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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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Court of the Company

Wardens and Court from 1 May 2014

MASTER

Captain S S S Judah MBE MNI

SENIOR WARDEN

Captain H J Conybeare

IMMEDIATE PAST MASTER

Captain J W Hughes FNI MRIN

WARDENS

Captain N F C Rodrigues;

Captain F K D'Souza MNI; Captain M Reed RNR RD*

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Captain G R Cowap FNI; Captain I C Giddings;

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Captain J E Tinney; Captain G M Pepper FNI;

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From The Master

Captain Sam Judah MBE



In the last issue of the Journal, I mentioned entering the final strait of my term of office, and for those Seafarers who have transited the Gibraltar Straits homeward-bound, you will know what I mean when I say that I have now got the "Channels".

December last year was a very busy month for both Maureen and I. For Maureen wrapping Christmas (or Hanukkah) presents for all the family, and for me it was Christmas Lunches and Dinners all round.

On the 8th December I attended the 100th anniversary thanksgiving service and reception for the naval battles of Coronel and the Falkland Islands of 1914. The former was won by the Germans and the latter by the British. More than 3,500 lives were lost in what was the earliest naval engagement of the Great War. Representatives from both the German and the British Armed forces and other related organisations came together in a service of remembrance at the St Martin-in-the Fields Church, and I was honoured to lay the Wreath on behalf of the HCMM and remembering the Merchant Seaman who gave their lives for King and Country.

Although the second half of December for me was relatively quiet in Livery terms, I attended a very enjoyable Lunch at the invitation of the Master Warden of the Hull Trinity House, in Hull. It was good to meet so many Elder and Younger Brethren of the House who I knew well and spend some time with the local civic dignitaries and organisations in East Yorkshire. The Christmas Lunch on the 19th December on board was also well attended and enjoyed by many of our members and guests of our

Company, and it was a good way to round off a very enjoyable year.

Maureen and I and some twenty-three of our family and friends spent a very enjoyable New Year's Eve on board Wellington. We all enjoyed the good food and wines, within the exquisite surrounds of the Ships Model room whilst there were over one hundred and forty other guests enjoying the New Year's Eve party in the Court Room and the Committee Rooms as well. The view of the fireworks on the Thames from the upper decks was once again something extra special and will be remembered for a long time.

After spending a very enjoyable time with all the family during the Festive period, January and February has seen a steady ramping up of Livery events and I am sure as March and April approach and looking at the invitations flowing in, I will be kept very busy as I reach the finale.

Amongst the Livery Dinners I was invited to in January, which were all very enjoyable, I attended the Fuellers' Dinner on board the HQS Wellington. It is always extra special when you get an invitation to attend another Livery function on board our own Livery Hall as you get to show it off a bit and realise how lucky we are to have such an amazing hall. We should all be very proud of both our heritage and our ship.

I also attended the Dinner of the Worshipful Company of Shipwrights and was amazed to meet so many members that I already knew. I was pleased to meet two of my past bosses from OT Africa Line, the then Chairman and Managing Director who were members of the Shipwrights and who I hadn't seen since leaving OT Africa Line in 1989. Being Master of the HCMM has certainly given me the opportunity to renew old acquaintances and establish new friendships. Again, this was true when I was invited as a VIP guest of the British Chamber of Shipping at their Dinner at the Hilton Hotel, Park Lane. Here, I even bumped into one of my Chief Engineers when I was Master from the mid-80s. I didn't recognize him, as he was not in his dirty old Boiler Suit but was wearing a dinner jacket!!

I was invited to the Sir John Cass Founders Day on the 4th February, attended by the Lord Mayor, the Sheriffs and various other dignitaries and supporters of the foundation. We processed through the streets to the School Church and then attended a reception at the School hall. It was good to talk to some of the teachers and pupils of the school and see at first

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

- Mr Derek Sydney Bone,
4 December 2014
- Captain T J Allard
5 February 2015
- Captain Frederick Simon Angus RD*,
12 February 2015
- Captain John Stuart Allen,
16 February 2015
- Captain George William Semark Miskin,
18 February 2015
- Commodore Gordon Gorick
Greenfield RD FRIN FNI RNR,
2 March 2015

Congratulations to the following on being sworn in as:

Freeman:

Captain Keith Cederholm, Captain Trevor Harris, Captain Jon Feaver, Captain Jim Hayer, Mr Hugh O'Neill McCoy, Captain David Parry

Member: Mr John Fleming, Mr Nathaniel Phelps, Commander Chris Baldwin, Lt Commander Conrad Blakey, Mr Ashley Ryder, Mr Robert Taylor

Associate: Mr Stephen Griggs, Ms Rachael Davidson, Mr Kieron Hughes

Apprentice: Mr Matthew Crozier, Mr Joel Moxon



hand the diversity and benefit that is afforded to many young children through the legacy of Sir John Cass. The Wellington Trust also benefits greatly from the foundation spreading the good to all school children much beyond the school.

I was delighted to visit the Bristol Channel Outport on the 10th February and both Maureen and I together with the Clerk and Paula enjoyed the warm welcome and hospitality afforded to us at the Yacht Club in Cardiff. It was as always, good to meet so many members and their guests in such convivial surroundings. I am grateful to

Captain Rooney who presented me with a ceramic Poppy from Tower Hill and a certificate to commemorate the 100th anniversary of WW1. He also presented a framed picture of the son of Howard Leopold Davis who was lost to the war. Our Charity still benefits greatly from this legacy. The above artefacts are to be displayed proudly on board.

Whilst I visit so many of the livery companies, and participate in various events representing the HCMM, I must congratulate and thank the Senior Warden, the Clerk and all the Chairmen of the various committees who continue their efforts in managing the affairs of the company through many meetings and discussions. January was no exception.

I was once again delighted to interview so many prospective Freemen and Members and the calibre of the candidates never ceases to amaze me. I am confident that our Company will continue to prosper and the young talent I come across is extremely encouraging to the future success of our Company. The inductions every month followed by curry lunches are enjoyed by all and it's heartening to have the support of their families and the mentors.

As we progress through this year I am sure we will all be watching with interest the progress of the Garden Bridge. This is set to now go ahead with a move astern for the HQS Wellington almost a certainty. I am grateful to the Chairman, the Chief Executive and all the Trustees of the Wellington Trust who have worked tirelessly to ensure that the future of both the Trust and our Livery Hall are secure for the long term.

As we get closer to the Installation of my successor, we will be holding elections for both Wardens and the Court. I am extremely delighted that so many of our members have come forward to take these offices and I wish them all well in their endeavours. I am sure that they all have a lot to offer and hope that those who may not be successful this year will continue to contribute and maintain their interest in taking offices in the company.

I will be installing my successor on Wednesday 29th April, and with some two months to go to the Installation; there are yet many events that I am looking forward to. I look forward to hosting the very many Livery Masters and their Clerks who have royally entertained us during my year to our Court Lunch in March. Both Maureen and I are looking forward to visiting the Outports in Aberdeen and Glasgow.

Maureen looks forward to welcoming the ladies to the Mistresses lunch in April. However the event that both Maureen and I are most looking forward to is our eldest son's wedding on the 25th April, the last of our four sons to get married. I can truly start saving up then!

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 but if this presents difficulties, please contact the Course Administrator at Guildhall, Claire Holdgate 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 or write to, Royal Navy Merchant Navy Liaison Officer, Maritime Trade Section, Maritime Warfare School, HMS COLLINGWOOD, Newgate Lane, FAREHAM, Hampshire PO14 1AS.

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 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.

Honourable Company of Master Mariners and Howard Leopold Davis Charity

Members are reminded that our associated HCMM & 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.

Our Charity also oversees our presentation at Christ's Hospital School. The presentation

covers all fees, uniform and equipment at the School for the full secondary course. This presentation is currently not filled and a suitable candidate is being sought, details from the Clerk, Christ's Hospital, Horsham, West Sussex, RH13 0YP; Tel: 01403 211293; Fax: 01403 211580; Email: enquiries@christshospital.org.uk

The Royal Hospital School at Holbrook offers generous bursaries to the sons or daughters or the grandchildren of male or female officers of the UK Merchant Navy. The School also offers generous Scholarships in four areas: Academic, Arts, and Sports and, Sailing. The Royal Hospital School, Holbrook, Ipswich, Suffolk, IP9 2RX; Tel: +44 (0)1473 326200; reception@royalhospitalschool.org

Accommodation

There are two ensuite 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.

Merchandise

Honourable Company shields are now available for members. They take the form of our original shields with the Company badge of Golden Hind at the centre vice our seahorse. Gentlemen's Evening Cummerbunds have been sourced with a full coloured embroidered seahorse emblem based on Gold for Liverymen and silver for Freemen are available. HQS WELLINGTON 4Gb Computer Memory Sticks, in the form of the ship, are available from the office – the perfect gift for a modern mariner! Other merchandise can be found on the inside back cover.

Income Tax Relief on Annual Subscriptions and Livery Quarterage

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 Quarterage 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.

Master Mariner Post Nominals

Although membership of the Honourable Company imparts membership of a recognised professional body – hence annual fees are considered tax deductible by HMRC – we are not an Institute and do not *award* any form of qualification, such as the Nautical Institute, rather we seek the qualification from you before we allow you to join, so to speak.

Therefore we have no post nominals, although we are working now on a process to award Chartered Master Mariner status which would in due course produce formal post nominals.

For the present many members add *Master Mariner* or simply *HCMM* after their names on business cards etc. *MM* cannot be used of course as that is the recognised nominal for the Military Medal.

Social

The team is currently working up towards:

- Curry Lunches on: Friday 29 May 2015 [CURRENTLY FULLY BOOKED], Friday 26 June 2015 and Friday 31 July 2015. Members are reminded that guests should 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.
- The Installation Court Dinner on **Wednesday** 29 April 2014 is the second formal event of the year and a celebration of the installation of the new Master for 2015–2016. Dress is sombre Black Tie to allow all our Ladies to outshine us.
- The Annual Company Church Service at St Michael's, Cornhill, is at 1100 on Friday 12 June 2015, followed as usual at

1245 by the Ladies Lunch. This is a Company event and an opportunity to involve our ladies.

- The Summer Reception is at 1830 on Thursday 18 June 2015 and provides an excellent opportunity for an upper deck focussed drinks Reception with finger food, before perhaps you move ashore to that special dinner or the theatre? The 11th London Maritime Ball is on Friday 10 July 2015 and is invariably fully booked so you should get your name on the list early. Theme this year is "Oriental".
- Now an annual fixture, the third of our Outport Ladies Lunches is on Friday 24 July 2014. **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.**

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.

Library

New publications received recently are:

- Royal Fleet Auxiliary in Focus, Jon Wise Maritime Books ISBN 0-907771-89-0

- Ships in Focus Record 17
ISBN 1-901703-14-2
- Ships in Focus Record 18
ISBN 1-901703-15-2
(all donated by Captain Rob Booth)
- Tramp to Queen (Seafaring life of Captain John Treasure Jones) Captain John Treasure Jones
ISBN 978-0-7524-4625-7
(donated by his Son, David); (Treasure Jones commanded QUEEN MARY and MAURETANIA amongst other Cunarders and, HMS WELLINGTON in 1943)

Supporters

A number of commercial enterprises have over some years have been very supportive of our home and our Livery Hall. One of those companies is Furuno (UK) Ltd, which has kindly installed an fully operational radar system into the Wheelhouse and maintains and monitors the installation at no charge to the WELLINGTON Trust.. The radar is a core element of the Primary School Learning and particularly the new Secondary School Programme. Furuno (UK) Ltd is a subsidiary of the Furuno Electric Company based in Nishinomiya, Japan and is one of the premier suppliers of Bridge Navigation equipment globally.

Furuno (UK) Ltd is very active in the merchant marine, commercial fishing and luxury yacht sectors in the UK and Ireland. Needless to say that as the deadline of July 2018 for the fitting of ECDIS to all ships approaches they are very busy in this sector. However, all this cannot be done without good people, who have been well trained, which are ever more difficult to recruit. Therefore whilst they have their own in house training scheme, they are keen to promote marine electronics to visiting school children who will hopefully either seek a career at sea or in marine associated industries and this is a contributing factor why they have donated equipment to the WELLINGTON in the past and will do in the future.



FURUNO

Website

Members should be aware that our current website has been seriously hacked and is now shut down. A brand new website is under construction and should be operational shortly. Thank you for your patience.



Wardroom Notes

John Johnson-Allen
Honorary Wardroom Mess Secretary



The theme for this year's Maritime Ball is *Oriental* and one that hopefully will allow for interesting decoration in the Court Room and more especially, for both the ladies and gentlemen to exploit the theme for Oriental dress. The committee meeting at which the theme was decided was very enthusiastic on the subject; given the Senior Warden's long involvement in the Far East it was not, perhaps, to be wondered at.

There have already been in the region of 30 reservations, as at the time of writing, so we are anticipating a very good event. You will have noticed that the cost has gone up by £5, to £85. This has been the first increase in ticket cost that we have made in 11 years. In view of what is included in our ticket cost it is still incredibly good value; I noticed in another publication an appeal for another similar occasion elsewhere in the country, which offered very much less than we provide, and the

cost was very much more.

The Wardroom continues to be popular and holding prices at their present level will continue as long as possible. The wardroom is a service to all of us and although we do not, because of that, seek a profit, we do add to the Company's income.

If you have been in the wardroom recently you will have noticed that we have provided Simon, the barman, with a stool for his comfort when not fully engaged in serving drinks. As usual, I would remind you that if you wish to have a hot meal in the wardroom at lunchtime it is necessary to order it 48 hours in advance. If your requirement is for a sandwich it is prudent to contact the office the day before.

The Wellington Trust

Captain Stephen Taylor
Chairman of the Trustees



Onwards and upwards – life is getting very busy looking after the future of the ship, with the hope that it will remain as the home of the Honourable Company. This is where we need your help if we

are to continue, both financially and also with volunteers.

The Garden Bridge

The big game at present is with the development of the Garden Bridge project. The current plan is that to allow the bridge to be built, we will need to move to a new berth some 50 metres downstream. We will keep our present access over the Embankment although this will be added to with a ramp to give us Disabled Access. By this time next year, we should have moved. The Trust has a small Move Committee to help arrange all this, with Captain Terry Jewel as the Move Master, and with the Marine Superintendent, Captain John Freestone overseeing the actual navigational aspects of the move. The Garden Bridge Trust has recently received the bids from 3 companies wanting to construct the bridge, and we wait for the winner to emerge, and then to discuss the detail with whomever this is.

Wellington Future (WEFT)

The other major issue taking up time by the Trustees is looking to our longer term future. Our Charitable Purpose is the preservation of the old sloop HMS WELLINGTON, and the education of the nation on the history of the British Merchant Navy. The Trustees currently agree that we are likely to need a docking in the next 10–20 years, and who will pay for this?

Our current and past exhibitions, sponsored by the Heritage Lottery Fund (HLF), have provided both us and the HLF with some confidence that we are able to develop into a national treasure. Short of a major 7 figure gift, our future as a hull could therefore rely upon seeking HLF funding for this long term preservation. But to position ourselves for this we must move forward into becoming the venue for the history of the Merchant Navy.

