to my boat station and assisted in filling the boats with nurses. Sliding down the ship's side, I was holding on to the outside of a porthole when I heard a second explosion. I have a hazy recollection of being crushed by wreckage and some six hours later was picked up unconscious, by a trawler, and landed at Alexandria where I spent six and a half months at Ras-el-Tin Military Officers Hospital... I recovered and am today (November 1962) supervising the business which I commenced after being invalided out in the year 1919." That business was Alex M Hamilton & Co., the Pacific Steam Navigation Co.'s agents at Belfast.

There the story might have ended but for the fact that, from my career as a marine insurance underwriter in Liverpool in the 1960s, I remember dealing with a company of shipping and forwarding agents in Belfast by the name of Alex M Hamilton. With the help of my friend and retired master mariner, Andrew Jagers of Bangor, Co. Down, I was able to establish that the Company is still in business (now as Hamilton Shipping) and, further, I was put in touch with its Group Managing Director, Gordon Hamilton.

Promptly responding to my enquiries, Gordon told me Alex M Hamilton was his great uncle who subsequently left the firm in the hands of Gordon's late father, James. Gordon was too modest to mention his prowess on the rugby field, but I can report he gained ten caps at International level for Ireland and scored a fantastic try against Australia in the 1991 Rugby World Cup.

Gordon kindly sent me copies of two letters from 1919, when great uncle Alex had returned to his native Belfast. On 5<sup>th</sup> May he wrote to a former business acquaintance, Captain P F Donnelly, Marine Superintendent, Isthmian Steamship Lines, 11 Broadway, New York, seeking support for his new business venture. In that letter he says: "Since I saw you last I have been through Egypt, Palestine, Syria, Italy, France and Belgium, holding a commission in the Royal Engineers. I had the misfortune to be on board H.M.T. ARAGON when that steamer was torpedoed in the Eastern Mediterranean. I was four hours in the water before being picked up and then spent five months in Ras-el-Tin Military Officers Hospital, Alexandria, having been crushed and developing Pneumonia and Pleurisy following the immersion. I am now at home on Medical leave and may be released from the Army any day now."

Captain Donnelly, who must have had some Irish blood in him, replied on 20<sup>th</sup> June: "I hope that you have regained, by this time, your usual good health and that your spirit is as buoyant as the zephyr that blows over the hilltops of Erin."

The Captain went on to list a selection of personal contacts that, history proves, gave Alex the start to his business he was hoping for.

A final, sad reminder of those who did not survive the sinking of ARAGON comes from an account in the Birmingham Post of 11<sup>th</sup> February 1918, under the heading: THE LAST OF THE ARAGON'S CAPTAIN. The crew of the torpedoed transport Aragon reached home on Saturday. They spoke enthusiastically of the conduct of the troops and nurses. When the vessel was struck the troops lined up and sang "Keep the home fires burning." The captain (Frances Ames Bateman aged 37) when all the available boats were lowered, cried out, "Every man for himself and God be with you." Shortly afterwards he went down with his ship.

## Gervèse - The Russian series

Dr Robert Bruce-Chwatt

There were five different series of cards by Gervèse, four of them with a Navy motif; French (100), Russian (10), British <sup>1</sup> (10) and Argentine (10), the fifth was for the Merchant Navy in the Liner series for the *Messageries Maritimes* <sup>2</sup>. The Navy series are all of similar themes and humorous subjects, though varied by their uniforms and national characteristics as Henri Gervèse observed them.

## Коллекція ІІ, Биссоньє, Шербуркь.



"Off to the Reserves!"

In June 1910 a squadron of the Imperial Russian Navy arrived at Cherbourg, bringing the Tsar, Nicholas II, and his family, including the tsarevitch, Alexei Nicholaevich, on a State Visit to France. They sailed on the Imperial yacht, "Polar Star". Included in the visiting Russian squadron escorting the Imperial Yacht, was the armoured cruiser *Oleg*, built in 1903, one of the few capital ships that had escaped the disastrous Naval defeat by the Japanese at the Battle of Tsushima, fought on May 27-28<sup>th</sup>, 1905 during the Russo-Japanese War. However, having survived that sea battle, the fate of the *Oleg*, in June 1919 and by then sailing under the Bolshevik flag, would be to be sunk in the Baltic by Royal Navy Coastal Motor Boat 4 with torpedoes and commanded by Lieutenant, later Commodore, Augustus Agar, VC, DSO, RN.

