

# THE DOG WATCH

June 2024

Association of Old Worcesters

Number 28

## Benson dies at 90

AFTER attending King's School, Worcester and HMS Worcester, Christopher Benson went on to a remarkable career in industry responsible for many key infrastructure and industry projects

p11

## Association events

IT is inevitable that our numbers are in decline but events do continue and page 3 has reports from branches, as well as the Sunset event in two years. Page 7 has details of this month's Yacht Club rendezvous

## Flight deck cadets

A FASCINATING dive into the archives turns up a bank of knowledge on Worcester's close relationship with aviation, especially the growing commercial side, in the inter-war years

p13

## Centenary image

A HISTORIC image of Worcester, unseen in public for years, has just come under the hammer. In a rather serendipitous move the painting has found a new home with a Worcester family

back

## Worcester knight gets the Glastonbury gig

PUT in the 21st century parlance of Generation Z, Worcester has secured itself a gig presence at Glastonbury but not in a way you might instantly think.

It happened at New Year, just too late for the December issue of Dog Watch, when Michael Eavis (19xx) was named in the New Year honours as a newly created knight. He is well-known as the founder of the annual Glastonbury Festival. Less well known is his educational merit in attending HMS Worcester and then, as a graduate of the ship, going to sea for a short spell with Union-Castle.

His investiture as Sir Michael of Avalon - a knight bachelor - was by the Princess Royal at Windsor Castle in April, at which he was seen wearing a smart Worcester tie. It was noted that after dubbing the new knight, the Princess Royal who has a



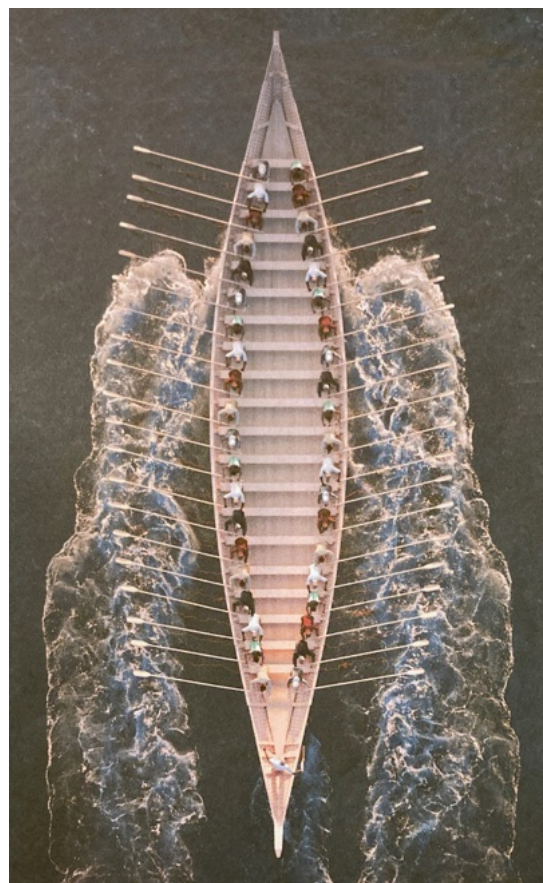
close Worcester connection stepped down from the dais to greet and have a short conversation with Eavis.

In an interview with the official Glastonbury website, reported by the BBC, Sir Michael commented of the award: "What can I say, really? I've done quite a lot of stuff in my life and I've always been fairly sure that I was doing the right thing."

Greenpeace, Oxfam and WaterAid all receive donations from the festival and last year a record charitable contribution of £3.7 million was attributed to the event.

Princess Anne who was guest of honour at the Worcester reunion in Portsmouth 12 years ago, has more recently given her personal support, as Warden of Trinity House, to the establishment of the Worcester Merchant Navy Cadetship Scheme (WMNCS)

Eavis is understood to have passed much of the festival management to his youngest daughter Emily.



## Dog Watch moves to all-digital publication

IT is with sadness we record after exactly a century of print for this journal, that this edition marks the end of physical publication, as we move to an all-digital *Dog Watch*.

This has come about largely because of a squeeze on finances as we enter the last two years of the Association's existence, coupled to the steep rise in postage costs imposed by Royal Mail on both UK

and overseas rates. The broad content of Dog Watch remains little changed from that we have published since 2015, with all the usual features and contributions from across the membership.

The A4 PDF format introduced more recently remains and provides a simple base for those who wish to print the journal on a home printer or at a local printshop.

FORTY oars in hand! A gig of some earlier inter-ship racing day? Even Worcester's cutters would get nowhere near this for size, nor, we suspect, the racing gigs for speed. But rest on your oars a minute, not everything in this image is as it seems on first glance. For this is a recreation - and only in print at the moment - of the famous Sutton Hoo burial ship. It is all part of the Sutton Hoo ship replica construction project in Suffolk, which if it comes to fruition clearly will be astounding. For the time being, this is simply a computer generated image by Daniel Fisher for The Sutton Hoo Ship's Company

Association affairs - 2

Chairman's View - 2

From the Secretary's Desk - 2

Editorial - 3

News of Members - 3, 7

Spun yarn - 5

Cadetship scheme - 6

Letters to the Editor - 7

OWYC News - 7

Absent Friends, obituaries - 8

Worcester Air Cadets - 13

Dog Watch Log - 14

Benevolent Fund - 15

Dog Watch's Dog - 15

Slop Chest & YC livery - 15

Diary Dates - back cover



## Chairman's View

THE world is currently in a more unstable state than any of us have experienced in our lifetimes, standfast such OWs as Tony Ditcham whose book *A Home on the Rolling Main* describes his life at sea in destroyers during WW2. He served in North Sea, Atlantic and Arctic convoys as well as the battle of North Cape when his tiny destroyer torpedoed the mighty *Scharnhorst* and he landed a few 4.7" hits on the ship. Then D Day and the final throes of the war in the Pacific. He hopes to attend our Sunset event in 2026.

Tony could tell us all a few things about instability and the cost, in lives, material and gold, of the appeasement of dictators, and yet we in the West appear to be following the same route as we did in the 1930s that led to his four long years of continuous seetime, loss of life, pain and discomfort.

We as a nation, and more widely the West in general, having reaped the benefits of victory in WW2 and the Cold War, have concentrated on internal wellbeing. Our defence budget has reduced from over 50% of GDP at the end of WW2, to just over 2% now. We thought state on state war had been relegated to the history books. Ukraine and Iran show how wrong we were. At the same time the world's trade routes which we plied in peace for so long, are seriously threatened by cheap, multiple drone strikes. What little is left of our indigenous Merchant Navy is at risk and trade routes are denied to us.

Our new Cadets will truly be going to sea in a very different international climate than most of us ever experienced.

Peter Melson (1961)



## From the Secretary's Desk

THE AGM this year was well attended, in fact the best attendance figures for many years, the location is reasonably central for the majority of the membership and it is hoped that we can return to the same place, Sudbury House Hotel at Faringdon, next year.

The meeting went on much longer than normal mainly because there were some lengthy presentations on the new website, also on the final event, that is Sunset 2026. Those



present were briefed on outline plans for Sunset 2026 and there will be further updates in this and subsequent editions of the *Dog Watch*. Also present at the meeting were the first three cadets to be recruited to WMNCS and each gave a brief overview of their first phase at sea.