Some Members may have heard rumours, so this is to ensure all are up to date. Following many meetings and some design work, the Trust are investigating a major project to develop the Main Deck becoming a permanent exhibition space, and with the ability to hold short term specific exhibitions. An enquiry was recently lodged with the HLF for their comments on this proposal, which has had a positive response; as a result, the Trust is considering submitting a major bid (in excess of £1M) to the HLF for developing the Main deck into an exhibition area, which will also be available to enhance the ship as a catering venue. This will also take

advantage of the proposed new Disabled Access brow arrangements following the re-berthing by the Garden Bridge Trust. The proposed plans will continue to provide the HCMM with the facilities Members have become used to.

The project to undertake this would provide a very daunting challenge to the Trust, with disruption on board whilst this happens in situ. The current plan is to submit a first round bid to the HLF later this year for this redesign of the working and revenue earning spaces on board. If this is accepted by the HLF, we will then have time to flesh out this bid to enter a second round, with a huge amount of supporting information required; we would be able to apply for funding to support this.

If as a result we then succeed with our second round bid, we can then get on with the work. We will also need to find a large sum of matched funding, and will be running a special fundraising project. If these plans go ahead, we could be undertaking the work in 2017. The alternative is to stay as we are, living with the past and with an ever growing fear for the future.

HATS

The HATS exhibition is open again with the new Gallipoli wall. Do come and see it and persuade your friends to visit us. We have two new Heritage Project Officers (HPOs) for this last phase, both of whom started with us during the Convoy exhibition as volunteer stewards – Solmaz Kennedy will be looking after the events and media, and Jim Blackburn is running the Volunteers.

Schools

The Secondary school programme is now underway and we have had two school visits already. Rebecca Swan, who has masterminded this programme, has agreed to take over as Chair of the Education Committee, allowing Annie Todd to continue helping the Trust by concentrating on the exhibitions and the WEFT.

I wish to thank Annie most warmly for her excellent work as Chairman, in overseeing the school programme, and am delighted that she will continue to help us. However we do need more Master Mariners to help with the bridge work for Primary schools. Do please consider giving a little of your time for this enjoyable and rewarding work with some pay back – say 2 hours a month? Not asking much, but it helps if volunteers are in easy travelling distance. Do let me know if interested and come along to watch what happens as a non-committal introduction.

Wellington Trust Heritage Committee

John Johnson-Allen

Chairman, Heritage Committee

Glyn Evans' talk on the dazzle painting of ships in World War One, in January was, as we had expected, a fascinating look at the subject, with a particular focus on Norman Wilkinson, who was the artist (three of whose paintings hang on board) who conceived the idea of dazzle painting. We were very happy to welcome Mr Wilkinson's granddaughter to the evening, and, from her comments she thoroughly enjoyed the evening.

In February we welcomed Dr Vanessa Jenkins, who spoke about the disaster of Gallipoli. After a very impressive presentation, with 100 slides, the question and discussion session afterwards revealed that there were five or six of the audience who had relations who had been at Gallipoli, which made the event a very memorable one.

The last talk of the current season is by Rear Admiral John Lang, on the U-boat threat in World War One. From past experience this will be another very well illustrated and thoroughly-researched talk.

The programme for the next winter season, 2015/2016 is now complete and we have a wide and varied selection of subjects. We start in September with one of the excellent films from the Shell Film Unit on the early years of Royal Dutch Shell, in its historical context. In October we shall hear about TE Lawrence and the Red Sea Patrol. The Red Sea Patrol was the naval force which supported the Arab revolt. Only three ships were Royal Naval vessels; the remainder were requisitioned merchant ships and ships from the Royal Indian Marine.

In November we have a very different evening. The well-known Marine artist Ossie Jones is going to give a master class on Marine Art. The evening will start with a buffet supper. The cost will be the same as for Heritage Evenings; however there will be no *talk only* availability. In December Dr Robert Bruce-Chwatt will speak to us about his experiences on the UGANDA when she was a troopship in 1983–84, taking troops down to the Falklands.

In January 2016 Rear Admiral David Snelson will give a talk on the history of the five ARK ROYALS, in part based on his own memories. In February, a complete change when we hear about 200 years of

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 |

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

Swires and the China Navigation Company from Rob Jennings who is Swire's archivist.

The season ends with a talk about an historical oddity, the refugee merchant fleets in World War II. These were the fleets that escaped from countries overrun by Nazi invasion, who served the Allied war effort. Captain 'Snowy' White, who is known to many of us, has researched this in detail.

We have had to increase the cost of the suppers for the Heritage evenings. They have been unchanged since we started, but now costs have increased, so, for Friends the cost is £27, and for all others it is £32 - an increase of £2.

At the time of writing we are in discussion with regard to a possible short-term exhibition in June about the LUSITANIA. If the discussions are fruitful then appropriate publicity will follow in due course!

PDC Column

Captain Geoff Cowap

I was invited to Fleetwood Nautical College on 22nd January to make a presentation on behalf of the Honourable Company, to some of their Phase 1 students. The aim was to give them an awareness of how the Honourable Company could benefit young

persons who were pursuing a career at sea and in particular, the support and guidance we are able to offer through the mentoring scheme. The visit was very much enhanced by the support from members of the North West Outport who accompanied me to Fleetwood. After my presentation, Captain Derrick Kemp, chairman of the North West Outport, gave an informative insight into the role of the Master of a cruise liner. This was followed by a most interesting talk by Captain Leslie Hesketh on the less glamorous job of the master of a bulk carrier and the importance of making note of any potential damage during loading/discharging. He also stressed the importance of a loading sequence plan to alleviate excessive longitudinal stress and trim due to the rapid rate of loading. The presentations attracted a large audience many of whom expressed a desire to learn more about becoming an associate or an apprentice of the Honourable Company.

At the Education and Training Committee meeting in October last year, the Chairman, Lt Cdr Peter Aylott, asked the committee to consider the future of the HCMM mentoring scheme which was growing rapidly but he was concerned that whilst guidance was available to both mentors and mentees, there was currently no over-riding document to shore up the process behind the scheme.

The Chairman had commissioned a respected academic, Dr Chris Haughton to provide a preliminary report for consideration. A draft proposal from Dr Haughton had been circulated prior to that meeting outlining the aims and objectives, identifying the stages of the proposal. The plan was to

define the mentoring process and potentially provide a document for other organisations to follow, as a demonstration that it was a scheme 'fit for purpose' and essentially an independent risk assessment, along ISO9001 principles. The Chairman added that the process should be scrutinised by an external body, rather than dealt with in-house, to avoid any suggestion of an implicit quasi-contract between mentor and mentee and to protect against even the possibility of impropriety. The committee agreed to proceed with Stage 1 of the proposed scheme, a workshop involving a representative selection of mentors from across the country. That first workshop took place on Wellington on 19th January at which 15 mentors were present.

The aim of this workshop was to explore current practise, experience and reported effectiveness of our mentors. The lead from Dr Haughton was well managed and mentors were asked to consider some searching questions. There was some debate on what is the definition of Mentoring or more aptly, what was the Honourable Company's definition. What I found interesting was the consistency of answers and conclusions of individuals. It was very evident that all the mentors present were singing from same hymn sheet. The big question was..."is it the right hymn?" It would be inappropriate at this stage to list the detail of that workshop as a second workshop comprising trainees at college, some of which, but not necessarily all, will be members of the Honourable Company. That workshop will take place at Fleetwood Nautical College in March. Following the second workshop, Dr Haughton will assimilate

the remarks, comments and suggestions from all participants in both workshops and present his report for the consideration of the Education and Training Committee at the next meeting on 9th April 2015.

The report will be made public at the Mentors' Seminar on 10th April onboard Wellington, and those attending will have the opportunity to comment and discuss the find.

Mentors' Seminar Friday 10th April 2015

The programme for the mentors' seminar on 10th April has been circulated to all our mentors. We have taken note of all of your comments from last year's event and hopefully will be able to offer a more meaningful seminar.

Programme for the day

- 1030-1100** Registration: Mentors and invited guests will arrive.
Coffee/tea available
- 1100** Welcome from the Master
- 1105** Introduction
- 1115-1300** First session: *Expectations from Mentor and Mentee*

New briefing notes for mentors and mentees have been prepared and circulated to mentors. These notes will form the basis of how the mentoring scheme will operate and aims to clarify responsibilities and expectations of Mentors, Mentees and the Honourable Company. Your thoughts and suggestions will be most welcome during the session and will be used to formulate the final draft.

In addition, the results of the Workshops organised by Haughton Maritime Ltd will be available for discussion. There may well be additional topics to add to the briefing notes as a result of the Workshop.

Your questions to the panel will be welcome. You may wish to submit questions by email prior to the event. Please submit these to PDC (pdc@hcomm.org.uk) with subject clearly marked SEMINAR PROPOSED QUESTION.

- 1300-1400** Buffet lunch. Refreshments courtesy C-MAR group
- 1400-1600** Second session: *Opportunities within the maritime profession*

Mentors are frequently asked for advice on careers within the maritime industry other than continuing to sea. It is hoped to include members who have experience within such professions as marine law, marine insurance (P&I Clubs), off-shore opportunities, surveyors (marine, cargo, Classification societies, MCA, warranty etc.), academia

(nautical colleges, maritime research), pilotage, port operations, navigation equipment development, superyachts.

This session will give mentors a wider knowledge and useful links to pass on to their mentees

Whilst on the topic of mentoring, may I remind all Mentors and Mentees about **Mentoring Monday**? It is an opportunity to meet up with your peers, other Mentors and Mentees who can exchange views and ideas with others and to gain a better understanding of what we are trying to achieve through our mentoring scheme. The first Monday of every month except January is **Mentoring Monday** unless it happens to be a bank holiday in which case, the 2nd Monday.

The forthcoming Mentoring Mondays are:

13th April (2nd Monday as the 1st Monday is Easter Monday); **11th May** (2nd Monday as 1st Monday is May Bank Holiday); **1st June**; **6th July**; **3rd August**;
7th September; **5th October**.

If you are in or near London on any of these dates, do come and join us from 1230.

Outports

If at all possible, I like to visit the Outports at least once during the year. I enjoyed lunch in Exeter with the SW Outport in October and attended the Valentines lunch in Cardiff with the Bristol Channel Outport. The Master and Wardens lunch in the North West Outport was held this year at the newly refurbished hotel that was the head office of the White Star Line. Christmas lunch in the Merchant Taylor's Hall in York was a magnificent event organised by the North East Outport which I attended along with a dozen others from the North West Outport. The interaction between neighbouring Outports is to be encouraged, especially for members who are not able to visit Wellington regularly; meeting members from other Outports is an opportunity to exchange views with fellow Freemen and Liverymen.

A date for your diary for all our Outport members, Friday 24th July 2015, is the Outport lunch on board Wellington. This is the one event in the year when Outport members, their ladies and guests have priority over all others. This year, by popular request, we have selected a Friday so that you can enjoy a long weekend (24th, 25th, 26th) in London. Book your transport and accommodation early to get the best deals and book places for yourself, your good lady and all your guests through

the Business Manager (business@hcomm.org.uk)

Liverymen of the Northern Outports will have been notified of the 2015 London Liveries Brigantes Breakfast to be held at Manchester Town Hall on Friday 29th May. This is another opportunity for those who are unable to attend Livery functions in London to meet with other Liverymen. I have declared my interest and will be attending the Manchester breakfast. The event is exclusively for Liverymen and I hope that the Honourable Company can be well represented.

ECDIS

At the Technical committee meeting on 20th January, there was a discussion on the advantages/disadvantages of ECDIS. The Chairman, Captain Ian Giddings considered that this topic should be given further consideration and proposed that the committee should organise a workshop specifically to gauge the opinions and comments from those with first-hand experience of operating and using ECDIS. The Technical Committee Chairman, having identified the need for such a workshop, included the proposal in a motion to the Court which was accepted.

I am therefore making necessary arrangements for the workshop to be held on board Wellington at a date to be decided. I would particularly like to hear from seagoing masters or officers including our associates and apprentices who have experience in the use of ECDIS who would be prepared to participate in the proposed workshop. It would help in planning the date, to include dates when you are likely to be in UK.

Achievements

Congratulations to the following who have recently been awarded Certificates of Competency

Chief Mate: Sarah Hardie, Mark Hart, John Thompson

OOW: Bryan Andrews, Oliver Fowke, Richard Grad, Gareth Joynes, Rhiannon Pritchard, Samuel McDougall, Adrian Young

If any of our apprentices or associates have recently obtained a certificate or any academic achievement, but not mentioned above, then it is probably because you haven't informed the Honourable Company. Please contact us whenever you obtain any certificate or degree award and send a copy of the certificate. The Company will send you a reward for your achievement.

Ship Affiliations

HMS SUTHERLAND

Captain Christopher Laycock

It has not been possible since the last update on our affiliation in the last issue of The Journal published before Christmas to meet up with SUTHERLAND and its friendly and supportive ship's company. Clearly, the ship's company have been working feverishly to get their charge back out to sea and back into action, being their preferred and designed mode and place of work. As Lt Cdr Pete Brotton reports below, their best intentions have been frustrated by circumstances beyond their control. We can all sympathise with their frustrations and their longing to be back on the brine properly after such a long refit, and we wish them all well and every success in this regard.

From: Lieutenant Commander Pete Brotton

Executive Officer, HMS SUTHERLAND

Refit Progress

The regeneration of SUTHERLAND continues to progress well. Unfortunately, due to factors out with our control, it is unlikely that the ship will return to sea this side of Easter. Emergent engineering problems combined with the availability of external authorities due to other projects mean that we will return to sea to commence our Sea Trials package around mid-April.

This unfortunate delay will cause some significant changes to our short and long term programme, details of which will come out in due course.

Defence Secretary Visit

In December, the ship was visited by the Secretary of State for Defence, Michael Fallon MP during his tour of the Defence facilities in Plymouth and Devonport. The purpose of his visit to Devonport was to see first-hand the area of the Naval Base that is to become a prime location for the marine industry. This follows on from a Government announcement earlier this year regarding the City Deal.



Michael Fallon MP boards SUTHERLAND

Once onboard SUTHERLAND he met with the Commanding Officer before visiting the 30-man Mess, where he had coffee and an informal talk with several members of the Ship's Company, across all departments and specialisations, ranging from junior Able Seaman to Warrant Officers.

The visit provided an ideal opportunity for the Defence Secretary to see what life is like onboard and to understand the issues that we are dealing with in the current climate as a Front Line unit generating to deploy for 9 months.



Michael Fallon MP talking to members of the Ship's Company

Plymouth Food Banks

The Oasis Project is a Plymouth based charity with one of their many roles acting as a Food Bank to support those in need and less fortunate than ourselves. In the few days prior to Christmas, further to national media coverage, the Ship decided to have a Food Bank of our own in the Junior Rates Dining Hall for all members of the Ship's Company to drop off donations ranging from Pasta to Christmas Puddings.



Visiting the OASIS Project

The Chief Caterer, CPO(CS) Gavin Tuach, Leading Chef 'Max' Payne and the

Commanding Officer then filled a vehicle and delivered all of the items to a very grateful Eunice Halliday OBE, the Project Coordinator at the charity who was extremely grateful for the contribution made from a considerable amount of personnel onboard. We realise how lucky we are and how important it is to spend quality time with family and friends over the festive period, therefore are delighted to support an extremely worthwhile cause.



CPO(CS) Gavin Tuach, the Commanding Officer, Eunice Halliday OBE and Leading Chef 'Max' Payne

After visiting the Oasis Project we are absolutely convinced that the outstanding work of the volunteers and leaders, during the festive period in particular, is gaining more recognition and assure them that we will continue to support in the future wherever possible.