Though not the last of a series of Imperial Yachts, the *Polar Star* or *Polarnaya Zvezda* was certainly the most elegant. The home port of the Imperial yachts was at the Kronstadt Island base of the Imperial Navy and *Polar Star*, belonging personally to the Dowager Empress Maria Feodorovna, the mother of the current Tsar, had been a gift from her late husband, Tsar Alexander III. The steel keel was laid down in the presence of the Imperial couple and officials of the Navy Ministry at the Baltic shipyards on May 20<sup>th</sup>, 1888, her lines being those of a clipper ship, though her propulsion would be by steam plant, not

sail. Construction took exactly two years and on May 19<sup>th</sup>, 1890, she was launched by the Tsar Alexander III, who died only four years later.



*Polar Star* carried a crew of 349, including nineteen officers and sometimes a boy's choir, as seen here in a photograph taken in Algiers by a local photographer. Deeply religious the Tsar and his family would have had Divine service daily.



The ship had two vertical triple expansion steam engines, twin bronze screws and ten boilers. After sea trials in the March 1891, when she achieved a top speed of 17 knots, she was commissioned into the Baltic fleet and became part of the Imperial Guard. At a cost of three and a half million roubles, she was the most expensive royal yacht built to that date with an all-steel hull designed and built to withstand being icebound during the winter.

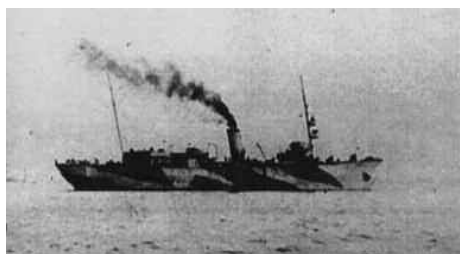


Due to threats to the Tsar's life, the *Polar Star*, though always escorted by a Squadron of other Imperial Navy warships, was armed fore and aft with a total of four 47mm Navy Hotchkiss guns firing 68



rounds per minute with an accurate range of 2,000 yards. These were manufactured by Hotchkiss et Cie, a French Arms company. The sailor operating the gun appears to be barefoot, good grip on a wet deck, but hot brass shells casings are another thing...

After the Russian Revolution of 1917 she became part of the nascent Soviet Navy. Her complex twin steam plant was replaced by a slower diesel, a funnel was removed and she was re-armed with somewhat obsolete 3-inch guns. She saw service during the Finnish Winter War (1939-40) and during the Second World War as the HQ of the 3rd Submarine Division in 1942 and, seen here in rather grubby "dazzle" paint, survived the War, but as a shadow of her former glory.



In 1954 with her plant failing, but her hull still sound after 63 years, she became an anchored accommodation ship before finally being sent to the scrap yard in 1968.

With some advanced warning of the 1910 official visit, Gervèse, or more probably his more financially savvy publisher *Bissonnier*, whose offices and print works were based at Cherbourg, decided to produce a series of 10 Russian Imperial Navy cards for sale to the new arrivals. They would use a formula that Gervèse would use again to such good effect in 1915 for the Royal Navy series of cards: "Our Sailors". The Russian series would be entitled: "Nashi Moriaki" or Наши Моряки, a simple translation of the *Nos Marins* of his original French Navy cards.

Ever a showman, Gervèse now signed them with a phoneticized Cyrillic version of his name:

*Ж. Шербург*

Even assuming that Gervèse had some prior knowledge of Imperial Russian Navy uniforms, perhaps even as a pre-visit liaison officer, the usual fine details on this series of cards are not as good, probably due to the speed with which they had to be produced and the brief contact with the Russian officers or visits to the Russian

Naval ships for him to make notes and sketches of the ship's silhouettes, armaments, decks, cabins, uniforms, badges and customs. This contrasts with the far greater accuracy of the Royal Navy series of 1915 when he was seconded for a considerable time to the British Fleet in the Dardanelles and is quite noticeable. The Russian captions are in some cases bizarre and some do not make sense even to the Russian reader. The alphabet used here is old Tsarist, with some letters no longer used after the Russian Revolution of 1917; Lenin is said to have removed some of the letters, such as *ш* to update it. The phonetic rendition on the back of the cards of or what should rather be *шербург* (*Sherburg*) for the port of Cherbourg, where they were printed, is amusing, whilst *Bissonnier*, the publisher, is given as (*Bissonyeh*). Gervèse's next publisher at Cherbourg was *F. Choubrac*, 1-3, rue Tour-Carrée, Cherbourg-Octeville, who took over *Bissonnier* in 1914, but were themselves taken over in 1924 by *Bequemin et Cie*.