Planning for the transition to the Worcester Association in 2026 is well underway and is an item on the agenda for each council meeting and likewise for the AGM.

This *Dog Watch* is the first edition not to be printed and posted by mail as previously advised in the

*Dog Watch* Supplement in April and by now I hope that most OWs who do not have access to the internet have made

## Association of Old Worcesters

### Association of Old Worcesters 2024

President of the Association Clive Bradbury (1961)  
Vice President John Marden (1967)

#### Officers

Chairman of the Council Peter Melson (1961)  
Vice Chairman John Reynolds (1968)  
Immediate Past Chairman Ian Dale (1958)  
Honorary Secretary Chris Bostock (1969)  
Honorary Treasurer John Humphreys (1959)

#### Council

Bob Baldwin (1958) Bob Lineker (1968)  
John Marden (1967) John Sail (1966)  
Martin Tregoning (1961)

#### Members with specific duties

Honorary Auditor Anthony Farndon (1961)  
Dog Watch Editor John Prescott (1963)  
Registrar of Membership Chris Bostock (1969)  
Slop Chest Stock Keeper Bob Baldwin (1958)  
Historian, Archivist, Data Protection Officer Martin Tregoning (1961)

#### Old Worcesters Yacht Club

Commodore Peter Melson (1961)  
Honorary Secretary Clive Bradbury (1961)  
Vice Commodore Trevor Crawford (1963)  
Hon Treasurer & Regalia Secretary Bob Lineker (1968)  
Ensign Permit Secretary Tony Crabbe (1968)

#### Worcester Merchant Navy Cadetship Scheme

Director Peter Melson (1961)

#### AOW Branches

SW England, Honorary Secretary Peter Furneaux (1961)  
Australia, President Richard Pocock (1958)  
Australia, Honorary Secretary Keith Broderick (1963)  
Canada, Honorary Secretary Bob Kitching (1957)  
New Zealand Representative David Barnes (1959)

**Making contact with AOW: Hon Secretary Chris Bostock handles all initial enquiries to the Association. Tel 01606 784055, email: christopher.bostock@btinternet.com or write to him at: 39 Douglas Close, Hartford, Northwich, Cheshire CW8 1SH.**

Chris Bostock accepts requests for loan of the Association's ensign for funerals of OWs. Simply email: christopher.bostock@btinternet.com or telephone 01606 784055 and supply the funeral director's name. Chris will arrange for the ensign's dispatch and return.



David Barnes, AOW representative in New Zealand, holds a Worcester ensign for loan. email: davidbarnes@xtra.co.nz or telephone +64 21 159 1593

David Farley has an ensign for use in Canada. Send requests direct to David Farley, phone on 902-243-3284, or cell 902-664-8025, or by email at dfarley616@gmail.com David's home address is PO Box 435, 261 Church Street, Pugwash, NS. B0K 1L0.

alternative arrangements to receive and read the journal. However, if you know an OW who perhaps is not aware of this change then please assist by informing them of the various options to obtain the *Dog Watch* online.

Chris Bostock (1969)

***Dog Watch* is now an all-digital publication and comes to you as an A4-size PDF. It should be simple to print any or all pages on a home printer should you wish to read a paper copy or to send to another member.**



## AOW Events

### SUNSET 2026 at Portsmouth

THE final event (really!) of the Association of Old Worcesters will be held on May 19 and 20, 2026 in Portsmouth, UK. Bookings have already been made for an evening reception in the Mary Rose Museum where OWs will be able to wander through Henry VIII's flagship, sunk at the battle of the Solent in 1545, and enjoy drinks and canapes served at strategic locations around the museum. Portsmouth Shantymen will serenade us as we wander.

The next day heavily discounted passes will be available for the National Museum of the Royal Navy including HMS *Victory*, the Submarine Museum, the Explosion exhibition of Naval Fire Power and the extensive galleries of exhibits.

In the evening of May 20 we will gather on the quarterdeck of HMS *Warrior*, Britain's first ironclad battleship launched two years before the first HMS *Worcester* was moored in the Thames. The finale of a drinks reception will be the band of His Majesty's Royal Marines Beating Retreat and then playing Sunset as the *Worcester* ensign is lowered from *Warrior's* ensign staff. Following that we will go below to the gun deck for a

three course dinner in the atmospheric surroundings that will remind us all of life in the third HMS *Worcester*.

Portsmouth was chosen not only because of its maritime heritage, but also because of excellent rail and road links and hotels within yards of the Royal

Dockyard. It is very much the ideal location for such an event.

Costs are currently being finalised and booking forms will be dispatched early in 2025. We are limited to a total of 240 in both venues so it will be first come, first served with a waiting list if oversubscribed. It is anticipated that the total cost for the events described above will be in the region of £200-250 a head with accommodation, for which we have negotiated substantial discounts, on top.

### Queensland CWP annual lunch

WE had our annual Conway Worcester and Pangbourne (CWP, Queensland) luncheon at the Buderim Hotel on the Sunshine Coast yesterday. OWs attending included Peter Marchbank (1960), Peter Woodhead (1960), Peter Wilson (1966), plus myself, Chris Langford (1962). Five OCs and two OPs attended. Numbers are going down each year, regrettably, but attendance of the ladies bolster the gathering which totalled 21 attendees. We are enjoying cooler autumn temperatures now in south east Queensland but we've had substantial rainfall this year. Chris Langford.

### SW England branch lunch

THIS was lunch at Passage House Inn, Kingsteignton last summer, from left: Daphne Furneaux, Peter Furneaux (1961, hon sec), Bill Folley (1966, social sec), Ian Berry (1952), Doug (OC), Linda Hooper, Don Hooper (1952), June Glennie, David Glennie (1960, chairman), Paul Wright (OC). Hazel Folley was present but not in the photo. This year, in addition to first Thursday monthly lunches, open to Conway Worcester and Pangbourne, and Christmas lunch - always well attended - the group has a boat trip planned for June on the River Teign.



As mentioned above, branch attendance is declining but there is still interest among *Dog Watch* readers in Association and CWP events. This is a request to local organisers to keep *Dog Watch* informed of recent events and future dates, the former with photos, please.

## The Dog Watch



June 2024

ALL transport enterprises, from road to sea to air to river carry risk if not dangers.

Thank heaven foreign-going seafarers are these days more protected than they were against the volatility of markets and can go to sea knowing their jobs are relatively safe.

But what are those jobs and are they worth having? After all, a job at sea is not simply work, it is a way of life. And it's a way of life little understood, even - or especially - by those who languish in offices and largely control the lives of those they employ. (It's like expecting surface-going seamen in big ships to understand what it is to be a submariner. The two lives, apart from occupying the common medium of the sea, are almost totally unrelated and unfathomable, one by the other.)

This incomprehension of seamen's lives and living wouldn't matter so much if it was remembered that many seamen, even most, go to sea for months; away from home, no leave to go ashore in port, even if it is physically possible, and forced to remain out of contact with the families they are at sea to support. Well, some might say, that's the way it has always been. It's the sailor's lot. The one huge flaw in that argument is of course the world ashore has advanced rapidly in the last 30 years, while the living of seafarers has stood still if not receded by comparison.