Care After Combat Charity Affiliation

Thursday 29 January 2015 seemed like just another day in the HMS SUTHERLAND regeneration process to anyone involved; however a trip down to the ship's 45 man Junior Rates accommodation would have told you otherwise where the renowned comedian and stage performer Jim Davidson was doing his rounds and meeting the Ship's Company.



Jim Davidson welcomed aboard by the CO

SUTHERLAND is extremely proud to be affiliate with the Care After Combat charity and the visit was to promote the charity and all the great work it is doing. Mr Davidson has closely worked alongside the British Forces for over 30 years and provides stand up shows and question and answer sessions with forces personnel to improve and maintain morale.



Jim Davidson with the CPO and WOs Mess

Whilst onboard, Mr Davidson and the charity team had the opportunity to understand the working dynamics of a commissioned warship in the Royal Navy and visited the many sections and departments onboard to gain an appreciation of the time, effort and dedication that the Ship's Company are putting into the regeneration process, all building towards returning to sea very soon. The visit culminated in a discussion with some of the junior rates onboard, where questions on the good work of the charity were answered and intentions for future fundraising ideas were discussed.



Jim Davidson with members of the 39 man mess

SLt Ben Gwilliam, currently onboard HMS SUTHERLAND said: "The work of charities such as Care After Combat is truly admirable and it is crucially important that visits such as this one take place in order to establish an understanding and make service personnel aware of the services available to them, particularly when they are at their most vulnerable after leaving the Services."

We can now proudly say that a visit to the *Fighting Clan* has been firmly cemented in his memory and the commendable impression set by all onboard acts as excellent evidence of not only the

professionalism of the ship, but the Royal Navy as an organisation.

Wardroom Celebrates Burns Night

On the 22nd of January, SUTHERLAND wardroom sat down to enjoy an early Burns Night Mess Dinner. Although this night is celebrated fleet wide, it had particular importance to the ship; not only with reference to its Scottish roots and its connection to the county of Sutherland, but to our very own current Scottish Commanding Officer.

The night was organised by Steward Bagen, who did an excellent job organising everything from menus to seating plans and ensuring the smooth running of the evening as a whole. The ships galley once again provided stunning cuisine for the evening with a smoked salmon starter, followed by the mandatory Haggis, neeps and tatties, finished off with handmade lavender ice cream with biscuit base.



LSlt Hanson, CH Pedley and Std Bagen preparing to serve at the Burns Night Dinner

Throughout the night, many Robert Burns poems were enjoyed by all as both entertainment and fines as they were read aloud in some fairly suspect Scottish accents. After the meal, the final bottle of *The Macallan* which was bottled for SUTHERLAND was passed around, accompanied by port, to make a final toast to the immortal memory of Robert Burns.

Inspired by the events SLt Kromolicki, one of the Ship's Young Officers, wrote this poem as a toast to the event.

After a hardworking month, on the 22nd Jan,
The Wardroom celebrated the work of one man,
A great Scottish poet, by the name of Robert Burns,
And after such a great night, our respect, he earns.
With a somewhat dodgy accent, it all started with a grace,
And after much laughter that really set the pace.

The haggis was presented during the first speech,
Another poem followed, well, more of a screech.
After the meal we passed the whisky and port,
And took another moment to reflect what he taught.
A quick look back over his works and rhymes,
It became clear his poems survived the test of time.
Mess games followed, eating cardboard off the floor,
The following morning found some legs were quite sore.
Fine after fine, lead to more poems being read,
Toast after toast....and then it was time for bed!

THE LODGE



Located at the driveway entrance of the 14 acre Weston Acres estate, owned and run by the well-known maritime charity The Royal Alfred Seafarers' Society, this 2 bedroomed *cottage* is undergoing complete internal modernisation and external decoration ready for letting to a former seafaring couple from 1 April 2015.

Terms will be a standard assured short-hold tenancy at a rent of £1000 pcm, considerably lower than the local market price. Connected separately to both gas, electric, and mains water, utilities will not be included in the rent. Heating is by gas-fired boiler, with secondary double glazing fitted throughout.

Tenants will be able to benefit from all the Society's activities on site, including concerts and outings, as well as access to guest accommodation for visiting friends and family and bar facilities at much subsidised rates.

The accommodation comprises large entrance/dining hall, master bedroom and small second bedroom, lounge, fully fitted kitchen, bathroom and utility room. There is an ample garden area, laid to lawn, surrounded by fencing with a hard standing for a car within the fenced area.



This year marks the 150th anniversary of The Royal Alfred Seafarers' Society, a maritime charity based in Banstead, Surrey.

The home continues to provide the highest standards of nursing, respite and dementia care and accommodation support to elderly, sick or disabled seafarers, their widows and dependents as it has since 1865, providing a safe haven for those in old age.

IF YOU KNOW SOMEONE WHO NEEDS OUR HELP, PLEASE CONTACT US
T 01737 353 763 E enquiries@royalalfred.org.uk www.royalalfredseafarers.com

The Lodge, Weston Acres, Woodmansterne Lane, Banstead, Surrey, SM7 3HB

For further details please contact Mrs Margaret Brazier at Head Office on 01737 353763 or by email to: m.brazier@royalalfred.org.uk Society details can be seen on the website at www.royalalfredseafarers.com

The History of the Merchant Navy in two World Wars

Professor Tony Lane, a former Director of the Seafarers International Research Centre (SIRC), who started adult life with the New Zealand Shipping Company, is running a Workers' Educational Association (WEA) one-day school entitled *The Role of the Merchant Navy in the Two World Wars*, on Saturday 25th April 2015, at Feering (mid Essex).

The School runs from 1100-1530 with a break for lunch. A charge of £10 covers the lectures plus coffee and biscuits. Advance booking is advised.

Further details can be found at: <http://www.wea-essex.org.uk/fedevents.htm>

Presentation of Japanese ceremonial dirk to Royal Australian Navy

Greg Spencer

A unique opportunity to involve the HCMM with the Royal Australian Navy (RAN) arose whilst the Australian Naval Attaché was on board HQS WELLINGTON in March, which involved the passing on of a WWII Japanese ceremonial naval dirk, to the RAN for inclusion in the RAN Heritage Centre at Garden Island Dockyard.

The dirk's providence is directly connected with the 1945 Japanese surrender of Naura and Ocean Islands in the Pacific onboard HMAS DIAMANTINA.



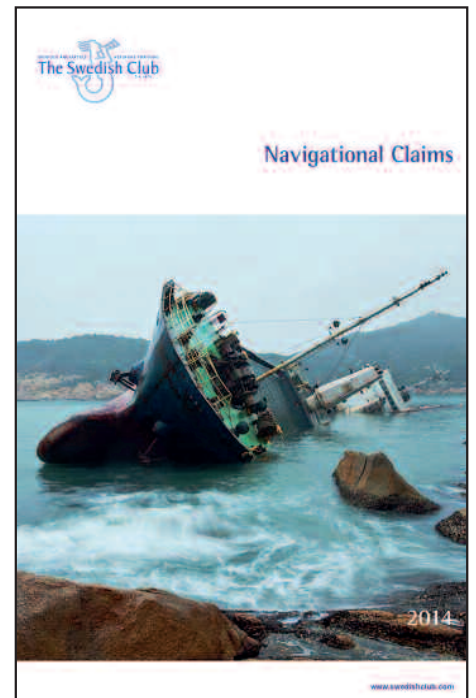
The presentation

In September 1945, following the official surrender of Japanese 17th Army forces in the Solomon Islands at Torokina Bougainville, HMAS DIAMANTINA sailed for the surrender of Naura and Ocean Islands with Brigadier J R Stevenson DSO representing the Australian Government. The Japanese occupational forces surrender of both Islands was signed on the ship's quarterdeck, Naura 13 September and Ocean Island 1 October 1945. It understood that the particular sword, customarily surrendered at such ceremonies, has not been verified and this naval dirk (perhaps *liberated*) provides authenticated providence with the historical event.

HMAS DIAMANTINA was built 1945 as one of the 131 wartime production anti-submarine River Class frigates; 6 in Australia, 57 Britain and 68 Canada. The ship paid off in 1980 and as Australia's the largest surviving WWII warship and the only remaining River Class frigate in the world, she was handed over to the Queensland Maritime Museum to be

permanently berthed as a display in the Brisbane Southbank Graving Dock (built 1876). Some of the older members, post 1876 vintage, might have memories of the former Brisbane River meat loading wharfs along this bank. Perhaps more notably, the Breakfast Creek Hotel (built 1889, still standing serving prawns and beer) which was just a ship's lifeboat 'lunch time test run' upriver to the opposite bank. HMAS DIAMANTINA is only one of two remaining ships in the world to have hosted surrender ceremonies; the other being USS MISSOURI at Pearl Harbour.

Latest News No let-up in navigational claims



According to the mutual marine insurance company, The Swedish Club, half of the costs of hull and machinery claims handled by the Club have arisen due to navigational claims such as collisions, contacts or groundings - a figure that has remained steady over recent years despite improved technology and the widespread implementation of Safety Management Systems.

The Swedish Club, in its latest Loss Prevention publication, *Navigational Claims*, has revealed a number of interesting findings relating to claims made for hull and machinery damage between 2004 and 2013.

It seems that many navigational claims still occur due to procedures not being properly followed by crew members, and officers not

communicating with each other properly. In addition poor communication between both vessels and bridge team members and a lack of situational awareness all play a part.

Navigational Claims details measures that can be adopted to help prevent these incidents occurring in the first place, such as having clear, meaningful procedures for officers and crew to adhere to and, more importantly, ensuring they understand the consequences of not following them properly.

Lars Malm, Director, Strategic Business Development & Client Relationship for The Swedish Club says:

“Being able to identify the reasons for navigational claims is invaluable for masters and shipowners. This report shows that most claims can be prevented by simply ensuring that all crew follow proper procedures and consult with each other before making major decisions.”

The Club also stresses in the report that the implementation of an effective training programme for officers is vital especially in relation to effective communication and risk assessment. Often risks increase when sailing in congested waters, dense traffic or close to land and this needs to be acknowledged and appropriate measures adopted.

The thirty-four page report uses case studies to demonstrate how navigational accidents can occur. These examples detail the cause of the accident and how it could have been prevented with proper planning and better lines of communication. As is so often the case, there is usually a chain of errors leading up to the accident and these case studies highlight the most common ones so Masters can review their own practices and eradicate any mistakes before a serious incident occurs.

To download a copy of *Navigational Claims* go to:
<http://www.swedishclub.com/upload/Publications/navigational-claims-brochure.pdf>

Humanitarian crisis in the Mediterranean Sea is spiralling out of control

The humanitarian crisis in the Mediterranean Sea is spiralling out of control. According to the International Chamber of Shipping (ICS), EU Member States must act urgently to prevent the loss of thousands more lives, as hundreds of thousands of migrants and refugees seek to escape to Europe in boats that are unfit for

purpose and which are largely operated by people smugglers.

This is the key message which the ICS delivered to a high-level United Nations inter-agency meeting on the crisis, hosted by the IMO in London on 4 March 2015.

Merchant ships rescued around 40,000 people during 2014, according to the United Nations High Commissioner for Refugees (UNHCR). But this number is predicted to increase dramatically during 2015 if the political situation in Africa and the Middle East further deteriorates.

ICS says that the burden of responsibility placed on ships and their crews to rescue migrants in distress has been further increased by the replacement of Italy's humanitarian *Mare Nostrum* operation with the EU funded *Triton* operation, whose primary mandate is border protection and which operates with very limited resources.

ICS Secretary General, Peter Hinchliffe said:

“The response to the crisis by the Italian Navy and Coast Guard continues to be incredibly impressive. But the situation is now so serious that all EU Member States need to become more engaged.

The shipping industry's concern is that, following the end of *Mare Nostrum*, other governments are increasingly relying on merchant ships to undertake more and more large-scale rescues.”

ICS says it is also concerned by the more recent phenomenon of ships full of migrants being left to navigate in congested waters without qualified persons in charge, presenting a danger to seafarers in other ships as well as the migrants themselves.

Coastal States have Search and Rescue (SAR) obligations under international law but as the situation gets worse, ICS believes that unless concerted action is taken to prevent criminals from using unsafe craft to transport migrants there must be a massive increase in State funded resources for SAR operations to meet the growing need in the Mediterranean. In practice, says ICS, this means that other EU Member States need to share the burden in order to help prevent thousands more deaths.

According to UNHCR, at least 3,500 people lost their lives during 2014 while attempting to cross the Mediterranean from North Africa. There is a terrible risk of further catastrophic losses of life as more desperate people attempt this dangerous sea crossing.

The international shipping industry fully accepts its legal obligations to come to the

assistance of anyone in distress at sea. However, “some ships have had to rescue as many as 500 people at a time, with serious implications for the welfare of ships' crews given the health and security issues involved in dealing with such large numbers. This goes well beyond what should reasonably be expected of merchant seafarers,” said Peter Hinchliffe.

While far more needs to be done to prevent the boats used by people smugglers from being able to depart in the first place, the lawless situation in nations such as Libya and Syria makes this very difficult. ICS therefore believes there is an urgent need for European States (and the international community) to develop a political solution.

“The EU in particular needs to provide refugees and migrants with alternative means of finding safety without risking their lives by crossing the Mediterranean in boats that are unseaworthy and operated by unscrupulous criminals. It is imperative to avoid the impression that a potentially fatal sea crossing in a tiny overcrowded boat is the only realistic pathway to Europe,” said Mr Hinchliffe.

In the short term, however, ICS insists that EU Member States need to do far more to support the Italian Search and Rescue operation (as well as nations such as Greece, Malta, Cyprus and Turkey which are also on the front line of this problem) and the very large number of rescues being conducted by merchant ships; a situation which ICS says is becoming increasingly untenable.

In response to the crisis in the Mediterranean, ICS has recently produced guidance on Large Scale Rescue Operations at Sea, which can be downloaded free of charge at www.ics-shipping.org/free-resources/refugee-rescue-crisis

ICS Updates Flag State Performance Table

The ICS has published its annual *Shipping Industry Flag State Performance Table*.

ICS Secretary General, Peter Hinchliffe remarked:

“The very largest flag states, such as the Bahamas, Liberia and the Marshall Islands, as well as Hong Kong, Singapore, Cyprus and Greece, all continue to demonstrate very impressive levels of performance, as do all of the other large European and Asian flags.”

Given the nature of the indicators that ICS uses, whether or not a flag is missing one

or two green squares on the ICS Table may not be especially important. For example, the fact that a certain IMO Convention may not have been ratified by a flag state does not necessarily mean that its requirements are not being implemented in practice. Amongst the 19 largest ships registers, covering more than 85% of the world fleet, none have more than three potential indicators of negative performance.

However, there are a number of smaller flag states that still have considerable work to do, and ICS continues to suggest that shipowners may wish think very carefully about using such flags. The largest of these is Tanzania, but Mongolia, Moldova, Cambodia and Sierra Leone are also conspicuous examples of sub-standard ship registers according to the ICS Table.

Mr Hinchcliffe added:

"One area on which we would like to see more progress by certain flag states, including some of those with otherwise better performance, is with respect to ratification of the ILO Maritime Labour Convention.

But following the entry into force of the MLC it is now being enforced worldwide through Port State Control and the vast majority of international shipping companies are operating in compliance, with the exception of the official flag state certification."