The printing, of the nine lightly foxed cards in my collection, appears to be that of *Pochoir*, a refined stencil technique based on one to create outline prints and, if required, others to add each different colour to the original black and white. This can be clearly seen where the series title: "Наши Моряки", appears in the form of an over-stamp on some of the cards with black outline seen through the colour. *Pochoir* was popular from the 1860's up to the 1930's, originating and done mainly in Paris. Similar in idea to the Japanese printing technique of many centuries, it was very labour intensive and at its height, there were some thirty studios in France, each employing 600 artisans. Once the artist's original image had been analysed for form, colour tones and their densities, the numerous stencils would be made by a *découpeur*, a skilled craftsman in his or her own right. These stencils were cut with a fine knife or *bistouri* from thin sheets of aluminium, copper or zinc; later celluloid. Initially using water colour as the print medium, but this gave way to *gouache*. This is essentially watercolour pigment mixed with gum Arabic and an opacifying agent, such as fine chalk. This gives *gouache* paints more depth and greater reflective qualities. The difficulty is that the colour tones change value when this water based paint dries; darker colour tones dry lighter and lighter colour tones dry darker. This was a source of concern to Gervèse; a pencilled note on the original painting of the Jolly-boat card asks the printer to:

"note with care the two differing shades of green (for the sea)!"



"Your Excellency, five minutes to go!"

This shows a moustachioed officer dressing for duty; the usual disorder reigns, but note that a bottle of scent with a rubber squeeze bulb is now seen on the table top next to his brush and comb. There is however no discarded moustache net from the night before, a touch Gervèse perhaps missed! The shoulder straps on his white jacket appear to be those of a junior 2<sup>nd</sup> Lieutenant or *Starchij Leitenent*, but he was either a late starter, not very bright or has been demoted as he looks a bit old to be so junior.

The French and English versions are remarkably similar as can be seen in the two vignettes below; the French officer's cabin appears to be the least disordered...



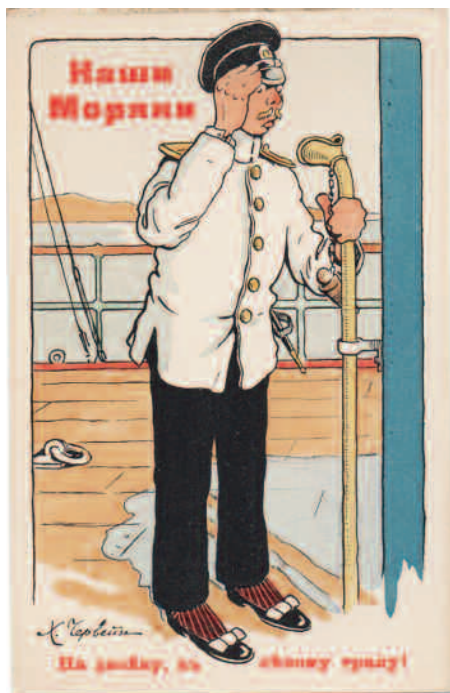
The Royal Navy officer's cabin appears rather more homely, with a carpet, a fold-away wash basin, a truckle bed, two pictures on the wall, a frilly lampshade, propped up mirror, cut-throat razor, a shaving brush with foam and Turkish slippers.

In the Argentine Navy series, entitled *Nuestra Armada* (Our Navy) this card, oddly enough, does not feature at all.

The Russian Master-at-Arms, seen below, appears to be either a bit of a dandy or has



forgotten to change his patent leather dancing pumps from the night before, possibly because he is late in replying to the voice-pipe whistle. The red striped silk socks do look rather out of place, but perhaps a privilege for those in service to their Imperial Majesties? The caption is a bit bizarre, but perhaps a translator's sense of humour...



"To the gig, by the Port gangway!"