Inmarsat recently issued a report: *Digital Wave: Transforming Vessels into Floating Offices and Remote Homes*. Suggesting ships can be "remote homes", wreaks of a basic misunderstanding when masters deny crews even basic access to the comms network on board. Something those ashore have taken as a right for years.

Life in huge, sparsely manned ships is miserable: no social life, accommodation spaces bare and silent, all doors shut. So, denial of shore leave - even a couple hours in a strange port - could be the last straw.

## News of Members keeps coming. Don't stop!

### Peter Marchbank (1960) writes from Queensland where the Brisbane Mission remembers an OW and a famous ship

IN November 2022 Carolyn Williamson, widow of the late Loriol Williamson (1953), presented the Seafarers Centre at Fisherman Islands\*, Port of Brisbane with a beautifully framed photograph of the Cunard liner *Queen Elizabeth 2*, She had decided that it was a suitable location for the picture and where to display a piece of the history of the port.

The picture had been presented to Loriol by Cunard to commemorate the first call of the liner at Brisbane on Feb 11, 1991, when Loriol was operations manager. ACT(A) Pty Ltd, Brisbane agents for the vessel.

Captain Ross Nicholls, president of the Mission to Seafarers at the port, was delighted to receive the picture and had a small plaque made up to mark the occasion.



*\*The last 40 years have seen great changes to the port, with its transformation from a river port to a world class deepwater facility. Forming the Port of Brisbane precinct in the mid 1970's, as well as developing Fisherman Islands as the future hub of port activities, were among the most inspirational and pivotal engineering decisions of the post-war era, according to Port of Brisbane <https://www.portbris.com.au/en-US/about/history>.*

### Peter Hooker (1947) wrote from Ontario, Canada in October

I HAVE belatedly been thinking about the Falmouth reunion where apart from the yacht club I believe I was the only OW to attend! St Michaels hotel was excellent, my room was spacious and had a patio with great sea views! I was unable to locate any OWs but did find a bearded wonder and his wife who had been a Fleet Air Arm pilot and had encountered a number of OWs over the years. During my stay I took the ferry over to a village on the other side of the harbour and while strolling along the front ...there, lo and behold, was a replica of our racing gigs painted a brilliant red! Of great interest to me as I rowed in

two Houlders Oars finals with Mizzen Port.

After my stay I met up with my daughter and two of her children in London then joined by two cousins, we all shared a great flat in Notting Hill Gate where we had a super time ...dinner at the Churchill, of course, also one in Chinatown (weather so good we sat outside!) followed by seats to see Mamma Mia and a meeting with the two stars (my cousin has some pull!) who said he had been with the show for nine years! I also took the family on the trip down the Thames to Greenwich and a tour of the Cutty Sark. For one time only ( I was told ) they allowed me on free of charge. Then the mandatory photo of me steering the ship. The last similar photo was with my old sidekick Ron Grimble who sadly crossed the line a couple of years ago. Interestingly my daughter Kim who was with me travelled to Sydney to visit her daughter who was working with an Australian family and Ron entertained them for lunch on Manly beach!

The rest of our trip was spent visiting family in Littlehampton, St Albans and our Scots side in Edinburgh. This year was a cruise from Fort Lauderdale to Spanish ports and Gibraltar which I love and was accompanied by my son Scott and partner Shirley, a tremendous trip. Ever the optimist, I booked a similar cruise across the Atlantic for next April only this time to French channel ports also stopping at Dover where I intend to hop off and do another whirlwind trip to see kin. This may be true of others but when at sea far from land I have a wonderful feeling of freedom and serenity a marvellous feeling, Which surprises me when I have been a landlubber for so long. Although I missed the last lunch I still keep in touch with Sid Wood and Dave Farley (who just recovered from hip surgery) hope to see them at Christmas. Enough prattle from me the best to you and all OWs.



Paul Haysom (1965, left) and Bob Dennis (1964) on board Queen Mary 2 - a coincidental meeting on passage for Cape Town. "We met purely by chance for the first time in 20 years; [that was] when Bob was at Felixstowe VTS," said Paul

### Nigel Maude (1963) writes from UK

STILL living in Market Harborough, no landline, mobile 07812841305, since I retired fully in 2014; commuting and living in Santanyi, Mallorca, my second home. Not looking to fall off my perch anytime soon, but you never know.

Previously, I was at sea until 1988, and then deputy director maritime affairs, in the Bahamas Government to 1995. Senior Inspector of ships for Liberian/Marshall Islands until 2001, IT and computer specialist in Mallorca till 2014.

### David Precious (1960) wrote in April from West Sussex, UK

OUR daughter Sarah and son in law Ian are travelling in the States and last week I received a couple of WhatsApp messages from Ian and I wonder if this is of interest to readers? I quote verbatim three messages.

#### from IAN

Just spent two hours going around the National museum of the Pacific War (located in Fredericksburg, Texas), and in the introduction part on Japanese history there was a big section on your famous old boy Admiral Togo who was a hugely significant figure for Japan and the first easterner to lead a successful victory over European opponents; back to the rest of the extensive museum now.

#### from ME

Fascinating and thanks Ian. Have just reminded myself from my OW book of his exploits - he was a cadet from 1873 to 1874 - a bit before my

time. He claimed his age on joining was 16; in fact, he was 26! Thanks again.

PS apparently Admiral Togo's exploits were almost exactly 100 years after Nelson at Trafalgar!

#### from IAN

Interestingly it mentioned in the museum that the three most admired admirals were Nelson, Togo and Nimitz; we found out yesterday that there was a bond between Nimitz and Togo; Nimitz admired Togo, met him when he was a young man and even had a replica of Togo's house/office made; I know a reasonable amount about Eisenhower but much less about Nimitz and the Pacific war; it was a very extensive museum generally.



Heihachiro Togo OW 1874, later admiral of the Imperial Japanese Navy



## Spun yarn – tales for the dog watches

**It's 0400 off the West African coast and the mate is due to turn to for his watch. Could it really happen; cadet Philip Christey (1959) decides on a drastic, career-crashing move?**

THIS time I waited until 0415, secured the wheel, and went to his cabin. The mate, Mr W, was out for the count, snoring loudly. This was a problem I had already had with him, my nemesis, and with whom I had the misfortune to share the 4 to 8 watch.

Then a plan evolved even as I stared at him. I went back up and studied the chart. We were 6 miles off the coast of Benin. The echo sounder showed we were in 6 fathoms of water; *Chicanoa* needed 2½ fathoms.

On previous trips during the 8 to 12 watch I had gazed out towards the sandy beach lined with palm trees. I daydreamed of being stretched out under the palms with dusky maidens appearing with rum punches.

I made the decision with sudden inspiration. I would run *Chicanoa* aground on the beach. It was a starry clear night, no moon, and with my binoculars I saw it was high tide with a light wash breaking tiny waves over the sand. Timing was now critical. I calculated 75 minutes needed to make my plan work.

There are three phones on the bridge: one each for the captain's cabin, the engine room and the radio/radar office.

A sharp turn at 15 knots would not be sensible; it would be noticeable and wake some of the crew. So I took the wheel and started the slow wide arc out to sea and back towards the shore.