The ICS *Shipping Industry Flag State Performance Table* can be downloaded free of charge from: www.ics-shipping.org/docs/flag-state-performance-table

A better welcome for visiting seafarers

A new website designed to encourage the formation of port welfare boards around the world to provide a welcome to visiting seafarers has been launched recently by the UK-based Merchant Navy Welfare Board (MNWB).

An important element in a project managed on behalf of the International Seafarers' Welfare Assistance Network (ISWAN), the website explains the role of welfare boards, which are an integral part of the Maritime Labour Convention 2006, now being implemented around the world.

Regulation 4.4 of MLC 2006 requires member states to ensure that seafarers working on board a ship have access to shore-based facilities and services to secure their health and well-being. It recommends that in order to fulfil this requirement, member states *shall encourage the establishment of welfare boards which shall regularly review welfare facilities and services to ensure that they are appropriate in the light of changes in the needs of seafarers resulting from technical, operational and other developments in the shipping industry.*

Managed by the MNWB, the ISWAN project is designed to provide information, guidance and advice to assist in the establishment of welfare boards in parts of the world where they have not been previously seen. Additionally, the project will assess the operational effectiveness of existing welfare boards around the world, while helping to establish minimum standards and promoting best practice. It is hoped that using this information, developed within a single point of contact, a *model* might be provided that will be the basis of welfare boards thus fulfilling the objectives of MLC 2006 and leading to a major, global project.

ISWAN Executive Director, Roger Harris stated:

"We are pleased to have the ITF Seafarers' Trust sponsoring and MNWB managing this important pilot project on our behalf.

We now have an international Project Executive Committee that boasts cross sector representation and are looking forward to working in partnership with MNWB who possess a wealth of experience operating welfare boards."

Peter Tomlin, Deputy Chief Executive of MNWB and Project Manager stated:

"Strong, effective Welfare Boards needn't be expensive or time consuming to organise or participate in. Every port is unique and we are mindful that there is no easy 'one size fits all' rule for establishing Welfare Boards; however, we look forward to sharing our expertise with partners in the international maritime community.

Welfare boards are capable of really supporting and improving seafarers' welfare services in ports and this exciting pilot project captures the collaborative spirit of MLC, 2006"

Kimberly Karlshoej, Head of ITF Seafarers' Trust stated:

"The Trust is very proud to be the sponsor of the Port Welfare Partnership Pilot Project. The promotion and utilisation of port welfare boards is a critical step in improving services to seafarers during their all too short stays in the world's ports".

The project website emphasises that the successful welfare board is, like a well-functioning port welfare committee, a co-operative partnership within the maritime community. It will involve the participation of individuals and agencies such as harbourmasters, port agents, port health, seafaring unions, voluntary organisations and the welfare providers, along with local authorities. At both a national and local port level, it will also encourage financial support from the industry through port levies and donations, and seek other mechanisms for funding, where this might be required.

Designed to provide an introduction to the important topic of seafarers' welfare, and underlining the reasons why the obligations under MLC 2006 are important, the website also shows something of the life of the modern day seafarer and why ports need to provide this essential workforce with a warm welcome, all around the world.

To access the new project website go to: www.portwelfare.org



The London & South East Ports Welfare Committee, one of the UK's welfare boards meets regularly to support and improve welfare services for domicile and visiting seafarers



Watch ashore supporting Maritime Charities Woolly Hats Appeal

Watch Ashore raises its profile

The Watch Ashore, an organisation established in 1933 to provide support for wives and partners of Merchant Navy officers, has turned to social media to raise its membership and campaign more effectively. With branches in six UK ports and membership around the country, providing mutual support for those whose loved ones are away at sea, Watch Ashore is launching a new website, a forum for its members and is reaching out to a younger generation with cheap and effective social media.

Working with the Merchant Navy Welfare Board, using a grant from the Merchant Navy Fund, short training courses in the use of social media are being provided in a project that aims to help the organisation raise its profile, improve its outreach and increase its membership.

Captain David Parsons, Chief Executive of the Merchant Navy Welfare Board writes:

"Seafaring is a unique way of life and that applies no less to their wives and partners who manage all the affairs of the home and often a family during lengthy, sometimes lonely, periods of absence.

The Watch Ashore has long provided an opportunity for mutual support and companionship through a limited number of branches. Now their network can be extended nationwide through social networking and modern communications."

Watch Ashore was founded 82 years ago when the Merchant Navy was suffering from the worst of the Great Depression. Providing support and friendship for 'wives, widows, mothers, sisters and daughters of all Merchant Navy officers and anyone with an interest in the Merchant Navy', it grew

to sixteen branches around British ports. It also lobbied effectively over the years for reforms that would improve conditions for Merchant Navy personnel.

Six branches are active today, in Plymouth, Southampton, Glasgow, London, Edinburgh and the Humber. Country members who do not live close to the branches are welcomed and there is a programme of meetings. The branches also help the maritime charity sector with fund-raising and other support.

Comments Watch Ashore Chair, Mrs Chris Rankin:

"The Watch Ashore is a valuable support network for all those whose loved ones are serving at sea, but we would greatly welcome more members who might benefit from belonging to our organisation."

A busy social programme soon backed up with the new website and forum will hopefully attract new members. Mrs Rankin added that there remain important reforms needed to make life better for serving seafarers and their families. Families for instance, were experiencing difficulty with the *hard line* being currently taken by head teachers over children being taken out of school when seafaring fathers were on leave in term time.

The project has its own dedicated website: www.watchashore.org.uk



Presenting a cheque in support of Seafarers Link

Number of UK seafarers increases for first time since 2010

The number of UK seafarers has increased for the first time since 2010, new figures released by the Department for Transport show.

The annual Seafarer Statistics show that the total number of UK seafarers active at sea in 2014 was estimated to be 22,910 and that the total number of UK officers increased by around 300. This was the first annual increase in the total number of UK seafarers, since 2010.

The figures also show that nearly 2000 officer cadets were in training, the second highest level since the Government's 'Support for Maritime Training' scheme was introduced in 1998.

UK Chamber CEO, Guy Platten, said:

"After several years of decline this news is hugely encouraging. There is a global shortage of seafarers, and with the volume of trade moved by sea expected to double in the next twenty years, the demand for skilled seafarers will only increase.

The world needs more seafarers and the UK is uniquely placed to plug that gap, with world class maritime colleges and training institutions, and a reputation for providing highly skilled seafarers.

With the right government support, we can create a new seafaring generation across the UK, with young people from all walks of life finding a rewarding and exciting career at sea."

But Mr Platten added more needed to be done by government to support new seafaring jobs.

"Training world class seafarers comes at a price. The Support for Maritime Training scheme covered 50% of the cost of training new seafarers in 1998, now it covers just over a third.

We are the second most expensive country in the world for companies to train seafarers, and given seafarers go on to work in a range of shore-based maritime careers after they return from sea, it is unfair for shipping companies to shoulder the vast majority of the training costs. This is why Government support is so crucial.

Government increased Support for Maritime Training funding from £12m to £15m in 2013. This is having a positive impact. But if we are to unlock the seafaring potential that exists across the

UK, we need Government to commit to covering a much higher percentage of training costs."

The Department for Transport's Seafarer Statistics can be downloaded from:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/408026/seafarer-statistics-2014.pdf

Meanwhile, figures recently launched by the Department for Transport show that the deadweight tonnage of the UK-registered trading fleet has decreased by 27% since 2009, whilst the combined deadweight tonnage of the world trading fleet has increased by 34%.

The total number of ships in the world trading fleet has increased by 5% from 54,125 ships to 56,759, but the number of vessels registered in the UK decreased by 36%, from 712 to 453 during the same period.

In 2013 alone, 66 ships left the UK flag whilst only 19 joined – with countries such as Singapore and China being among the key beneficiaries.

Guy Platten, Chief Executive of the UK Chamber said:

"Whilst UK shipping as a whole remains relatively strong, these statistics show that the UK flag does not appear to be as commercial, competitive or attractive to international shipowners as it should be"

Despite the decline in recent years, the UK registered fleet is still four times the size it was in the late 1990s, having increased from 2.7 million dwt to 12.6 million dwt – although down from a high point of 17.7million dwt in 2011. Over the same period, UK direct owned tonnage more than doubled, from 7.2 million dwt to 16.5 dwt. This boost was largely the result of the introduction of the Tonnage Tax regime in 2000.

There are also embryonic signs of recovery in the UK Parent-Owned fleet, which showed the first increase since before the economic crisis – moving from 789 to 798 vessels, with an increase from 29.4million deadweight tonnes to 30.1million in 2014.

Mr Platten continued:

"These figures show the extent to which the UK is facing unprecedented competition from abroad. Shipping moves 90% of global trade, and ships can register in a wide variety of countries, all of whom are competing with each other for maritime business."

The statistics come shortly after government announced a *Maritime Growth Study*, to ensure the UK can compete

effectively across the world.

Mr Platten said:

"The government should be congratulated on taking this threat seriously, and being proactive in working with industry to maximise UK competitiveness. But these latest figures show we are not just trying to improve on our current position, but reverse a trend that is seeing shipping business move eastwards.

A key part of the Maritime Growth Study is to look critically at the UK Ship Register and the Maritime and Coastguard Agency to see what reforms are necessary to halt and reverse these declining trends. There are fantastic opportunities out there in global shipping, and the UK is well placed to exploit them – but there is no doubt there is a great deal of work to be done."

Shipping Fleet Statistics 2014, can be downloaded from:

<https://www.gov.uk/government/statistics/shipping-fleet-statistics-2014>

Cammell Laird Shipyard announces new-build ferry contract

The Birkenhead marine and specialist engineering company was awarded the multi-million project by the Northern Ireland Department for Regional Development after an open procurement exercise which attracted interest from shipyards across Europe.

It will see the firm constructing a new car and passenger ferry to replace the existing MV STRANGFORD operating between Strangford and Portaferry in County Down, Northern Ireland. The new ferry is due to be delivered by August 2016.

Mr Rob McBurney, Commercial Director of Cammell Laird, said:

"We are very pleased to have been awarded the contract for the construction of the new Strangford Ferry. The company has a long tradition of ship building and we look forward to working with the Department over the coming years."

The new ferry will have capacity for 28 cars and 260 passengers and will share the ferry operation on a rotational basis with the MV PORTAFERRY II. This will provide improved capacity and remove the need for a 7.5

tonne weight restriction that is in place when the MV STRANGFORD is in service.

Transport Minister Danny Kennedy said:

"The new ferry will replace the existing MV Strangford with a new modern ferry that has been designed specifically for this service. The new ferry will be built over the next 18 months and, when it comes into operation, will provide a more reliable and efficient ferry service.

The Department for Regional Development currently operates a vehicle ferry service in Strangford Lough between Strangford and Portaferry with two vehicle ferries and a back-up passenger ferry. The new ferry will replace the existing MV Strangford which is over 40 years old and is approaching the end of its economically operational life."

The Department has engaged with a range of stakeholders, including the public, the Committee for Regional Development and local councils during the development of the ferry proposals. A representative of the Department confirmed that the project team will continue to keep stakeholders informed during the construction of the new ferry.

The Minister added that good progress was also being made on the tender process for a new ferry for Rathlin. Tender documents have been issued to a shortlist of ship builders and they hope to award the contract in April.



Northern Ireland Executive Transport Minister Danny Kennedy, left, with Cammell Laird Director Rob McBurney

Ferry industry adds another million passengers

Britain's ferry industry continued its revival in 2014 on over 75 routes, posting increases across the board for passengers, cars and coaches carried during last year.

According to 2014 *Ferrystat* figures by industry body, Discover Ferries, passenger numbers were up 2.6% or a full million in 2014, to 39.01m (compared with 38.01m in 2013).

Passenger cars carried by ferry were up 1.6% at 8.5m, and over 163,300 coaches were carried by ferry in 2014, an increase of 3.1%.

2014 was the second successive year showing annual growth of a million passengers by ferries – increasing, in round terms, from 37m passengers in 2012 to 38m in 2013 and 39m in 2014.

Overall, Continental ferry routes were the strongest passenger growth sector in 2014, up 3.7% to 18.32m with the key Dover-Calais/Dunkirk short Channel routes operated by DFDS, P&O Ferries and MyFerryLink up 4.4% to 13.29m. North Sea routes to Holland by DFDS, P&O Ferries and Stena Line were up 2.9% to 1.75m passengers, with the western Channel sector, operated by Brittany Ferries and DFDS, up 1.5% to 2.85m.

Ferry passengers travelling to Ireland by operators including Irish Ferries, P&O Ferries and Stena Line, were up 1.4% overall in 2014 to 4.87m, with the *central corridor* Holyhead and Liverpool routes to Dublin the best-performing sub-sector, showing 2.9% growth to 2.13m passengers.

Domestic mainland ferry routes were up 1.8% overall to 15.83m passengers overall, with Scottish routes performing best, up 3.9% to 6.19m passengers served by ferry lines like Cal-Mac and Northlink. Isle of Wight passenger figures via operators such as Red Funnel and Wightlink, rose 0.7% to 8.64m in 2014.

Of the 8.5million passenger cars transported by all ferries in 2014, up 1.6%, the key growth in 2014 came from the domestic ferry sector, up 2.2% to 3.53m cars, followed by Irish Sea, up 2.1% to 1.15m, with cars to the Continent by ferry up 0.9% to 3.82m.

Passenger coach trips by ferry continued a healthy upward trend, up 3.1% in 2014 to over 163,300, led with those to the Continent accounting for nearly 110,000 coach movements by ferry, up 6.2% on 2013.

Said Discover Ferries Director Bill Gibbons: "It has been another strong year for UK ferry industry, putting on more than a million passengers for the second year in succession, with us now in striking distance of 40 million passengers for 2015.

In the all-important France market, with 15.9m passenger journeys in 2014, ferries

are the market leaders with 33%, compared to approximately 23% by air, 23% by Eurotunnel and 21% by Eurostar – and other ferry markets like Holland, Northern Ireland, and Scotland are all showing strong passenger growth.

Consumers are now very savvy about getting the best value and minimising hassle when they travel – especially with their families. They realise that taking your car by ferry is a smart way to achieving a new sense of travelling freedom, with no baggage charges."

BAE Systems welcomes Government announcement on Type 26 Global Combat Ship

BAE Systems has welcomed a recent announcement by Prime Minister David Cameron confirming the UK Government's continued commitment to sustaining national sovereign capability to deliver complex warships to the Royal Navy

The £859 million demonstration contract for the Type 26 Global Combat Ship comes on the back of the recent contract for three Offshore Patrol Vessels, which are already under construction in Glasgow. The contract will help to support the UK's vibrant industrial base, including more than 600 jobs in Scotland and over 1000 more throughout the UK in both BAE Systems and its supply chain. The Company is also driving continued investment in education and training with its largest ever recruitment of apprentices and graduates, including 220 in its Naval Ships business, the majority of which are in Glasgow.



The Type 26 Global Combat Ship. (Courtesy: BAE systems)

BAE Systems Chief Executive, Ian King, said: "We have a long and proud heritage of delivering complex warships in the UK and today's announcement is a significant endorsement of the

Government's commitment to sustain this important national capability. We are committed to working with the Government, the Ministry of Defence and our partners in the maritime supply chain to ensure the Royal Navy has the capability it needs to protect national interests, while ensuring the best value for money for UK taxpayers.

Through the Type 26 programme, we are transforming the way we design and manufacture naval ships with innovative new technologies, leading-edge processes and modern infrastructure. New ways of working ensure we can continue to deliver the highest quality equipment at the lowest possible cost and compete effectively for future UK and international orders."