His anxious look and red nose may also be forensic indicators that the Master-at-Arms was at the *kvas* and the *wodka* the night before, as well as the slightly rumpled look of his white jacket. It is difficult to decide if it is water on the deck or a shadow, but on balance it is shadow.



"Aye, aye, Sir!"

This card of an inspection before shore leave is a new subject; a version perhaps of: "Up to town? Never in brown!" The offending boots may be the thick wool felt boots called *Valenki* - *ва́ленки*, traditional winter footwear for the Russian military. They are not waterproof and were usual worn with a pair of galoshes. The more senior sailor

appears to be taking a picnic ashore with him; more dried sausage and black bread; no fresh croissants for him then...

The Russian captions on the cards, as mentioned before, are sometimes rather odd when translated into English. Other versions of the first card showing the sailor who has clearly been paid off and going on leave reads in Russian: "Stockpiling". Perhaps a version of Chief Officer's "handbag", not uncommon for those in the know...

In another version of the Master-at-Arms at the voice-pipe, he is saying: "Present!" the same as the caption of the four sailors lined up for inspection before shore leave. Bit odd or have the French printers muddled them up? It seems there are the two versions of the cards but with different captions...  
Черт его знает, что происходит!  
(The devil only knows what's going on!)



"Honoured to report for duty!"

The hung-over sailor salutes and says: "Honoured to report for duty (back from a night on the town)" as a subscript. At least this one makes sense. Whether the cat belongs aboard or ashore is debatable, but this will probably be rapidly resolved when the cat is put down. The empty bottle, brown shoes, dodgy hankie, lack of a cap and sockless brown shoes tell the whole unfortunate story that some of us may well remember from our own times at sea!

"Danger below!" is the caption of the card above, but I'm not quite sure what they are up to or what the structure is that they are standing on or what the walkway is supported by. So ten out of ten Gervèsé both for confusing us and upsetting the health and safety chaps.



"The (big) fish is caught!"

At last a sensible caption though how big a fish is debatable as the bow is up in the air because they are all in the stern and the hint of the fish in the ripples of water seems very small. Probably an old bicycle as well; certainly not a shopping trolley. With the line wrapped around the bow thwart it may be "rove to advantage", but it more likely to part as the breaking strain of the line seems likely to be far exceeded.



This card showing the over-laden Jolly boat, six oars on three thwarts, is titled: "With the purveyors and the servers", but loosely translated these are the buyers of provisions for a private party with money that they have collected amongst themselves. At least the printers seem to have got the two shades of green for the sea correct. Suitably overloaded, the flag at the stern is the saltire of St. Andrew, but the colours being reversed has nothing to do with Scotland. It is the ensign of the Imperial Russian Navy, which is different from their Naval Jack, seen below.

Jacks are additional national flags flown by warships at the stem jack staff when the ship is at anchor, moored alongside in port or dressed for special occasions. The jack is flown at the bow, the ensign at the stern when anchored or moored. Once under way, the ensign is flown from the main mast.



"Ashore till late."

This caption is fairly self-explanatory, as he may have "borrowed" the bicycle to make it back to his ship on time. The detail includes a spoon brake on the front tyre, with a rubber friction block acting directly onto the tyre tread. Rather disappointingly he has not seen fit to give his shipmate a lift on the handlebars. The typical Russian log house construction and the belted blue tunic of the peasant in the background are



the usual Gervès touches, as is the birch tree on the left.



This card is captioned: "Rocky ship", whilst in the English version of the same scene it is: "A sou'west gale". There is, oddly enough, no French version. This last card is, incidentally, the only one that I do not have of the original series, hence the different background colour. I would, of course, be most grateful for an original copy, though

I am also still looking out for a set of the Argentine Navy series!

## The air you breathe

Michael Grey

Who remembers the absolute incredulity when, just a few years ago, a Californian academic coined the usefully alliterative phrase to describe the air quality around ports and other places where ships gathered? He called it the Diesel Death Zone and according to his researches, tens, if not hundreds of thousands of people who lived around ports were gasping their way to a premature end in the choking sulphurous fumes from ship's machinery.

To maritime industry people around the world, it all seemed to be rather over-egging the problem. Might the attenuated lifespan of Californians who lived around the docks not be affected rather more by their lifestyle of cigarettes and hamburgers as big as your head? Could there not be a connection to the fact that these people required a 4 litre engine in their car which would convey them a quarter of a mile to their nearest drugstore or fast food outlet?