At 0515 I held the engine room phone and placed some muslin over the mouthpiece. A film I had seen earlier illustrated how this disguised the voice. I affected a deep voice when the duty 2nd engineer answered. "2nd, we are going to arrive early for the pilot, so at 0530 we will telegraph to you SLOW."

"OK understood" he responded, hanging up. He had time to prepare.

Just before 0525 the arc in the sea was completed and we were heading for Benin's beautiful beach, 5 miles ahead.

No further conversation needed. At 0530 I pulled the lever downwards on the engine room telegraph from cruising speed to SLOW. Almost immediately there was a distinct change in the beat of the ship's engines. Undoubtedly some officers and crew could be waking and wondering 'what's up'?

The echo sounder showed we were three miles from shore in four fathoms.

At 0535 we were down to 3 knots and within 5 minutes we would be grounded. I went into the wheelhouse and used the key to the glass cabinet to open it and I pressed the red FIRE ALARM button.

Large blasts reverberated throughout

the ship. I went back into the bridge and lay down, affected being dazed. The captain appeared in his pyjamas. We were already scraping along the sandy seabed. *Chicanoa's* bow actually managed to get 10 feet up the beach before she hit a bank and stopped, listing suddenly 30 degrees to starboard.

I congratulated myself. Hopefully nobody was injured and amazingly the damage to the keel could be minimal, it was so sandy.

I was sent to my cabin and I could hear, but did not witness, the furor on the bridge deck above me.

Later that same day when the tide came back in, *Chicanoa* was towed by a salvage vessel (at great expense) to the nearest large dry dock at Port Harcourt.

Most of the crew stayed on board with 4 officers. The captain, and the two senior engineer officers plus AB seaman Flaherty - and I - were in a hotel before being flown back on a private charter to Northolt three days later. Mr W was restrained in the rear of the aircraft. I carefully avoided eye contact.

### The aftermath

Some days later an enquiry was convened at Elders & Fyffes' West End office in front of a Board of Trade inspector, two E&F major shareholders (a Scot and a Dutchman), an E&F solicitor, Philip Christey's own solicitor, *Chicanoa's* captain that voyage and the company's captain superintendent - the man who had recruited Philip from Worcester 13 months earlier.

The captain took early retirement. The chief officer, Mr W, was held wholly responsible and dismissed after suffering substantial media criticism. And me? I was just a first-year apprentice, no qualifications. Too young and innocent looking, they decided, to face any specific charges. Elders & Fyffes suggested to me after a few weeks paid leave that perhaps a career not connected with seafaring should be found elsewhere. I heartily agreed.

I thought instead, perhaps I would make a good actor.



### Richard Pocock's (1958) first trip in P&O and a chartroom encounter with a barometer and a grumpy captain

MY very first ship..... Peter Melson's reference to the beginning of his first voyage in the last *Dog Watch* [Dec 2023] vividly reminded me of my own earliest experiences. Having left the Ship in 1958 and undertaken an outward bound [course] I travelled to King George V dock to join my first ship. The day was dark and very cold. I found *Salmara* and excitedly carried my suitcase up the gangway. The seacunny [helmsman] at the top of the gangway told me that the captain wanted to see me. He guided me up to his cabin.

Tentatively I knocked and upon command proceeded in through the door curtain to be greeted by the captain who was dressed only in a lungi and an eye monocle. His windows were wide open. With no ado he peered at me intensely and simply said "Pocock, there are three things you are to remember on my ship: "Do

not talk to engineers"; "Do not drink beer because it is an engineers' drink," and; "Always be consistent."

That said, I gingerly took my leave. The next time I came into contact with him was in the early hours of the morning in a very lumpy Biscay seaway whilst on the bridge. The second officer in a fit of kindness, spurred by a freezing downpour, had allowed me off the bridge wing into the chartroom. Bliss.

Tentatively I faced the barometer and tapped it as indeed my dad had taught me to. As I did it there was a rustle behind me and I turned to see The captain. "If that was supposed to be hit" the Lunghi said "then it would have been provided with punch bag. Now leave the bloody thing alone". Chastised, I returned to the cold and dark wing of the bridge to reflect on my ignorance.

## Worcester Cadetship scheme

SINCE the commencement of the Worcester Merchant Navy Cadetship Scheme (WMNCS) in March 2022 the scheme has raised more than £200,000 and now has seven cadets under training, far more than we envisaged at this stage of the process. Money has come from a host of generous donors and trust funds, including many OWs, living and deceased

For its part, Trinity House (TH) meets WMNCS costs 50/50 through the Merchant Navy Scholarship Scheme and administers the scheme. Above all TH looks after WMNCS finances within the Trinity House Maritime Charity, wherein WMNCS is ring fenced, saving us the costs associated with establishing our own charity



Nigel Hope (pictured right, centre) for undertaking this work on our behalf."

Our first three deck officer cadets, Ella Smith, Alexandra Barlow and Niall

Larter, have now returned to Warsash (Solent University) for Phase 3 after each serving in two ships during their Phase 2 sea time. Alex and Niall both spent time in Trinity House vessels, while Ella started off in the sail training ship *Tenacious*. Both Alex and Ella also had time in cruise ships while Niall joined a large private yacht for a delivery voyage to the Maldives, via Turkey and a Suez Canal transit.

Four more cadets are now following in the footsteps of our initial three and, said Peter Melson, all of them are incredibly proud of their combined Worcester and Trinity House pedigree which, with their uniforms prominently displaying the coats of arms of both, gives us traction in the maritime industry as well as preserving the name of Worcester into the future.

Cadets Alex Barlow and Ella Smith were among a small group of cadets on May 14 attending the Passing of the Torch ceremony at Trinity House, London as part of D-Day 80 commemorations. Later that day they attended an event celebrating International Women in Maritime Day and spoke about their experiences at sea.

The following day they attended the UK Chamber of Shipping parliamentary reception at the Palace of Westminster (above right) where they met serving MPs and industry leaders. Alexandra, Ella, and one other TH cadet "spoke brilliantly about their cadetships, future careers at sea, and are fantastic ambassadors for our industry," said Stuart Bengo (above right), a director of Just be Maritime, which is entrusted with day to day management of WMNCS cadets and their training.

The second and third intakes of WMNCS cadets comprise Liam Barron,



Danny Bullar, Henry O'Keefe and Edward Owen, of whom the last three are entered on honours degree courses. All seven are due to graduate by January 2027 and the first three are already beyond halfway through their course.

The aim now - more than ever - is to make WMNCS finances self-sustaining by building a stable capital fund capable of earning enough in its own right to cover outgoings for at least one new cadet recruit annually.

OWs can help enormously in this work by not only contributing but adding to the base of primary contributors to which larger funding organisations and donors look when calculating their fund-matching.

WMNCS is most fortunate in having attracted some very generous, large donors but more are needed if the project and the *Spirit of Worcester* is to have a life beyond simply the medium term.

For information on supporting WMNCS, including subscriptions, legacies, bequests and Gift Aid, contact hon Secretary Chris Bostock at [chris08.bostock@gmail.com](mailto:chris08.bostock@gmail.com)



A view to the future: Worcester cadet Alex Barlow stands a bridge watch in Galatea during her phase 2 seetime

WMNCS director Peter Melson (1962), in an article for *Trinity House Fraternity Review*, said "I am incredibly grateful to the corporate department and to Captain

## Review of UK cadet syllabus could shape future of training worldwide

A REVIEW of the UK's cadet syllabus, has been completed by the Cadet Training & Modernisation (CT&M) programme.