Welcoming the announcement, the Prime Minister said:

"This is a substantial investment in our shipbuilding industry, safeguarding the jobs of 600 workers in Scotland and many more across the UK. Investing in these warships will ensure we continue to keep our country safe, at home and abroad.

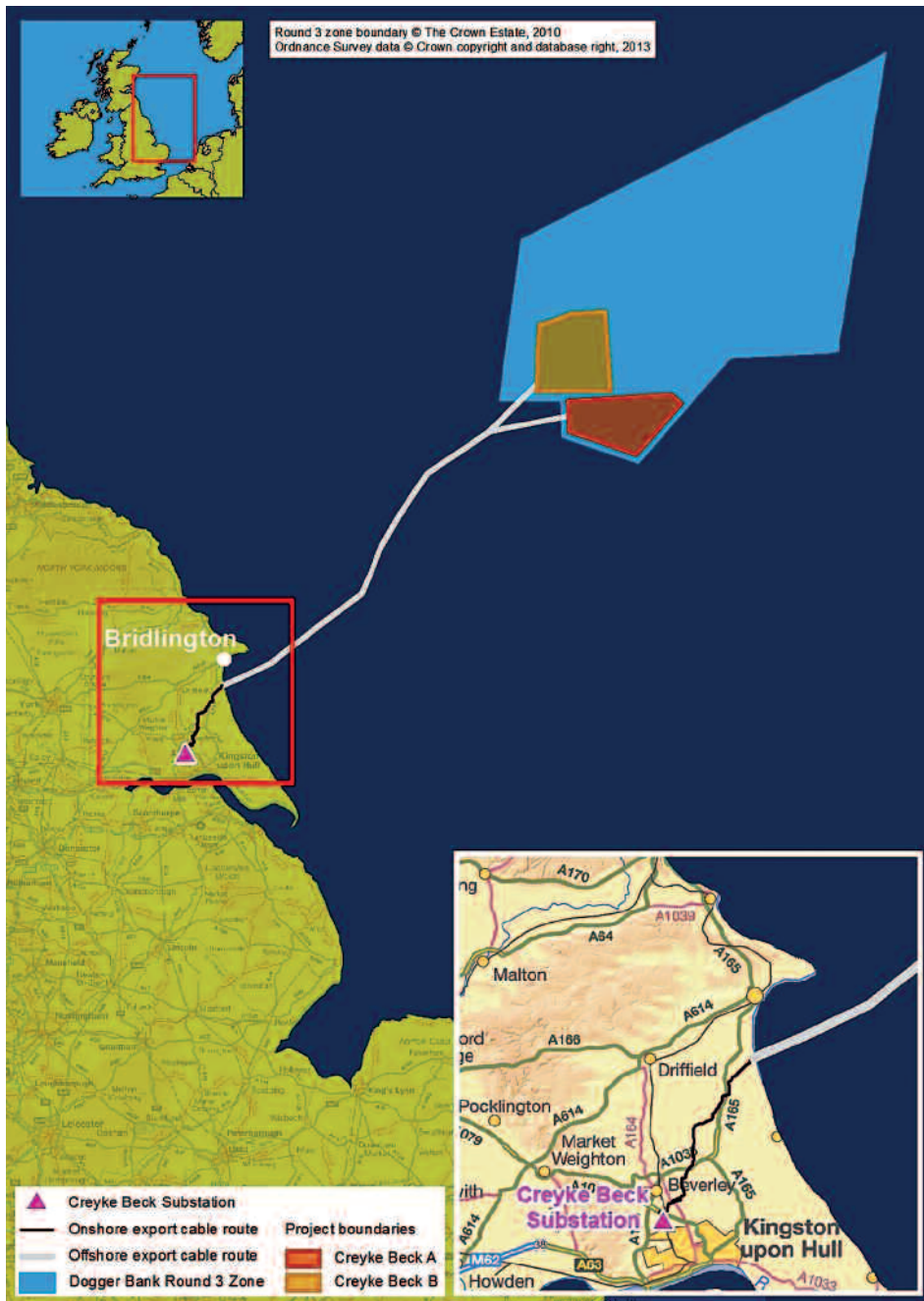
As part of our long term economic plan, we're not just building the most advanced modern warships in the world – we are building the careers of many young people with apprenticeships that will set them up for life."

The Type 26 demonstration contract builds on the initial assessment phase and takes effect from 1 April 2015, marking the next significant stage of the programme to support progression towards the manufacturing phase, which is expected to begin in Glasgow in 2016. It will involve approximately 30 companies in the maritime supply chain and will enable the investment in essential long-lead items, including equipment such as gas turbines, diesel generators and steering gear for the first three ships, as well as the creation of shore-based testing facilities.

The programme envisages the delivery of 13 Type 26 ships to the Royal Navy. The first vessel is due to enter service in the early 2020s and the Type 26 class is expected to remain in service until 2060.

World's largest offshore wind farm gains consent

The giant Dogger Bank Creyke Beck offshore wind farm has gained consent from the Energy Secretary Edward Davey.



Dogger Bank Creyke Beck is the largest consented offshore wind project in the world, with an installed capacity of up to 2.4 gigawatts (GW), enough to meet the needs of 1.8 million households, and on its own supply around 2.5% of UK electricity.

The proposed site of the two adjacent wind farms (Creyke Beck A and B) is 81 miles from the shore at its closest point, covering a maximum area of 430 square miles. Each of the sites will have a capacity of up to 1.2GW, and would reduce carbon emissions by almost four million tonnes a year.

It is the furthest offshore wind project from UK shores, while remaining in shallow waters of approximately 30 metres. This means that it will be at the cutting edge of advancements in offshore wind farm

development across the world. It is also the first consented phase of the much larger Dogger Bank zone, which comprises six sites with an estimated total capacity of up to 7.2GW.

Dogger Bank Creyke Beck will now enter a pre-construction phase, before the final investment decision is made. It could create up to 4,750 new direct and indirect full time equivalent jobs over the 25-year lifespan of the project.

RenewableUK's Director of Offshore Renewables, Nick Medic, said:

"This is an awesome project. It will surely be considered as one of the most significant infrastructure projects ever undertaken by the wind industry. A colossal wind energy power station right

in the middle of the North Sea, comprising hundreds of offshore wind turbines over 80 miles off shore."

Dogger Bank demonstrates the sheer potential of offshore technology to turn our vast ocean and wind resources into green energy. It is a project that pushes the offshore engineering envelope - demonstrating how far this technology has evolved in the ten short years since the first major offshore wind farm was installed in North Hoyle just 5 miles from shore.

The Dogger Bank projects now in planning could supply around 5% of UK electricity. We need to make sure that this project as well as other worthy offshore projects around these islands are adequately supported and funded. In return, offshore wind will generate much more than just electricity: it will turn the country into a green-economy powerhouse, creating jobs and business growth for years to come. Finally, we offer our congratulations for the team at the Forewind consortium taking this project to its consent.

The project is being developed by Forewind, a venture between four international energy companies: SSE Renewables, RWE, Statoil and Statkraft.

Unsatisfactory compliance with hours of rest

In recent years there has been a growing concern regarding hours of rest for watchkeeping personnel. Supported by PSC inspection results and a number of incidents, the Paris and Tokyo MoU, as well as other MoUs, decided to organize a joint campaign to verify a list of 10 selected items against the STCW requirements.

The CIC questionnaire was completed during 4,041 inspections. A total of 912 CIC-related deficiencies were recorded and 16 ships (14% of the detentions) were detained as a direct result of the CIC during the 3 month period.

Secretary General Richard Schiferli expressed serious concerns:

"Insufficient rest of watchkeeping personnel has already caused several incidents over the past years. It may be the cause of fatigue, which can have major consequences for safety and the environment. 2 watch systems are particularly vulnerable in this respect".

During the campaign most inspections concerned general cargo/multi-purpose

ships with 1,207 (30%) inspections, followed by bulk carriers with 948 (23%) inspections, container ships with 407 (11%) inspections, chemical tankers with 375 (9%) inspections and oil tankers with 325 (8%) inspections. 11 (70%) of the detained ships were general cargo/multipurpose ships, 3 (19%) were bulk carriers, 1 container ship and 1 other ship type.

Analysis of the recorded deficiencies shows that most deficiencies relate to hours of rest not being recorded correctly in 449 cases (11%), watchkeeping personnel did not have sufficient rest in 203 cases (5%) and bridge lookout not maintained in 101 cases (3%). A total of 21 inspections revealed that the manning level was not in accordance with the Minimum Safe Manning Document.

The flag with the highest number of CIC-topic related detentions was Moldova with 3 CIC-topic related detentions.

The inspections showed that a total of 1268 ships were operating with a 2 watch system for the navigational watch and 13 of these ships were detained.

The CIC was a joint campaign with the Tokyo MoU. Other co-operating MoUs have followed the same routine during the campaign.

The detailed results of the campaign will be further analysed and findings will be presented to the 48th meeting of the Port State Control Committee in May 2015, after which the report will be submitted to the International Maritime Organization.

Revision of fatigue guidance initiated at IMO

A review of the IMO guidelines on fatigue has been initiated, at the second meeting of the Sub-Committee on Human Element, Training and Watchkeeping (HTW), 2-6 February 2015, with the Sub-Committee agreeing the work should be completed over the next two sessions.

It was agreed that the review should take a holistic approach, taking into account a risk based approach; the impact of fatigue at all levels (i.e. all stakeholders); and that the outcome should provide practical tools for fatigue management.

IMO adopted Assembly resolution A.772(18) on fatigue factors in manning and safety, in 1993. This was followed with the development of comprehensive guidance on fatigue mitigation and management,

including guidelines on fatigue in nine modules, which was issued in 2001. The MSC in 2014 agreed on the need to review and update the guidelines.

Violent crime against Seafarers

Responding to recent articles and reports on current levels of maritime piracy, the Maritime Piracy Humanitarian Response Programme (MPHRP) has recently highlighted the worrying trend that they appear to avoid the word *piracy* in favour of *new forms of criminality*, specifically *attacks* and *hijacking*. According to the MPHRP, putting the technical differences denoted by these terms aside, a basic truth is veiled: that violent crime is committed against seafarers.

Of Somali-based piracy in the Gulf of Aden and Indian Ocean – the one region where the term *piracy* is accurately applied – Hon. Abdalla Jama Saleh, the Minister for Maritime Transport, Ports and Counter Piracy for Puntland, states that the pirates are “not defeated but dormant.”

Jama Saleh is charged with leading Somalia’s counter piracy efforts by working with the international community to fight piracy inland and along the coast of Puntland. He spoke to Defence IQ about the decline of piracy off the Somali coast and how that has now given rise to new maritime challenges in the Gulf of Aden. In tandem with his remarks, it must be noted that the international community’s naval operations in the Indian Ocean, ATALANTA and OCEAN SHIELD have been extended until the end of 2016 amid warnings that, while Somali-based piracy in the Indian Ocean is held in check by multinational naval operations, pirates retain their capability to resume attacks, hijackings and hostage taking.

The United Nations’ Contact Group for Piracy off the Coast of Somalia has also been given an extended mandate by its members. Meanwhile, 30 seafarers are still being held captive by pirates on Somali soil.

In its recently released 2014 piracy report, the International Maritime Bureau (IMB) announced that *ship hijackings* in South East Asia spiked in 2014. While there have been fewer overall reports of piracy attacks (245, according to the IMB), the number of hijackings in 2014 totalled 21 compared to 12 in 2013.

“The global increase in hijackings is due to a rise in attacks against coastal tankers in

South East Asia,” said Pottengal Mukundan, director of IMB and Member of the MPHRP Board. “Gangs of armed thieves have attacked small tankers in the region for their cargoes, many looking specifically for marine diesel and gas oil to steal and then sell.” The IMB highlighted the death of a crew member shot in an attack on a bitumen tanker in December as a possibility the incidents were becoming more violent.

The UK Chamber of Shipping has warned that progress made in the Indian Ocean should not mask significant security threats to shipping and seafarers in other regions, both off West Africa and in South East Asia – where a violent *petro-piracy* is thriving. UK Chamber CEO, Guy Platten, said that in these regions violent acts of maritime crime take place within the waters of functioning states. “This new form of maritime criminality, which often has links to shore-based oil theft, is taking place within the jurisdictions of functioning nation-states, but ones that pay little attention to maritime security and governance,” Platten said. “Put simply, these regions have become a breeding ground for future pirates.”

The Maritime Trade Information Sharing Centre (MTISC) (Gulf of Guinea) guidance adds that seafarers themselves are key to combating piracy in the region: “Experience has shown in other parts of the world that maritime security cannot be improved by the actions of law enforcement agencies and militaries alone; it requires the full support of seafarers operating in the region. This is more important in the seas off West Africa where navies, coastguards and law enforcement agencies have limited resources.” It follows that seafarers need to be made aware and be adequately equipped to counter piracy.

Similarly, the Asian Ship Owners Forum has “expressed its grave concern over the growing threat of piracy in the waters of West Africa”, adding that “experience has ... shown us that prompt and decisive action must be taken to nip the threat of piracy and armed robbery in the bud, before a handful of incidents can grow into a regional or even global problem that threatens the lives and well-being of thousands of seafarers”.

Roy Paul, Programme Director of MPHRP, said, “At the end of last year our team in South East Asia were involved in responding to the death of Mr. Tran Duc Dat, 3rd Engineer of the Vietnam flagged M/T VP ASPHALT 2. The seafarers were tied up and the pirates searched a number of

crew cabins and stole personal effects. The pirates then left the vessel and made their escape. The third engineer was found in his cabin having been shot in the forehead. Welfare responders from MPHRP assisted the family through the repatriation and burial of their loved one. He leaves a wife and two young daughters and MPHRP also assisted other crew members after these violent events". MPHRP is assisting nearly 500 seafarers and their families who have been affected by piracy and armed robbery.

The industry is already investing heavily in shore side solutions to piracy. In Somalia several projects focus on creating jobs for Somali's and intend to create and restore law and order infrastructure to prosecute criminality. It is sad then, to report that in comparison little is being done to address the hardship of seafarers and families who have lost their lives, their health, their freedom and livelihood to piracy while they were simply doing the job that they were legally employed to do.

It is our seafarers who bear the brunt of these criminal acts, irrespective of what these crimes are called or how statistics are counted. Ultimately, violent crime at sea will affect the recruitment and retention of career seafarers.

The MPHRP warns against complacency. The MPHRP encourages continued efforts to ensure the safety of seafarers. The MPHRP calls for seafarers to be made aware, to remain vigilant and to apply themselves to protective measures against piracy. The MPHRP highlights the hardship inflicted upon seafarers and families.

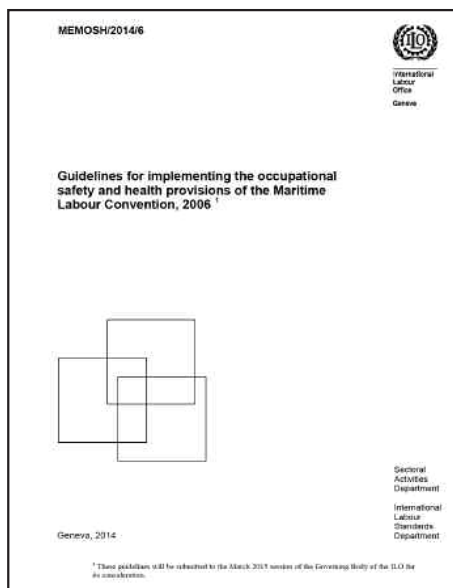
The MPHRP pleads for simple acts of humanitarian support for already affected seafarers and families and it can be contacted on response@mphrp.org or www.mphrp.org

New safety and health guidelines to protect seafarers

Recognizing the special needs of seafarers, experts have agreed on guidelines to assist governments to implement occupational safety and health provisions previously set down in the Maritime Labour Convention, 2006 (MLC, 2006).