It is perhaps a regrettable fact that this American alert occasioned a good deal of industry scepticism. There were, of course, still people around who remembered the

great smogs which accompanied the last embers of domestic coal firing in major cities. They remembered time in port when the soot laden air was so thick you could almost cut it with a knife and having to bung up the Thermotank ducts with socks to keep the filth outside the accommodation.

If they sailed out of London, they might even remember days of delay, when the crane drivers couldn't see the holds and the dockers couldn't find the dock gates. There were coloured lines chalked on the road from the gates to the ships and the theory was that you waited until a group had been gathered, then you set off behind a policeman, following the chalk line to the bottom of the gangway. There was a famous incident when half a dozen Chinamen from a Ben Line ship, obediently holding the coat of the chap in front, plunged one after another into the Albert Dock, after the policeman had become disoriented.

Now *that* was poor air quality, which was cured by the expedient of banning coal fires and anyone who lived through such a smog would treat it as something of yardstick in future years. Diesel Death Zones? What was the chap thinking about?

But the DDZ somehow fitted in with the general sentiment and an environmental awakening that was giving us the terrors of global warming, climate change and the belief that carbon dioxide was not our harmless exhalations and the fizz in our soda siphons, but a phenomenon we ignored at our peril.

Since then, we have come a very way in a relatively short time. This was brought home just recently when a ship manager, whose vessel was judged to have contravened clean air regulations not once, but seventeen times, was fined \$283,500 by a Californian court. This would clearly have bought a lot of low-sulphur fuel, if they had only bothered to switch over to its use when approaching this very particular coast.

We have emission control areas springing up all over the world, something that probably won't stop with European waters and those around North America. We have earnest engineers and technical managers frying their brains as they try and work out whether they should invest in *abatement technology* (scrubbers to you and me), which may, or may not work, buy very low sulphur fuel or gasoil at twice the price of HFO, or go the whole hog and opt for LNG, which may, or may not, be available when you need it most.

We have the longest formula in the maritime world devised to calculate the energy efficiency of a ship and hovering

around the sidelines, we have people desperate to make a killing on carbon trading. There are regional regulators making clear their preference for *cold ironing* when ships are alongside and demanding that entire ports be wired up to plug in the visiting vessels, which is no easy or cheap matter in a port like Rotterdam or Antwerp.

While the Californians, bless them, seem able to bang a ship manager to rights, there are still endless arguments elsewhere about how air quality is to be tested. It ought to be done alongside, it is said, until somebody pointed out that you cannot run a main engine at full speed when securely fastened to the quay, or you risk the ship leaving the berth rather precipitously. Drones fitted with sniffer devices might become the sampling mechanism of choice. The paperwork, one supposes, will be the cheapest option and thus regarded as the ultimate lead to any non-compliance. It is what the Californians are using.

But the demand for clean air near to ports and ships is not going to go away. This summer the great port of Hong Kong will require ships to switch to low sulphur fuel when in port limits, moving the ECAs firmly eastwards. This is probably understandable, bearing in mind the filthy haze that seems to hang over the Fragrant Harbour most of the time, although it is arguable how much is generated from ships when compared with that which is wafted down from the Pearl River industries. Chinese and Japanese ports will probably follow in due course.

And nobody should forget that there are votes in clean air, in addition to any health benefits and it is notable that in more and more places the local population is becoming more vociferous about emissions from ships' exhausts. It is also a fact that waterfronts in many parts of the world are no longer inhabited by the mean habitations of the urban and voiceless poor (who may once have worked in the ships and docks) but well-off residents who pay a considerable amount for their harbour view, and would rather that the ships (clean exhausts or not) just went elsewhere.

Sydney, Auckland and Melbourne are the latest to plug into this growing hatred of ports, following the example of the US west coast seeking to interest their governments in their mission. Indeed one Australian MP was ejected from the Chamber of the Federal Parliament after waving around a jar of HFO, with which he coated his hands to make a pungent point. It is clean air that everyone is after.

Sail training could be the way forward for the Honourable Company and its energetic mentors.