It is the first time in years the British officer qualifications syllabus has faced a major overhaul.

The updated syllabus was completed by the CT&M programme, which is led and coordinated by the Maritime and Coastguard Agency (MCA). It was one of the recommendations of the Seafarer Cadet Review and brought together key stakeholders, including the Merchant Navy Training Board (MNTB), focused on improving cadet training.

It is believed to be the first time a maritime regulator has joined forces with industry experts to shape cadet training.

It is hoped that by presenting the work to the International Maritime Organization (IMO) it could lead change internationally. "No other maritime nation has performed a review like this in conjunction with industry and what we have

produced is a new collaborative model that delivers the training requirements of every sector within the industry," said MCA Chief Examiner, Ajit Jacob.

Syllabus modules are expected to be in use in UK from September 2025.

Ajit Jacob, said: "We were clear from the outset that we wanted this syllabus review to be industry-led and for it not to be the MCA dictating what is needed."

It was expected that the review would be presented to IMO this year. "Well-educated and well-prepared seafarers benefit everyone, and we are happy to share our knowledge globally.

"The pace of technological change shows no signs of slowing and a new, continuous review approach will help us to stay ahead and ensure that our cadets are offered the most modern training we can give."

The review included all modules across nautical, engineering and electro-technical disciplines by a working group of representing nautical colleges, shipping companies, and seafarers.



## Letters to the Editor

Letters are welcomed here at the editor's desk, and will be considered for publication in the next issue, at the editor's discretion. If you have a comment to make about *Dog Watch* or would like to air any other matter, write to [jprescott@ninetynorth.com](mailto:jprescott@ninetynorth.com)

From Patrick Byrne, UK

Sir,

IT is always with great pleasure to receive *The Dog Watch* with a special interest for me the feature item; in this case the Ben Applegate story [Dec 2023 issue].

This having been said, it also inspires me to suggest that more regional-type features are probably happening more often than we may realise and therefore the time may have come to diversify the publication to the main regions before the End of Passage...It may seem quite radical but otherwise, what are the chances of avoiding the one and only

'beach' AOW is rapidly heading for?

I am quite happy to receive any future editions by e-mail of course. With my thanks and the compliments of the Season.

Yours &c

P Byrne (1967)

*DW will continue to be published until and including at least one issue in 2026. The magazine has always relied on contributions from members and especially from AOW local organisers about gatherings and events in their regions. Creating regional editions will only work if sufficient topical copy is*

*forthcoming from each or any region. At the moment this is not the case and in fact there is a shortage of local OW news originating from members and organisers.*  
Editor

From Richard Powell-Cullingford,  
Eastbourne, UK

Sir,

Just to say the *Dog Watch* is a lovely publication and I admire your skill and ability to publish such a wonderful magazine! With kind regards.

Yours &c

Richard Powell-Cullingford (1962)



## OW Yacht Club news

### Commodore's 2024 Rendezvous - June 25-27 at Royal Southern Yacht Club

DURING our successful rendezvous at the Royal Southern Yacht Club (RSYC) last year, our Vice-Commodore Peter Melson asked for a show of hands as to how many members would be happy to return to the RSYC for the 2024 rendezvous when he would be Commodore. Overwhelmingly



photo: Royal Southern Yacht Club

members voted to return to the RSYC and I now have pleasure in attaching details of this year's rendezvous.

Following the OWYC's 2023 AGM a proposal was put to hold our 2024 AGM at the same time as the 2024 Rendezvous and you will see on the attached programme that the AGM is scheduled for 1500 on Tuesday, June 25, the first event of the rendezvous. All

OWYC members are welcome to attend irrespective of whether they are attending the rendezvous or not.

The RSYC has twelve accommodation rooms to a high standard and many members, knowing we would be returning this year, advance booked this accommodation before. However there is a wide selection of good B&Bs in Hamble close to the clubhouse and details of these have been circulated with information on the Rendezvous. Additionally the club has its own car park for visitors attending events and staying at the club.

The OWYC also has its own marina right in front of the clubhouse and will be able to provide moorings for our boats. There will therefore be the minimum of traveling for skippers and their crews between boats and the events. At the same time it will be easier for attendees without boats to visit friends afloat.

Full details of the rendezvous programme together with information on venue, accommodation options and the booking form have been circulated to members of the OWYC, Conway Cruising Club and Old Pangbournian Yacht Club and well as OWs in the Association located in the south of England.

Peter Melson and his wife Janet, look forward to welcoming you in June to our

Rendezvous at Royal Southern Yacht Club.

### Ensign permits

THE constitution of the OWYC is totally separate from the Association of Old Worcesters and its eventual closure will not coincide with the Association. At the moment we have 18 members with ensign permits and our permit officer is Tony Crabbe, who is also a permit holder, left Worcester in 1968. It looks as though we will have rendezvous in 2025 (at RN&SYC, Lowestoft). After that we will probably cease having events but the permits will continue until such time that the numbers of permit holders drop to between ten and six. There is an annual charge the club has to pay the RYA which administers permits on behalf of the MOD and this cannot be justified with a small number of permits. I am sure Tony Crabbe, who lives on his wide canal barge would like to continue flying his Worcester ensign for as long as he has the barge. So the answer to the question as to how long the permits will be available is not clear except to say that the end could happen any time after 2026 when permit holders drop below eight or ten.

Clive Bradbury  
OWYC Hon Secretary

continued from 4 News of Members

### Timothy Richardson (1968) recalls a short spell in BI after leaving the ship

HAVING left Worcester in December 1968, I joined P&O the next month but was immediately seconded to BI on the *Coromandel* sailing to East Africa then on to India and Sri Lanka, and home again via East Africa with what we were told was the

largest single shipment of tea brought into England (I'm not sure how true that was but the ship carried only tea on the homeward run).

After that voyage I was back to P&O ships ending up in the passenger division [after the group reorganisation of 1972] as a third officer, which I left in October 1973 to go to medical school in London. I graduated in 1979 and worked thereafter mainly as a GP.

## THE DOG WATCH

General copy deadline for the December 2024 issue is October 12, 2024

*DOG WATCH* reaches almost every member of the Association. Please send us your own news and news of OWs you know. Event organisers, please keep *Dog Watch* posted with plans, reports and photos of 2024-5 events.

## Absent friends – Dog Watch obituaries

### Archie Bishop

WILLIAM ARCHIE BISHOP (1952-1954)

A LATE twentieth-century legend in maritime salvage circles, Archie Bishop was born in the Golden Ball Hotel, in Bridgwater, Somerset, two years before the outbreak of World War II. When his father – the hotel's owner – enlisted, his mother sent her three oldest sons to live with her sister and ran the hotel while raising Archie. The brothers were re-united in 1942, at a boarding school they all disliked deeply, and then attended Colston's School in Bristol. When Archie followed his big brother Peter to Worcester in 1952, it was from Dr. Morgan's Grammar School in Bridgwater. Schooling may have been a rum-go, but the brothers enjoyed free range summers hardly imaginable today.