Intended to provide supplementary practical information to be reflected in national laws and other measures, the OSH guidelines deal with the special maritime working environment. This includes demanding

physical working conditions, potentially hazardous tasks, isolation, long hours of work, rigid organizational structures and high levels of stress and fatigue.



ILO Safety and Health Guidelines

"We are very pleased with the outcome of the work of the expert meeting this week. We believe in promoting compliance with the MLC and the new guidelines that we have agreed will make an effective contribution to this," said Tim Springett, Vice-Chairman for the Employers' Group.

The guidelines were discussed by a total of 102 delegates, including, six government, six shipowner and six seafarer experts, observers and advisers from 42 other governments, and observers from intergovernmental organizations and non-governmental organizations.

The meeting addressed all areas of seafarers' occupational safety and health, including such areas as alcohol and drug abuse, violence and harassment, and infectious diseases. The document details responsibilities for governments, shipowners and seafarers related to accident and illness prevention practices, implementation, training and emergency and accident response.

Also noting that he too was pleased with the experts' results, Patrice Caron, Executive Vice-President of the Seafarers' International Union of Canada, said, "There will be many challenges to implement occupational safety and health in the maritime sector. The guidelines should provide assistance. Minimizing risk is a fundamental concern to seafarers and for the others persons working on ships."

Speaking on behalf of the government group, Julie Carlton, Head of Seafarer

Safety and Health Branch at the United Kingdom's Maritime and Coastguard Agency, said, "We are pleased to have agreed these guidelines for competent authorities on the implementation of this important aspect of the MLC, 2006. The final document provides flexibility without compromising on standards of occupational safety and health to protect seafarers, and will be a useful resource for those setting up or reviewing their OSH frameworks in compliance with the MLC, 2006."

Over 40 ILO Conventions have already been adopted and numerous other instruments, codes of practice and guidelines have been drafted on OSH since the ILO's creation in 1919. Some are sector-specific, such as the ILO code of practice on accident prevention on board ships at sea and in port. Further OSH provisions are set out in instruments adopted by the International Maritime Organization (IMO).

The MLC, 2006 was adopted in February, 2006 by the International Labour Conference. It includes Regulation 4.3 on health and safety protection and accident prevention, and the related Code, "to ensure that seafarers' work environment on board ships promotes occupational safety and health."

The ILO has estimated that 6,300 people die every day as a result of occupational accidents or work-related diseases, adding up to more than 2.3 million deaths per year. Costs can be devastating to workers' families and their communities, while the economic burden of poor OSH practices is estimated at 4 per cent of global gross domestic product each year.

In their concluding document, experts said the OSH measures "should not be seen as an economic cost but as an investment to continuous improvement to the safety and health of seafarers."

The Guidelines can be downloaded from:

http://www.ilo.org/wcmsp5/groups/public/-ed_dialogue/sector/documents/normativeinstrument/wcms_325319.pdf

Her Majesty The Queen names BRITANNIA

Her Majesty The Queen, accompanied by His Royal Highness The Duke of Edinburgh, named the new P&O Cruises vessel BRITANNIA at Ocean Terminal, Southampton, SO14 3QN, on Tuesday March 10, 2015.



BRITANNIA naming © P&O Cruises

The naming was a milestone in British maritime history and an event of great national interest.

Carnival UK chairman David Dingle said:

"We are honoured and proud that Her Majesty will name Britannia almost 20 years after she named the P&O Cruises ship Oriana.

Britannia, a ship for the nation, will be the embodiment of contemporary Britain, and with her Union Jack livery she will fly the flag for Britain across the Globe."

The biggest ship designed exclusively for Britain, BRITANNIA is P&O Cruises' latest *modern classic*, heralding a new era of holiday choice. Chief amongst her features are her restaurants, bars and cafes, with menus and culinary experiences created by P&O Cruises' *Food Heroes*; James Martin, Marco Pierre White, Atul Kochhar, Eric Lanlard, wine expert Olly Smith and cheese

BRITANNIA at sea © P&O Cruises



expert Charlie Turnbull. In the new Cookery Club, a 24 person state-of-the-art cookery school, these celebrity chefs and experts will demonstrate their culinary skills, and will be joined throughout this year by other famous chefs including Mary Berry CBE, Pierre Koffmann, Paul Rankin and Commendatore Antonio Carluccio OBE.

The new Epicurean restaurant is a multi-sensory cooking experience with touches of molecular gastronomy to complement the more traditional dishes, while the Limelight Club will combine a supper club with contemporary entertainment. Britannia's bar highlights include the Great British Gin Menu with 20 artisan gins in the Crow's Nest cocktail lounge and the Great British Beer Menu with 70 UK bottled beers, ales and ciders in Brodie's pub. Britannia's most outstanding design statement is reserved for her three-deck high atrium with illuminating Star Burst sculpture, and she also provides the largest British spa at sea,

a state-of-the-art theatre with LED wall, four pools, gym, and a multi-million pound art collection including a specially commissioned representation of the *Spirit of Modern Britain* from artist Johnny Bull.

P&O Cruises also upheld its celebration of all things British by selecting sparkling wine from the Wiston Estate Winery in Sussex for the bottle smash moment at the naming ceremony. A nebuchadnezzar of the quintessentially British Brut NV was used for the ceremony itself while thousands of bottles of Brut NV and Rosé Vintage 2011 were enjoyed during the various inaugural events that were scheduled to take place around the launch.

There have been two previous BRITANNIAS in P&O history. The first entered service in 1835 for P&O's predecessor company, The General Steam Navigation Co. To celebrate the Golden Jubilee of both Queen Victoria and P&O itself, the company built the Jubilee Class of ships which consisted of the largest and grandest steamers (6,000 tons): VICTORIA, BRITANNIA, ARCADIA and OCEANA. This second BRITANNIA entered service in 1887 and was built in Greenock. The Jubilee class ships carried 250 first-class passengers and 160 second-class passengers and had a cargo capacity of approximately 4,000 tons. Winston Churchill sailed on BRITANNIA in 1888 to Bombay with his hussar regiment before going on to fight on the North West Frontier.

Ports News

ABP announces new-look Marine department on the Humber



The Humber Team

Associated British Ports (ABP) has announced changes within its marine department on the Humber, which will allow an improved service from a newly consolidated team.

Capt Phil Cowing has taken up the newly created role of Head of Marine Humber,

with responsibility for co-ordinating and leading all marine activity on the Humber, reporting to John Fitzgerald, Director Humber. Phil will also continue in his role as Marine Advisor to the ABP Board. Capt Andrew Firman replaces him as Harbour Master Humber.

Capt Martin Gough, formerly Dock Master Humber, has taken up the new role of Marine Training Manager, reflecting the importance ABP is placing on its industry-leading Marine Apprenticeship Scheme. The scheme will be expanded in 2015 to include the first intake of Marine Pilotage Apprentices.

Capt Graham Hodge has been appointed as Dock Master Immingham; Capt Mike Dunn as Dock Master Hull & Goole; and Capt Phil Christy as Dock Master and Operations Manager Grimsby.

The company has also seen changes with the pilotage service, with Matt Booth moving up to the role of Deputy Pilotage Manager Humber, and Andy Swift becoming Deputy Harbour Master and Pilotage Operations Manager Humber.

Phil Cowing commented:

"Historically the ABP Humber ports and Humber Estuary Services (HES) have been run as separate marine functions, but the time is now right for a more integrated operational approach whilst still maintaining the transparency and impartiality of HES for the provision of pilotage and conservancy to all river users.

An integrated approach removes unnecessary duplication and demarcation to provide a more streamlined and efficient service for the ABP ports, whilst HES will continue to provide high levels of service and support for customers at the non-ABP locations throughout the harbour area and the wider stakeholder groups."

He added:

"These are exciting times for the Humber with planned growth on both banks to support the offshore renewables industry as well as plans to relocate VTS Humber from Spurn Point to a new integrated Humber Marine Control Centre at Grimsby.

The concept of an integrated marine team should serve us well in managing future growth and changing traffic patterns in the Humber and sits well with the concept of continuous improvement enshrined in the Port Marine Safety Code (PMSC), the national standard against which all Harbour Authorities are measured."

Topping out ceremony for £2 million plus investment in Ipswich



Ipswich Topping Out ceremony

Associated British Ports, together with construction partner R G Carter, held a traditional Topping Out ceremony at its £2.2 million new dry bulk warehouse at the Port of Ipswich.

The new warehouse is 3,700 square meters and will grow the ports' already thriving bulk businesses, which handled over 2 million tonnes of dry bulks in 2014.

Equipped with solar panels on the roof, the warehouse, which is due to open in June 2015, will provide low carbon power for the port. It also uses motion sensor activated LED lighting to further reduce the carbon footprint.

Andrew Harston, ABP Director, Short Sea Ports said:

"This new warehouse facility which would fill one half of the Ipswich Town ground if erected at Portman Road is fantastic news for both the port and the region, bringing with it investment, jobs and trade.

It is a great display of what ABP can do; working with our customers to develop facilities that help their business to grow and drive increases in operational efficiency."

Together with its customers, ABP Ipswich supports 1,812 jobs locally and contributes £122 million to the regional economy.

Secretary of State for Transport and Mayor of Liverpool tour port's new terminal construction

Peel Ports, operators of the Port of Liverpool, welcomed the Right Honourable Patrick McLoughlin MP, Secretary of State for Transport and the Mayor of Liverpool,

Joe Anderson, to view progress on the Port's £300 million expansion project.



Secretary of State for Transport and Mayor of Liverpool tour Port of Liverpool

Construction is well underway on what will be Europe's first semi-automated container port. When completed, the new Liverpool2 terminal will be able to accommodate some of the world's largest deep sea container vessels.

Transport Secretary Patrick McLoughlin said:

"Our record investment in Liverpool's transport network is a huge boost to its economic growth, driven by the city's maritime and business ambitions. Improved port, road and rail connections will link people with thousands of new jobs in the region and encourage businesses to grow. This government continues to build the infrastructure across the country that will deliver our long-term economic plan."

Mark Whitworth, Chief Executive of Peel Ports, added:

"We welcome the Government's financial commitment to upgrading the road network in and around Liverpool. This will further improve access between the port and the motorway network.

We are investing to grow the port significantly and believe that Liverpool will increasingly be seen as a preferred option as cargo owners discover the benefits of delivering their products and goods much nearer to their end destination. Liverpool's location at the heart of the UK offers a distinct advantage, with over 65% of the population of the UK and Ireland living within a 150 mile radius of the city.

Having a more integrated transport infrastructure in place to be able to carry freight inland across the heartland of the UK will enable faster, more efficient and more environmentally advantageous delivery. The investment will drive jobs and deliver international trade – that

represents a huge opportunity to rebalance the UK economy."

Last year Prime Minister, David Cameron, announced a £150m partnership to create the first canal-linked logistics park in the UK, with a direct feed from Liverpool2, connecting directly to a number of port centric logistics hubs along the Manchester Ship Canal via barge, further strengthening the region's supply chain capabilities.

The Port of Liverpool is connected to other parts of the UK by 10 motorways within a 10 mile radius, numerous rail connections and the Manchester Ship Canal. The largest volume and density of large warehousing (over 9k sq m) of any UK region is located within a 70 mile radius around Liverpool. The Port provides direct connections to Southampton, Rotterdam, Antwerp and Le Havre via Peel Ports' own and third party feeder operators.

The world's top shipping lines bring new customers to Southampton

The biggest shipping lines have teamed up to create two new super alliances which will see new customers and vessels calling at DP World Southampton's container terminal.

The shipping line alliance Ocean Three, officially called at DP World Southampton (DPWS) with its first service on Monday 9 February. This was followed by a new service operated by 2M, an alliance of the world's two largest shipping lines, on Tuesday 17 February.

The Ocean Three partners are CMA CGM, a longstanding customer at Southampton; United Arab Shipping Company (UASC), who has called at Southampton on previous occasions; and China Shipping Container Lines (CSCL), who already charters slots on Southampton services. The Ocean Three alliance will have two services at Southampton, replacing two existing CMA CGM services, still to be called the FAL1 and the FAL3.

China Ocean Shipping Company (COSCO), who has been traditionally a customer of the Port of Felixstowe, will be taking slots on the CMA CGM services into Southampton

The 2M alliance had their maiden call on Tuesday 17 February with the 9,600 TEU SUSAN MAERSK. The 2M alliance was formed between Maersk Line and Mediterranean Shipping Co (MSC), which are the world's two leading shipping lines.

The alliance has added DP World Southampton as a new port of call to give customers more choice and in response to cargo owners that have expressed a preference to use the Southampton container terminal.

The new service will be called *Condor* by MSC and *AE9* by Maersk Line. It will initially deploy vessels of between 9,500 and 12,500 TEU. For Maersk Line it will mean a return to Southampton as a vessel provider, after an absence of nearly 5 years. For MSC it is a continuation of the service that has historically been offered on CMA CGM's FAL1 and FAL3 services.

Commenting on the new alliances, Chris Lewis, Managing Director, DP World Southampton, said:

"Everything is being super-sized. The emergence of these big shipping alliances now brings bigger ships with even bigger discharges which still need fast, flexible and reliable services. DP World Southampton has continued to keep pace with the changing shape of the shipping industry. We've got the infrastructure, a new berth and deep-water access, as well as a proven track record for fast and reliable productivity."

DPWS has invested heavily in its people, systems and equipment in order to future proof its business and to have the capability to handle the needs of its existing and new customers.

DPWS opened its new deep water berth – capable of handling the largest ships afloat and under construction in March 2014. This was followed by a multimillion pound dredging program undertaken by Associated British Ports, the port authority. Both developments ensure that these ocean giants can access the terminal all year round.

In 2014 DP World Southampton was awarded the *Global Port Operator of the Year* at the Lloyd's List Global Awards. The award was presented in recognition of the terminal's well-executed investments, cost saving strategies and market-leading reputation for customer service and efficiency.

World's largest container ship makes maiden call at Port of Felixstowe

The world's largest container ship, the 19,100 TEU CSCL GLOBE, has made its maiden call at the Port of Felixstowe, the Port of Britain.



CSCL GLOBE arriving at Felixstowe

The ship is operated by China Shipping Container Line on its AEX1 (Asia Europe Express) service. Felixstowe is its first port of call in Europe.

Commenting on the call, Mr Zhang Zhendong, Managing Director of China Shipping (U.K) Agency Co Ltd., said:

"The CSCL Globe is the largest ship ever to be operated by China Shipping and the first of five similar-sized vessels we will be introducing into our Asia Europe Express service this year. The Port of Felixstowe has been our UK port of call since we first began the service 16 years ago. It has grown with us and continues to be the best location from which to serve the crucially important UK market."

Clemence Cheng, Chief Executive Officer of the Port of Felixstowe, added:

"We are delighted that China Shipping has chosen Felixstowe as CSCL Globe's first port of call in Europe. Our relationship with China Shipping dates back to 1999 when their first vessel called at Felixstowe, and we are honoured that they continue to make Felixstowe their UK port of call. We are the major gateway for trade between the UK and China and the CSCL Globe is a magnificent testimony to the importance of the Europe - Asia trade.