## The Honourable Company of Master Mariners

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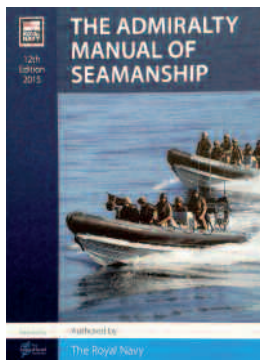
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## Book Review

The 12<sup>th</sup> edition of The Admiralty Manual of Seamanship

### Royal Navy

Published by The Nautical Institute  
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The byword of a seaman used to be to hand, furl and reef. We don't have to do that today (and probably cannot anyway) nor do we have to know how to *Fleet the sheers*, *Heave down* or *Fish a spar*, for seamanship, essentially a practical art, changes with technology. If the seaman of yesteryear had to know how to maintain rigging, handle boats under sail and oar, tack, wear, reach, and box the compass in quarter points, the seaman of today has to be able to manage an inflatable sea boat, know about sea survival, liferafts, rescue helicopters and use a gyro. The technology has changed.

The first to recognise this importance of technology were Hutchinson and Steel who, in the eighteenth century, produced the first seamanship text books *Treatise on Practical Seamanship* and *Rigging and Seamanship* respectively.

There then followed a series of seamanship books leading up to and around the British Merchant Shipping Acts of the mid-19<sup>th</sup> Century to be used by seaman, apprentices and officers going for their initially voluntary, but soon compulsory, certificates of competency.

Levet's poetically titled *Young Officers' Sheet Anchor*; Dana's prosaic *Seaman's Friend*; Timmouth, *Inquiry related to various points on seamanship* – not the most alluring of book titles; Brady's, *Kedge Anchor*, and then Luce and Nores and Alston's simply titled *Seamanship* followed towards the end of the century with Todd and Whell's *Practical Seamanship for the Merchant Service*.

Heretofore, seamanship had been something of a hit and miss art with practice varying between ships and companies and the practice handed down by word of mouth from practitioner to novice. And although the Merchant

Shipping Acts with their introduction of certification started to standardise practices they were still susceptible to the prejudices of the examiners and this was reflected in the content of the seamanship textbooks. Practice within the Royal Navy too, had varied, although probably not to the same extent. So the Royal Navy too started producing formal seamanship text books at about this same time albeit they were initially limited to the instruction of boys in the training ships.

Then, in 1908, the Admiralty produced its first authoritative text book written by Admiral Knight and Henderson, *The Manual of Seamanship* – no Admiralty prefix yet – with Volume 2 coming out a year later.

This provided two major benefits:

It provided the documented standard practice of a major fleet – hundreds of ships in those days. Through empirical learning that standard practice became best practice.

It was produced by an authority with the means to maintain its content to reflect both the best practice and the latest changes in technology and their application. Other seamanship publications were, of course, commercially produced and had to produce a profit.

That first Manual of Seamanship has gone through many iterations. And now the 12<sup>th</sup> edition of the *Admiralty Manual of Seamanship* – it's not clear if the earlier, non-Admiralty prefix versions, are included in the litany – has been launched by the Nautical Institute onboard HMS *Warrior* in Portsmouth. Through those editions, pulling cutters may have given way to rigid inflatables, sails to sea survival, the slinging and lashing of hammocks has been replaced by replenishment at sea. If you told a modern sailor to *marry the falls* he – or she – would think it some kind of perversion. If you'd tried to explain radio communications to a sailor of yesteryear he'd have looked at you in bewilderment.

But some things remain the same. Some things are enduring. We all still need to know the language of ships and the sea; we need to know how to work deck gear, how to handle cables and to anchor, to handle ropes, wires and hawsers. We all need to know the principles of good seamanship.

And that is what the *Admiralty Manual of Seamanship* gives us. By use, by time, by revision, by clarity of expression, by growing sophistication of illustration it's explicit authority has made it the de facto bible of the sea; a must for those who go down to the sea in ships.

A copy is available in the HQS Wellington Library along with many other old seamanship text books.

**David Parry**



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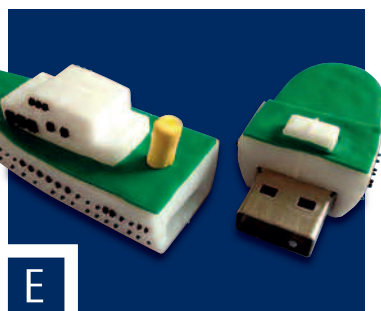
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