In the late 1940s the four of them (and the family dog) camped on the remote clifftop at Lilstock, unsupervised for weeks, with the nearest farm over a mile away. Arriving in Greenhithe before he was 15, Archie did well.



Coming ashore in 1960, Archie was probably the first mariner to be employed by a City shipping law firm

Through six terms he was regularly in the top half of his classes, demonstrated some prowess at rugby, attained the rank of Cadet Captain and took First Class Extra Certificates to begin his apprenticeship with P&O at the age of sixteen.

Five years later he was third officer of *Salsette*.

Then Archie was drawn ashore by a young lady who had caught his eye when travelling with her parents on one of his early voyages. In March 1960 young Bishop was hired for his nautical expertise by maritime law firm Holman, Fenwick and Willan in London. Married a year later, he and

Joan brought Paula (1963) and Mark (1966) into the world, Archie qualified for the law and he was made partner with H,F and W. Elevated to Senior Partner in 1988 he retired with the new Millennium but remained active lecturing, mentoring, and consulting. He was an expert in collisions, total loss claims, and salvage at sea, and was involved in scores of cases pertaining to these matters. He was the legal adviser to the International Salvage Union for three decades after 1982 and played a large role in the development of the CMI Salvage Convention of 1989. Twenty years later he was instrumental in advancing Environmental Salvage, recognizing salvors for preventing damage to the environment. Archie is remembered, above all, as a "people person," someone who had a genuine, caring personality. Dozens of junior solicitors prospered professionally as a result of his shrewd advice. Annie, his second wife, Paula and Mark, stepdaughter Louisa, and many friends and colleagues lament his passing.

### Michael Martin

MICHAEL GEORGE MARTIN (1950-1952)

EXPECTING to follow his father into the wholesale confectionery and tobacco business, Michael Martin was instead bundled off to TNTC to follow his uncle into the merchant marine. His seven terms in the ship demonstrated some prowess on the court (he was vice-captain of tennis) and around the snooker table (champion 1951 and 1952), and he joined Royal Mail Lines.

In 1957, five years after Michael was introduced to Valerie Holman by her brother John Holman (1954) they married in their home town of



Bexleyheath. By 1958, Michael was sailing with Tate and Lyle between Trinidad and the UK. In the 1960s he joined Metcalf Motor Coasters and then Crescent Shipping, on a regular run between Whitstable and Esbjerg, Denmark. In the 1970s, he took contracts with Comben Longstaff and James Fisher. But he never really enjoyed being at sea, and rarely spoke of his life on the ocean

*continued opposite*

### Roger Morris

ROGER DAVID MORRIS (1951-1952)

BORN in 1935 at Maidenhead, Roger attended Bembridge School on the Isle of Wight, before joining Worcester in the Lent term of 1951. He left as Senior Cadet Captain of Fo'c'sle and Captain of Sailing in the Summer of 1952, to join Prince Line of the Furness Witherby group, staying until obtaining his Mate's certificate.

He married Kathleen and together with their young son emigrated to New Zealand in the late 1960s. By the 70s he was considerably supplementing his income through painting marine subjects...necessary as he and Kathleen now had six children.

Roger was an accepted authority on sailing vessels and the history pertaining to them grounded in his Worcester training – still at that time moored in tandem with *Cutty Sark*. He came to the notice of publisher Bateman who contracted his first book, *Sail Change*, paintings of sailing ships that visited New Zealand.

A replica of *Bounty* was built in New Zealand to feature in a film of that epic story and Roger as her mate fitted her out, later being appointed master for the voyage from Whangarei to Los Angeles.

During the 1980's, Roger completed his second fully illustrated book *Pacific Sail, Four Centuries of Western Ships in the Pacific*. In 1992 he published the companion volume *Atlantic Sail, Ten Centuries of Ships in the North Atlantic*. I am not a lover of tall ships but Roger's books make the exception. They are beautifully illustrated, with detailed explanations on the seamanship, working and history of such vessels. I treasure my copies of these masterpieces which Roger kindly autographed generously giving his personal copy of *Pacific Sail*.

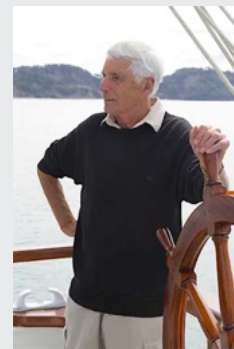
He painted three watercolours of Worcester: with *Katrine* and *Cutty Sark*; *Old Ladies* (pictured), then finally; *Second Gig* at the

Causeway on a Sunday Afternoon which was reproduced in *Dog Watch*. The autograph in my Atlantic Sail reads, "From one Old Worcester to another, can you still smell the Thames and taste the cement dust?"

Roger, a fine seafarer, prolific marine artist and notable OW, died peacefully on the Aug 8, 2023 in his 89th year; his funeral was in Auckland a few days later. He leaves behind six children and 17 grand- and great grandchildren.

Obituary by David Barnes (1959) of Westport, New Zealand

Clive Bradbury





wave. As the British merchant fleet was retrenched in the 1980s, and with his marriage dissolving, Michael came ashore. He worked various jobs through the decade, at Amey Blinds, Avery Scales, and as a surveyor with Rentokil. By 1990 he was effectively retired. Six years later he met, then married, Eileen Waller, a widow; they had 13 happy years together before she died. Entering his ninth decade he continued to play golf, but increasingly frail, and troubled by dementia he left his home in Herne Bay for a residential facility early in 2023, and crossed the bar three months later.

## Johnny Bennett

JOHN MICHAEL BENNETT (1952-1955)

JOINING the ship in April 1952 a month before his 15th birthday, Johnny Bennett stayed nine terms. His time in the ship was not easy. Illness, and perhaps a lack of aptitude or interest, made school and seamanship a chore. Instructors cajoled and recognised his effort but most often found his results wanting. He left as a Badge Cadet with Ordinary Certificates in both. He joined Strick Line and served as an apprentice aboard *Tangistan* and *Turkistan*, but he did not stay long at sea. Early this millennium he sent a generous donation to the AOW. With it was a photograph, dated 1954, showing a group of cadets

outside a pub in Swanscombe, a number of whom were lighting cigarettes.

Bennett, then living in Worthing, had spent his career in the motor insurance industry. He met up regularly with his Worcester shipmate Brian Beale (1954) in Southampton, where Johnny's membership of the Shieldhall preservation society allowed them to stay aboard the heritage steamship and wax nostalgic about their Worcester days. In May 2005, the two of them took a discounted cruise in Queen Mary 2 to New York, where they met up with their former shipmate Peter O'Gorman (1955) and had the time of their lives before flying back to the UK. John Bennett who crossed the bar on Jun 25, 2022, was a long-time member of the Paddle Steamer and Medway Queen preservation societies, a maker of ship models, and an active small boat sailor.

## Jeremy Lloyd-Davies

JEREMY HERBERT LLOYD-DAVIES (1949-1951)

AN efficient conscientious boy, considered "very good indeed" by some of his Worcester teachers, Jeremy Lloyd-Davies came to the ship from Tettenhall College in Wolverhampton. Despite missing exams in his final term, he received two First Class Extra certificates.