We are continuing to expand our facilities and increase the number container cranes to handle these very large ships. Together with the unrivalled skill and experience of our dedicated workforce, this enables us to turn even the biggest container ships around as quickly as possible, providing first class service to our customers."

The CSCL GLOBE was built by Hyundai Heavy Industries' shipyard in Ulsan, South Korea. At 400 metres long, she is the length of four football pitches and weighs as much as 14,500 London buses.

The Port of Felixstowe is the largest container port in the UK. It benefits from being the closest UK container port to the main ports of Northern Europe and having direct marine access from the North Sea.

As well as the Port of Felixstowe, the CSCL GLOBE called at Rotterdam, Hamburg, Zeebrugge, Qingdao, Shanghai, Ningbo, Yantian and Port Kelang.

Time for Titan – PLA's £7 million superboat launches

LONDON TITAN – the Port of London Authority's (PLA) new and unique multi-purpose mooring maintenance vessel – will help modernise how the authority works and provide a safe work platform for staff.



LONDON TITAN

Speaking just days after LONDON TITAN was launched into crystal clear waters at Portland Harbour, Dorset, PLA director of marine operations Peter Steen said that the boat will be in service by summer."

Representing the PLA's single biggest investment of the past 20 years, versatile LONDON TITAN which cost £7 million, is essential for a port that welcomes everything from container ships to HMS INVINCIBLE, tall ships to rowing boats. Her unique design means she can work both at sea and in shallower waters all the way up to Richmond Lock, as her folding deck cranes will allow safe passage through the bridges of central London. LONDON TITAN's regular work is expected to include:

- Laying, maintaining and repairing moorings
- Laying buoys
- Hauling wreckage from the bottom of the river
- Supporting dive operations
- Carrying out 'plough' dredging operations
- Supporting third-party projects when needed.

Weighing more than 600 tonnes with a 36.5-metre length, 13.5-metre width and three powerful engines, LONDON TITAN's cranes will be capable of lifting loads of up to 25 tonnes. She'll work to keep busy river channels marked for trade, travel and sport. With sheer raw power wedded to

manoeuvrability, it is thought LONDON TITAN will easily fill the void left by the PLA's HOOKNESS and CROSSNESS salvage ships.

Peter Steen added:

"The arrival of TITAN will enable us to completely modernise the way we work on the river and provide a safe working platform for our mooring, maintenance and navigational jobs.

She is far more capable than the vessels she's replacing, while her plough dredging capacity adds an extra element to the services we provide. That should also mean less need for dredging by other areas of the PLA and, therefore, reduce costs."

Peter added that her name is a hat-tip to one of PLA's former sea cranes.

LONDON TITAN will remain at Manor Marine, Portland, for fitting out and sea trials, before going on display at marine trade fair *Seawork*, in Southampton, in mid-June. It is hoped she'll get to work on the Thames shortly afterwards.

Peter Steen said:

"She looks great, even better than expected. The view from the bridge is fantastic, not only from a navigational point of view. There is also a remarkable view of the working area on-deck."

Portland Harbour Authority Chief Executive stands down

Portland Harbour Authority has announced that its Chief Executive, Steve Davies, is to step down from his current role to concentrate on establishing a new Management Consultancy business, based at Portland.

Mr Davies has overseen the establishment and development of Portland Harbour Authority and Portland Port since its inception in 1996 turning it into today's thriving Port business which handles over 700 vessel calls each year and employs over 650 people on its dock estate.

Mr Davies said:

"I would like to thank the Board of Directors and Management staff of the Port authority for their professionalism and support over the last 18 years in what has been a very interesting and challenging journey to establish the Port from start up to its current successful commercial enterprise, and I wish it ever continuing prosperity and success".

Chris Langham, Chairman of Portland Harbour Authority said:

"The Board of Directors would like to thank Mr Davies for all his hard work and dedication over the last 18 years in driving the business forward through many varied challenges. We wish him well for the future".

Mr Bill Reeves, who has a wealth of senior management experience across many industries, has been appointed interim Chief Executive until a permanent appointment is made.

DP World London Gateway announces third berth plans

The Secretary of State for Transport, Patrick McLoughlin MP, visited the state-of-the-art port at DP World London Gateway with local MPs on 10 February 2015. He climbed one of the world's tallest quay cranes to view the location of the new berth which will increase deep-sea access for ships carrying UK imports and exports.



The location of the DP World London Gateway Port, which has 16 million consumers within 50 miles, enables imports to enter the UK closer to where the goods will be consumed.

Bringing ships closer to key areas of consumption such as London, Birmingham and Manchester, reduces the need to truck goods many miles inland, thereby removing unnecessary supply chain costs. In addition, rail services from the port now call at 11 destinations across the UK, offering a highly efficient alternative to road freight.

The Berth Three announcement will enable the use of an additional 400 meters of quay length with a dredged depth of 17 meters alongside. DP World London Gateway port can easily handle the largest container ships and has developed innovative technology to ensure the port remains open in bad weather.

Contracts have been awarded to VolkerFitzpatrick for civil and electrical

works and four new quay cranes have been ordered from ZPMC. The third berth is planned to be operational in the second half of 2016.

DP World London Gateway management showed the Transport Secretary the scale of the port as well as the adjacent London Gateway Logistics Park.

Secretary of State for Transport, Patrick McLoughlin MP, said:

"The continued expansion of London Gateway Port proves Britain is a country where companies want to invest.

The new third berth announced today will create many new jobs and is a signal that the UK maritime sector is continuing to grow. The maritime sector directly contributes £14 billion to our economy every year and supports more than a million jobs.

Having visited the port I have seen for myself what a fantastic piece of infrastructure it is and the opportunity that exists for even further growth and expansion at this site.

Putting in place the right foundation to allow businesses like DP World to prosper in the UK is part of the government's long term economic plan."

DP World Vice Chairman, Jamal Majid Bin-Thaniah, said:

"Since opening, DP World London Gateway has continued to attract more shipping line services and we remain committed to increasing speed and efficiency in supply chains. Today's announcement is good news for our customers who are at the heart of everything we do."

DP World London Gateway, CEO, Simon Moore, said:

"As the port continues to win new business, we are now announcing Berth Three in-line with our customers' needs and we are delighted the Transport Secretary was able to visit the port and see for himself the facilities and infrastructure we have created to reduce supply chain costs."

He continued:

"This is a very busy time for the team and I would like to praise them for their achievements. On Friday, last week, we welcomed the Global CEO for Prologis, Hamid R. Moghadam, and launched our 316,000 square foot joint venture distribution centre, which will be ready for occupation later this year.

The DP World London Gateway Logistics

Centre, our Common User Facility, is also on track to open in Q2 this year and we are in advanced negotiations with several more clients for the Park."

Maritime, the largest UK container haulage company, is now establishing a base at DP World London Gateway.

Pentalver, the leading container solutions company, is also constructing a new facility which will open soon.

DP World London Gateway, Engineering Director, Andrew Bowen, said:

"Last week we saw our busiest day since operations began with both our existing berths simultaneously handling ultra-large container vessels, the Maersk Edinburgh and Hamburg Süd's Cap San class, with strong performance ship-side and landside.

Our ability to compete with other UK ports is now well proven. We will continue to attract more services and deliver world-class efficiency, at less cost."

EU to support better sea connections across the Dover Strait

The EU's TEN-T Programme will back with over €14 million the improvement of the sea connection between Dover in The UK and Calais in France. The developments include better traffic management, berth enhancements and a new rail freight connection between Calais and southern France.

The project will focus on innovative solutions to adapt and enhance the current transport infrastructure and improve the traffic management across the Strait of Dover. The project's activities include:

- The construction of a secure holding facility for 220 freight vehicles in the port of Dover and optimisation of the traffic management to reduce the congestion in the port and its hinterland
- Berth enhancements in Dover and Calais for a safer, faster, more reliable and robust welcome of larger ferries to reduce their stay in port
- The construction of a multimodal platform leading to better links between the UK, the Benelux countries and northern Spain

The action will have a positive impact by encouraging modal shift and reducing the carbon footprint of transport; as well as decreasing road congestion and the negative environmental impact.

The project was selected for EU funding with the assistance of external experts under the TEN-T Multi-Annual Call 2013, priority *Motorways of the Sea*. Its implementation will be monitored by INEA, the European Commission's Innovation and Networks Executive Agency.

The project is to be completed by the end of 2015.

Features

Jotting Monthly

Glyn L Evans

Canada Creek

Canada Creek is a quiet backwater off Birkenhead's West Float dock system; a maritime cul-de-sac whose latter function was to accommodate the barges used to unload grain from ocean-going vessels. On the 1875 Ordnance Survey map of Birkenhead, the Creek is shown as Brassey & Logan's Cut; Brassey being one of the contractors to carry out engineering work for the Grand Canadian Trunk Railway. This would perhaps explain why it became known as Canada Creek. In the period 1945 to 1955 Birkenhead, on the south bank of the River Mersey, was one of the largest flour-milling centres in the world. Home to Spillers, Rank, Hovis and McDougall, it was only beaten into second place by the combination of St Paul and Minneapolis on the shores of the Great Lakes.

The Creek was long enough for three barges to moor alongside the warehouse wharf and wide enough for another barge to be manoeuvred in or out of the main dock. Redundant by the end of the 1950s, the Creek might have remained unknown to me but for the fact that, on the side opposite the grain warehouse stood the Boat Station of the 64th Birkenhead Sea Scout Group of which I was a Patrol Leader. The Boat Station was a large wooden structure with a big sliding door facing on to the Creek and it housed the Sea Scouts' fleet of rowing dinghies, four in all, and a *Cadet* sailing dinghy. Being an enthusiastic member of the 64th, with a dream of going to sea, I spent a great deal of my spare time there, especially in early spring when the boats were to be rubbed down with *wet & dry* then painted ready for the sailing season.

The Boat Station had no form of heating and could be a cold and draughty place when the wind whistled through the shiplap timbers that formed the building's

cladding. The only nod towards creature comfort was an electric kettle, so body warmth was sustained by frequent mugs of tea or coffee to which condensed milk, squeezed from a tube, was added to serve as both milk and sugar.



The right to wear the Admiralty badge was granted to the 64th Birkenhead Sea Scout Group as approval of a set standard following an annual inspection by the Port Admiral or equivalent rank

During the summer months, on alternate Thursdays, the Scout Troop meetings were held at Canada Creek and, following *parade* and the raising of the Union Flag above the Boat Station door, the boating activities began. All the technical knowledge acquired at Troop meetings during the winter (knots and lashings, throwing a line etc.) were put into practice, the big door would be slid open and the dinghies hauled to the dock edge from where they were carefully lowered, stern-first, into the water. There were two important things to remember during this operation. One was to lower slowly and gently to prevent cold water lapping over the transom which would give the skipper a wet seat when sitting in the stern sheet. Of greater importance was remembering to have someone holding on to the *painter*, the rope attached to a cleat in the bows, to avoid the ignominy of watching the boat drift away un-manned.

Once the crew were on board, usually two pair of oars and a skipper on the tiller, the orders would be given; "cast off bow and stern", "fend off bow", "backwater starboard" then "give way together". At first it would be anything but "together" as the bow oar would clash with the stroke oar and *crabs* would be caught when, with an enthusiastic pull on the oar the water would be missed completely, the hapless

oarsman ending up on his back on the bilge boards.

Gradually with practice a steady, co-ordinated pull would be achieved and the dinghy's bow would emerge from the Creek into the main dock, the West Float.

A turn to port would take us past Liverpool Victoria Rowing Club, past the graving docks and the storage tanks of United Molasses to starboard [Wallasey] before gliding under the road bridge into Bidston Dock, the most north-westerly in the system, where the giant ore-carriers had their cargo unloaded by gantry cranes into waiting freight wagons to be hauled by the *Fender Valley Express* up to Messrs. John Summers steelworks at Shotton, near Chester.



Birkenhead docks Bidston iron ore

A turn to starboard out of the Creek took us past cargo vessels moored at their designated Company wharves and sheds. Most shipping lines had their vessels discharge general cargo at Liverpool then cross the river to load at Birkenhead. Ships of Bibby Line, Ellerman, Clan, Anchor and Blue Funnel were always well represented, together with a variety of foreign owned vessels and perhaps, out of season, an Isle of Man ferry boat or the ROYAL IRIS, a Wallasey Corporation ferry boat that made summer-time cruises to the Mersey Bar and back. She was known locally as *the fish & chip boat*.



Birkenhead blue flue

To liven up the rowing we had one dinghy towing a log astern while a second, with the bowman wielding a boathook on a rope, would give chase in an endeavour to

harpoon the log. If a sufficient number of scouts turned up on parade, the decision might be made to take *Clan* out for a row. She was an ex-Clan Line vessel's lifeboat, wooden built and around 18ft in length, quite a monster for us young lads to handle. No lifting in and out here; she had her own boathouse and was moored afloat. The oars themselves took some lifting so no fancy *tossing* of oars, it was all we could do to lower them into the rowlocks without crushing our fingers on the gunwales. It was just as well the dock system was non-tidal as it took a great effort to gain forward momentum in still waters. Progress against any sort of current would have been sternways.

Another method to liven up the rowing was to *ride the wake*. The tug boats that brought the ore carriers up past the Creek to Bidston Dock would, once their job was complete, race down the dock system to lock out into the river before the tide fell. We would wait in the Creek until they raced by then row out over their not-inconsiderable wakes. It seems tame stuff now but the water was cold and deep. Health and safety was not an issue then, we wore no life-jackets but had qualified for a place in the boat by being able to swim two lengths of Livingstone Street Baths in shirt, shorts and socks.



Birkenhead ore carrier

Lifting the dinghies out of the water required the concerted effort of three scouts, one on either side of the bow gripping the gunwale and one on the painter. The water level in the dock could vary and when it was low, the job of hauling out was that more difficult.

The knack was to push the bow down into the water then, as the buoyancy brought it up again, to harness that up-thrust with a heave upward and forward. The dinghies would then be turned over and the bottoms mopped down with fresh water in an attempt to remove the tide-mark caused by the oily waters of the dock.

It was not un-known for local lads from the *North End* of Birkenhead to swim in Canada Creek, diving off the barges into the murky waters. They would emerge naked (you could not afford a *cossie* if you

lived in Ilchester Square) from the water with a tide-mark around their neck. The practice was of course forbidden by the dock authority and sometimes the watch keeper from the Dock Gate Office, on discovering the swimmers, would confiscate their clothing left in bundles on the wharf. The lads would then have to go cap (or whatever) in hand to the Gate Office to retrieve their clothes and receive a stern telling-off from the watch keeper. These lads gained their retribution by de-facing the sign outside the dock gate which proudly proclaimed *Mersey Docks and Harbour Co.* Chalked underneath in a childish hand were the words "and little lambs eat ivy".

The key to the Boat Station was kept at the Dock Gate Office and on collecting or dropping it off, one caught a tantalising glimpse of the interior; small gas stove, coal fire, kettle on the boil, rack of keys, polished brass lamps, large wall clock and a big book on a stand-up wooden desk to record the comings and goings through the gate. At the time it seemed like a job to which one should aspire but with hindsight I suppose it was occupied by ancient mariners who had slung their hook.

Many a time I found myself the only one at the Boat Station for painting duties and, if the weather was fine and after a desultory dab of the paint brush, I would sit outside, propped up against a bollard at the knuckle of the dock wall with a mug of tea and watch the world go by. Not much cargo working or movement of vessels on a Saturday but perhaps one being manoeuvred into the graving dock for repair. Tugs, pushing and pulling with much tooting of hooters to indicate intention, would make easy work of lining up the vessel to be centred on the keel blocks with the help of a plumb line slung across the dock and a man at the end waving his cap. With the graving dock gates closed, the water would be pumped out and the vessel would settle its keel onto the blocks on the dock bottom. Timber booms were put into place along the stepped sides of the dock to keep the vessel upright, then the repair work could begin.



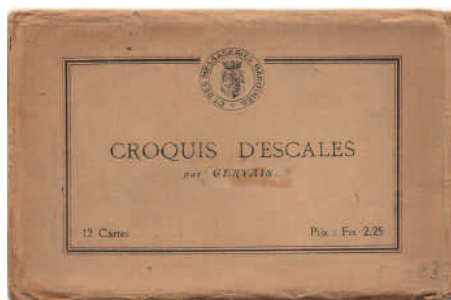
Birkenhead tug

Even now, over fifty years later, on a warm, sunny spring day with a faint breeze blowing, I can picture those happy times, with the water gently lapping the dockside and the only other noise that of a seagull wheeling and dipping into Canada Creek.

Peace-time postscript to the postcards of *Henri Gervèse*

Charles Marie Joseph Millot, Legion d'Honneur, DSC, Captain, French Navy (Ret.) 1880-1959

Dr Robert Bruce-Chwatt



Chance and a visit to a Paris flea market allowed me to buy some of the Merchant Navy, passenger liner, series of Henri Gervèse's cards, drawn after he inexplicably resigned his Naval commission on the 9th November 1923. He had been ill for the first time in his life from May to August of that same year and had requested a prolonged convalescent for personal reasons, but gave no hint or reason either then or later for the decision that had astonished his friends and fellow officers. The illness was not specified.

There appears then to have been a three year artistic hiatus until 1926, when he worked on a series of passenger liner cards for *Cie des Messageries Maritimes*, these were printed by Hermieux, Paris. At that time he was in fact working for *Chargeurs Reunis*, a shipping company, and was based in Belgium living at 5, rue Hélène, Antwerp. He was divorced in 1929, the same year that he was appointed Inspector of the Northern Ports for the *Chargeurs Reunis*.

This continued until his next and final move, in 1932, was somewhat further: Buenos Aires. Here he becomes the joint representative of *Chargeurs Reunis* and *Sté des Transports Maritimes à Vapeur*. He had remained on the Naval reserve list and now also served as the Naval attaché to the French Embassy to the Argentine at Buenos Aires from 1932 until his death in 1959. His mortal remains were returned to France by sea and were buried near Besançon.

The passenger liner series of cards, titled *croquis d'escale* or *sketches of ports-of-call*,

are all equally well observed and executed. Several of those that I had bought have been written on, franked, posted and delivered, including one with a ship's cancellation stamp from the purser's office of the SS L'AVIATEUR ROLAND-GARROS, a French passenger liner of the mid-1920s. Then named after the French World War I ace, Lt. Eugène Adrien Roland Georges Garros (1888-1918) shot down and killed just before the Armistice, the ship had been launched in 1902 in Hamburg as the LUCIE WOERMAN for the Woermann Line (Deutsche Ost-Afrika-Linie). She came first to Britain in 1920 when she was managed by New Zealand Shipping Co. and then finally to French colours as a war reparation in 1921, was renamed L'AVIATEUR ROLAND-GARROS and finally scrapped in 1931.



The French did have, as seen above, a very irritating and incomprehensible habit of sticking the stamp on the illustrated side of the card; their post office the equally irritating habit of getting as much ink on the cancellation stamp as possible or even banging the stamp down twice. The octagonal shape of the cancellation mark indicates that this is an on-board cancellation in the purser's office under International *Paquebot* rules. One wonders what more, in terms of minimal space gained, would have been written on the back of the card in the area of the proverbial postage stamp. In this case about as little as either of them knew about philately and deltiology...

There really is absolutely no real gain at all from this, however the heading ports, written messages, signatures and dates on the other side at least allow one to follow a Line voyage through, if there are several from the same source to the same address.

Best of all, however, was a complete series of 12 mint cards in their original covering brown envelope, priced at Frs. 2.25, of the Gervèse Liner series printed by Max Gremnitz, Paris for the *Messageries Maritimes*. Interestingly, his name is misprinted as *Gervaise* on the envelope and has the remains of a small corrective *erratum* slip stuck over it. They are all typical examples of Gervèse's delightful and acute observations of life at sea and ashore.

My favourite is the card of that Imperial outpost, Hong Kong. *La descente du pic* which shows a red-tabbed, moustachioed, riding crop, very relaxed and monocled army staff officer careering down from the Peak in a sedan chair with two very anxious coolies past a sentry presenting arms with both bayonet and expression as firmly fixed as a stamp and heavily inked postmark.



A turbaned Sikh policeman, with sword and spurs, on traffic duty in Singapore is pictured stopping a jin'ricksshaw after an accident. The visiting French colonials are both wearing their solar topees, the man in the second jin'ricksshaw, what appears to be wearing an *ice-cream suit*. The card is entitled: *Excès de vitesse* - Speeding.



A snake charmer, seen here on the hotel veranda in Colombo, Ceylon with the steamers seen in the background. The wife grips her chair with both hands whilst the alarmed husband's solar topee appears to be more of a *cloche* hat, but perhaps it has been out in the tropical rain too long and

has partially collapsed? The dealers in precious stones are seen on-board ship again at Colombo, Ceylon. The one in the foreground wears a *fez* and *lungyi* and is trying to convince the doubting lady with the lorgnette that his merchandise is by far the best, the ship's nurse is seen in the background and a solar topee'd French colonial type is lounging at the ships rails and studiously ignoring another gem dealer. He really should get the hotel *derzi* to let his trouser cuffs down. Fashion then held that men less than 5'10" tall should avoid trouser cuffs as it makes their legs appear shorter than they really are. Still true.



At Port Saïd, a husband rides the donkey and his wife perches precariously on top of a camel for a ride in the desert to see the sights, both followed by the inevitable little boy in a grubby *djellaba* and wielding a stick. The latter probably assured her she would get to see the Pyramids from up there...but they are hundreds of miles away. The card is entitled: *Port-Saïd - Une pointe dans le desert* or *Excursion into the desert*, but it would seem, not very far, as in the background the spars and smoking funnels of the steamers can be seen moored at Port Tewfik. Here there was another Imperial site, where a First World War Memorial stood, unveiled in 1926 to the Honour the 4,000 officers and men of the Indian Army

who gave their lives in the Palestine and Sinai campaign of 1915-1918. This simple, sombre and moving site on a small spit of land at the southern end of the canal was deliberately destroyed during the Six-Day War of 1967. The empty plinth is now covered in mindless graffiti, the two huge, snarling stone tigers gone, but some of the name panels were rescued and relocated to the Heliopolis War Cemetery at Cairo.



The little local boys diving for pennies off the ship's side at Djibouti, French Somaliland, a colony from 1894-1947 in the Gulf of Aden, the tricolour at the stern a splash of red. The woman seated with the details of her ribbon tied shoes and deckchair just coming over the edge of the drawing; a clever and typical Gerève touch.



The other card for Djibouti, *L'Instantané*, shows a young woman taking a picture of the local children with a folding Kodak

camera. A posted card with a 50 centimes stamp and cancelled on board as *Yokohama a Marseilles 11-03-1930*. It shows the fascination of the local children with a folding Kodak camera. Dated 10th March 1930, it is addressed to *Madame Bergonaz, Hué, Indo-chine Francaise*, the message brief: *La belle vie continue!* Another, possibly Republican, habit of the French, now as then, seems to be sticking stamps on anyway, but upright. *La Marianne* deserves better, with the tricolour cockade in her Phrygian cap!

In both of the Djibouti cards Gervèse captures the features, varied clothing and expressions of the local children honestly and well; not like the series of very crude caricatures that Hergé drew for *Tintin au Congo*, when first published in 1930 as a serial in *Le Petit Vingtième* magazine. Hergé's were, in retrospect, very much criticised as racist.

In the rain in Yokohama, the waxed paper umbrellas and the passers-by wearing raised wooden pattens to keep their *jika-tabi* shod feet clean and dry. To the left a man wearing a large round straw coolie hat, a *kasa*, struggling with a heavily laden shoulder pole that spreads his cloak against the rain. Another of Gervèse's carefully and well observed scenes.



At Nagasaki, an evening visit by a French couple to a local restaurant; mulberry paper and lath *sh ji* screens. Straw boater and cane handed over; their shoes coming off and geishas, obi-sashed and waiting for guests. The jin'rishaw men just leaving, lanterns glowing and reflected off the rain wet street.

For Saigon, a dragon festival and then a view of the Mekong river, as a sampan nearly capsizes in the turbulent wake of a French flagged liner, the basket of oranges spilling over board and into the water. The receding French flagged *paquebot* is not, it would seem, the AVIATEUR ROLAND-GARROS, as this ship appears to have two funnels and the former had only one, being 111 metres long, 9500 tonnes and having 61 first class, 76 second class and 42 third class berths. *Paquebot* is the French for a mail boat and ship mail, French being, by International Treaty, the world's official postal language. The term *paquebot* to denote ship-mail was first used by Great Britain in 1894 and was adopted for global use by the Universal Postal Union in 1897, the word being derived from the English: *packet boat*, a boat carrying packets of mail.



Of those cards that have been posted, two were sent from the ship the AVIATEUR ROLAND-GARROS, by Monsieur Charles Boudou and his son Pierrot, to Charles' mother at Bois de Vais, Saint Brice, Mayenne in France. In 1927 only 631 people lived in this small *commune* and postcards from abroad, albeit with French stamps, would not have been that common...

On July 14th, Bastille Day, 1926 (*Shang-Hai*

- *Etudiants chinoises*) they were at Port Saïd, the 30 centimes stamp has been cancelled in the purser's office on the 13th July 1926 with an octagonal stamp *Marseille a La Reunion 2* and an arrival receipt stamped at 7:40 am at Saint Brice post office on the 23rd July 1926. A mere ten days later; not bad at all, but with a rather banal message from Charles and Pierrot! "*Dear Mother, We've had a good trip. Pierrot is playing well with the other children on board. We embrace you whole heartedly. Your son Charles and Pierrot.*" Not even any xxx.

One of the students below appears to be the more mature one and has Western shoes, whilst the other, Miss Willow Blossom, might miss a few lectures and seems unworried about having mislaid her note case and far more worried about smudging her nails. The detail of the shadowed background is typical Gervèse with the tiny shadow of a *pince-nez* and the one-button cap of the Mandarin in the jin'ricksshaw on the left. There were nine classes of Mandarin cap button by graded colour, red the lowest and silver the ninth, above, curiously enough, gold which was only the eighth level.



On August 10th, 1926 Charles and Pierrot had arrived and disembarked at Tamatave, now Toamasina, the main port of Madagascar, once the realm of the deranged, tyrannical and blood-thirsty Queen Ranavalona (1778 - 1861), but since 1897, a French colony, and which it remained until 1960 and Independence. The port of Tamatave is on the eastern side of the island of Madagascar and is its commercial centre. Charles Boudou, using the *Port-Saïd - Une pointe dans desert* card writes that: "*The baby is happy to go in a pram with Papa*", which rather

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confuses matters as to how young Master Pierrot was or perhaps he was just an older, very tedious child? There is, however, no mention of any wife or the mother of Pierrot, so he must be a widower; a divorced Catholic in the 1920's French Colonial Service being highly unlikely. From here at five in the morning of the 14th of August 1926 they took the metre gauge steam train to Tananarive, the capital, where Charles appears to have worked as a senior civil servant at the colonial treasury. The card unstamped or franked went in an official envelope this time.

The third card to Madame Boudou dated 14th January 1928 (*Shang-Hai - La brouette*) has an even shorter message on their return journey to France: "A bientôt". The 40 centimes stamp has been cancelled in the purser's office on the 21st January 1928 again with an octagonal purser's stamp, *La Reunion a Marseille* 5 and a receipt stamped at 7:45 am at Saint Brice post office on the 5th February 1926. Fifteen days for it to get there this time and the card may have arrived home after they did, this message just a brief salutation from Charles and Pierrot. Again the busy street scene, over-loaded cart and family are so well observed and the detail wonderful. Two mandarins are seen in the background one with a red-buttoned cap and the other with a gold buttoned cap. Gervèse certainly knew all about detail.

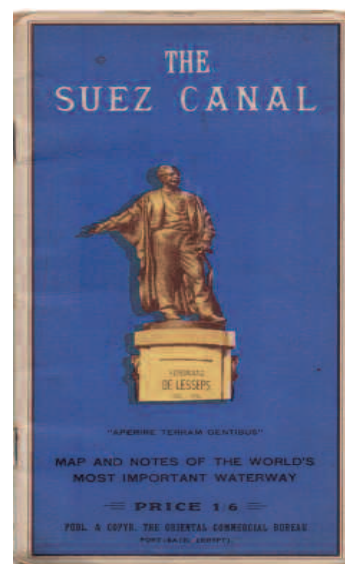


The cards from the ship have French 30 centimes stamps and have been cancelled on board ship with the internationally agreed octagonal cancellation stamp of the purser's office. This allowed any mail posted onboard whilst they were in International waters to use the stamps of the country of registration of the ship at an agreed overseas charge, and for those

stamps to be cancelled with a stamp combining the name of the next port of call, the home port of the ship and the date of cancellation - the basis of *Paquebot*, as mentioned earlier.

The only one that I do not have in this series is the view from just above ship's bridge coming into the berth at Port Saïd with the statue of Ferdinand de Lesseps, the developer of the Suez Canal, off the starboard bow. The very impressive 33ft bronze by Emmanuel Frémiet and its concrete plinth were unveiled on November 17th 1899 to greet ships entering the Canal at Port Saïd; de Lesseps' left hand holds a map of the canal, his right held open in welcome, though others less charitably, have said it is to take their money, the then rates being: 5.75 gold francs per ton for steamers, plus 10 gold francs per passenger, children, generously, half that sum.

This is the cover of the 1920's original, though a 2nd edition, of the Suez Canal map sold at 1/6d to canal transit passengers. Published in English, French and German by August Rüsenberg of The Oriental Commercial Bureau at Port Saïd it gives various statistics, a detailed drawing of the canal with sites and sights of interest and, as mentioned, the passage and passenger dues.



Sadly the statue of de Lesseps was demolished by the Egyptians with a charge of dynamite on December 24th 1956 on the orders Colonel Nasser in the nationalist fervor after the Suez Crisis of 1956 and the failed Franco-British invasion of the Canal Zone. Later rescued by the *Association des Amis du Canal de Suez*, it can be found, looking rather sad and decidedly out of place, in the dusty shipyard of Port Fouad and on a very inadequate plinth.

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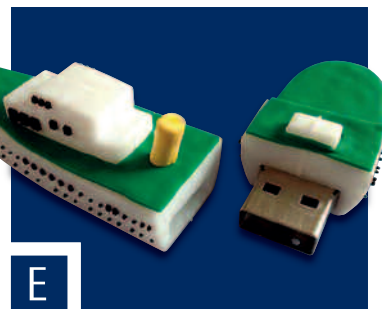
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