*continued p10*

## Ken Hedges

KENNETH HURRELL HEDGES CSTJ MB ChB MAJOR (RTD) HONORARY COLONEL CANADIAN FORCES HEALTH SERVICE TRAINING CENTRE FRCGS (HON) (1950-1951)

MOST Old Worcesters are familiar with the exploits of Henry Robertson (Birdie) Bowers (1899) who joined Robert Falcon Scott's Terra Nova expedition, became the first Scot to reach the South Pole, and perished with Scott and Edward Wilson in March 1912. Far fewer know of Ken Hedges, a member of the 1968-69 British Trans-Arctic Expedition. Led by Wally Herbert, the four-man group trekked across the sea-ice from Point Barrow, Alaska, to Svalbard, an epic journey of almost 6,000 kilometres that took 476 days. Each man had a sled and ten huskies. There were no maps to guide them across "unstable ice with impassable leads and churning pressure ridges." Five months of darkness, a fire that burned one of the tents, an incapacitating injury, a rabid Arctic fox, and predatory polar bears added to the hazards of the journey. When the team made landfall at Vesle Tavleoya, in May 1969, they were within striking distance of the northernmost point reached by the Royal Navy's first attempt to reach the North Pole in 1773; among the company of HMS Carcass, beset in the ice that eighteenth-century winter, was a 14-year old midshipman, Horatio Nelson.

Born in Essex in January 1935, Hedges spent his early childhood in Fiji, but returned to Britain with his family when World War II began. He joined Worcester from King Edward VI School in Southampton shortly before his fifteenth birthday and left two years later to join P&O. After completing his apprenticeship, Hedges worked with the "Outward Bound Sea School", before entering the University of Liverpool Medical School in 1962. Commissioned in the Royal Army Medical Corps, he completed postgraduate studies at the London School of Hygiene and Tropical Medicine. Entering the 22 Special Air Service Regiment (SAS), he qualified as a military parachutist and compressed air diver. Two operational tours with the SAS in Borneo led to his involvement in cross-border, deep jungle incursions behind enemy lines into West Kalimantan where Indonesian troops threatened the sovereignty of Malaysia. For these efforts he received the Pingat Jasa Malaysia. Two more operational tours with the SAS

took him to the South Arabian Desert (now Yemen). Hedges also served in East Africa and Libya, and with NATO Forces in Germany, Holland and Norway.



*photo: Royal Canadian Medical Service Association*

After his exploits on the sea ice, Hedges undertook further training in public health and occupational medicine, and served as a Regimental Medical Officer during The Troubles in Northern Ireland. In addition to retrieving victims of targeted assassination and indiscriminate booby traps, he rescued civilian and military victims of riot, sniper fire, ambush and improvised explosive devices and was Mentioned in Despatches in the Operational Gallantry List for Northern Ireland.

Newly married, Ken and his wife Dawn (with whom he had two sons, and who died in 2004) emigrated to Canada in 1975. Hedges became a major in the Canadian Forces Medical Service (Reserve) and held a number of senior, essentially administrative appointments in both the private sector (in mining and the petrochemicals industry) and in provincial government service. During this period he trained in mine rescue and volunteered in the Department of Family Practice and Community Medicine at the University of Toronto, before returning to clinical practice. His work in developing Canadian St John Ambulance publications, including *Wilderness First Aid*, led to his appointment in 1996 as Commander in the Order of St John.

The recipient of many accolades including the Polar Medal, and the Bernier Medal of the Royal Canadian Geographical Society, Hedges spoke frequently about his Arctic exploits. As controversy surfaced in the 1980s over Peary's and Cook's rival claims to have first reached the north pole, some said that the Herbert expedition won that distinction. Hedges was uninterested. "If you are first," he wrote in *Canadian Geographic* [Aug 10, 2020], "you must beckon not boast." A remarkable life had taught him the value of close friendships, trustworthiness, courage, determination, loyalty, and concern for those in difficulty or oppressed.

Graeme Wynn (1964)

Fellow of Royal Canadian Geographical Society



continued from 9

Entering TNTC at age 15, he made little mark outside formal instruction. In seven terms he became a Senior Badge Cadet, participated in cross-country runs and the snooker tournament, and rowed in the Fo'c'sle division junior crew ("picked from the smallest boys available"). A month before Christmas in 1951 he joined Port



Line, with whom he took his second mate's certificate in Sydney (1954) and his mate's and masters tickets in Liverpool, the latter in 1960. With his first child due he came ashore in 1961 to join a growing building company in the West Midlands as a safety and personnel officer. He then purchased a run-down store and post office, built them up, and sold them in 1972. With a business partner, he began a new and quickly successful company distributing architectural hardware; it was bought out by a London competitor in 1985. Lloyd-Davies's contributions were recognised by the National

Guild of Architectural Ironmongers the following year. He then received a five-year contract to run three associated companies. The day after his retirement in 1990, he and his wife drove to their holiday home near Castellon, Spain. Back in the Midlands, Jeremy served as an assessor of residential buildings for his local council, was part of the psychiatric sectioning appeal panel in Wolverhampton, and a director of the Staffordshire Ambulance Trust, from which he retired as vice-chairman in 1999. A keen and accomplished golfer he played on for many years. His wife died in 2006, and he crossed the bar on Sep 25, 2023, succumbing to infection after a third surgical procedure on his hip. He is remembered fondly by his son (in Canada) and daughter (in Cheshire, UK) as an independent, generous, and charming man.

## Phil Vanner

PHILIP GREVILLE HUGHES VANNER (1948-1950)

THE son of an Old Worcester - J H Vanner (1915), master of *Bradfyne*, sunk by German submarine U100, 200 miles north west of Ireland in 1940, with the loss of all on board - and older brother of Richard A H Vanner (OW 1955), Philip came to the ship from Milford Haven Grammar School. Remarkably, eight of Richard Vanner's shipmates were, like him, younger siblings of OWs. After a bright scholastic start Philip's record was mixed,

Two figures who have loomed large in the successful management of this Association, and in its close relations with others for many years, have sadly passed away within the last few weeks. Colin Steere (1947) and Ian Ward (1953) have given large amounts of their time during our Ship's active period at Greenhithe and in the decades since then, in representing Worcester itself and the Association of Old Worcesters. The lives of these galant gentlemen will be remembered in tributes in December's *Dog Watch*.

Meanwhile, May 16 was the day of Colin's funeral in Kent. A number of OWs were present, including AOW President Clive Bradbury, John Croucher, David Precious, Bob Baldwin, Chris Mendoza and Hyder Jaffrey. Also present were Old Conways and an Old Mercury.

leading to First Class and Ordinary certificates. A swimmer who won colours and a RLSS Bronze Medallion, he also turned out for the 3rd XV, and joined Reardon Smith as a midshipman RNR. We know little of his seagoing career. By 1972, RNR Lieutenant-Commander Vanner was married with three children and a Trinity House pilot for North Channel and River Thames, based in Harwich. In 1988 he retired from business, and was living in Clacton, keeping busy as a Tendring District Councillor. Ten years later he was made a Freeman of the City of London (alongside C R Smythe (1951), with whom he had been friends for almost fifty years). In 2000 he played a significant part organising the AOW's millennium dinner. Back in Pembrokeshire he was one of several who talked a few years later about establishing a local chapter of the Association - and in 2013 he was the senior hand at its first meeting. He died peacefully at home on Nov 5, 2023, in his 90th year, the dearly loved husband of Monica, devoted dad to Rachel, Nicholas, and Lucy, and a loving grandad.

## Jim Gladstone

CAPTAIN JOHN JAMES GLADSTONE (1957-1959)

BORN on October 26, 1941 in Cornwall, Jim Gladstone joined Worcester from school in Berkhamsted; his father an engineer lived on a farm near Battle, Sussex. In his six terms Gladstone took First Class Extra Certificates in both, was a member of the guard of honour and an RNR candidate when he joined Port Line. In 1972 he married Margaret Sizeland in Plymouth. He remained at sea until 2003, serving with, among others, Cunard and Fyffe's 'Great White Fleet' transporting Chiquita bananas, where he often relieved his Worcester contemporary D R Mountford. In retirement he was happy tending fruit, flowers, and vegetables in his garden in South Brent, Devon. He died two days short of his 82nd birthday.



## Mike Elrington

MICHAEL NICOLAS ELRINGTON (1947-1948)

THE son of a Church of England clergyman, Mike Elrington was born in Barnstaple in June 1931 but came to Worcester from Queen Mary's School, Walsall, with a Goldsmiths' Scholarship. Towards the end of his second term, his father, the Rev M M Elrington, a former squadron leader in the RAF, preached a sermon on the ship that *Dog Watch* characterised, tantalisingly, as one "that the cadets will long remember." Mike possibly made less of an impact on his contemporaries. Hospitalised with pneumonia in his first term, he was a "very promising cadet," who earned an Extra in scholastics and a First Class in seamanship. He turned out for the third teams in cricket and rugby, and won rowing colours in the 1948 port crew. His most memorable contribution to Worcester life may have been as one of a troupe of four who mounted a couple of theatrical performances in Michaelmas 1948 and "did their stuff most admirably." Again according to *Dog Watch* "Elrington was more than an 'announcer,' as per programme, he was also a star..." Leaving the ship that term, he joined P&O. Almost six years later, in November 1954, Mike and Registered Nurse Gabrielle Harty, were married by his father in his Lichfield church. Royal Canadian Navy Records reveal that he was on an officer's course in 1956, a communications officer (sub-lieutenant) in 1958, and a lieutenant in 1961. Thereafter our records (and the internet) go silent until 1974, when he graduated with a BA from Saint Mary's University, Halifax. In 1981, a local newspaper in Nanaimo, British Columbia, announced that a "musical play *Cinderella* written and directed by Mike Elrington will be



produced May 7-9 at Cedar Junior Secondary School." We can conclude that he had come ashore, crossed the country, and found employment as a school teacher. Forty years on, a Nanaimo newspaper carried a couple of letters over his signature, excoriating civic officials. No date of death has been established.

## Bayly (Percy) Collyns

ADRIAN BAYLY MOORE COLLYNS (1959-1962)

AN unsigned ditty in the Summer 1962 *Dog Watch* told of the nefarious exploits of four "Vagabonds," identified in the refrain as "Perce-Casey-Jerogi and Bones." Bayly (sometimes simply Bay, but widely known on board as Percy) Collyns was easily identified as one of this celebrated gang of four. He was a Cadet Captain in Fore Division and an avid member of the sailing team (awarded colours in 1961), who claimed to know the name of every pub along the river between Greenhithe and London. His love of the sea was deep. There is a family photograph of a thrilled, naked, toddler on a beach, pointing offshore, inscribed "Bay seeing a ship."

He was apprenticed to General Steam Navigation Company. But his seagoing career was tragically short. On shore leave in 1968 he exited a train on the wrong side, and became a double amputee. A simple, silly mistake, he would

say later (with typical wry humour), cost him an arm and a leg. Recuperation was slow, but, again typically, he made the best of it. Within a few years he was a shipbroker elected to the Baltic Exchange and married to Lizzie, one of his nurses. They had two children, Dan and Louisa. Though the marriage did not last, Bayly's spirit was indomitable. He was fiercely independent and could be tough on himself and sometimes those around him. He never wanted to be treated differently: he took long walks, swam, and sailed; he was a great cook, splendid mimic, and a witty charming teller of tales and jokes. His children recall adventurous trips, "a host of dear, daft and eccentric friends and relatives in Sussex, Cornwall, [and] Ireland" as well as encountering their increasingly successful Dad's celebrity friends (among them Eric Clapton and Anthony, "Tony to his friends,"



photo: Finola Hughes collection

continued p12

## Christopher Benson

SIR CHRISTOPHER JOHN BENSON OAM DL FRICS (1947-1949)

Si monumentum requiris circumpspice: Worcesters who participated in the National Service for Seafarers at St Paul's might recall these words inscribed in the floor beneath the dome of the cathedral. A memorial to the building's architect, Sir Christopher Wren, they are widely translated as "If you would seek my monument, look around you." Old Worcesters visiting London today might apply these same words to another Sir Christopher. One of "our own," C J Benson, was substantially responsible, as chairman of the London Docklands Development Corporation and Cross London Rail Links, for bringing Canary Wharf, the Docklands Light Railway, and the Elizabeth Line into being. Earlier he managed the acquisition, by property developer MEPC, of Oldham Estates and the controversial Centre Point development above the Tottenham Court Road Tube Station.

Benson came to TNTC at the age of 13, after flopping the entrance exams for Dartmouth – and vowing that he would never fail again. Arriving from the King's School, Worcester, where, he said, he "played rugby and truant," Benson played in the ship's band and was awarded colours in rowing and swimming as well as honours colours in rugby. He took a First Class certificate in seamanship, an Ordinary in school, and left in December 1949 as Senior Badge Cadet to join Union Castle. On completing his apprenticeship he joined the Royal Navy for National Service. Two years later, in 1953, while posted to the Fleet Air Arm base

in Lossiemouth, he crashed his sports car and suffered disfiguring facial injuries, skilfully repaired by the ground-breaking, New Zealand born, plastic surgeon Sir Harold Gillies, then perhaps near the height of his fame.

Forced to re-assess his plans after two years of medical care, Benson – who was born in rural Staffordshire, the son of a dentist and a nurse – was articled to a firm of chartered surveyors and agricultural auctioneers. In the latter role he found himself the owner of a half-dozen unsold pigs and raised them in his backyard. Then he joined Arndale, which operated shopping centres, and spun off his own Dolphin Developments company. Before long he found himself at MEPC, and his cv also included stints as chairman of Boots The Chemist, Sun Alliance insurance company, Costain (engineering) and Albright & Wilson (chemicals). He was, one commentator suggested, the consummate "professional careerist, a man who changes hat with ease, gliding in his

blue Bentley from one meeting to another, polite but firm and perfectly briefed."

This was not all. Benson volunteered his time, energy and expertise generously. He served variously as chair of the Housing Corporation, of the Funding Agency for Schools, of the Civic Trust, of the Coram charities and of the British-Australia Society. He was also president of the British Property Federation, the London Chamber of Commerce and Industry, and the National Deaf Children's Society. He was a member of the Royal Opera House board; an Honorary Bencher of the Middle Temple; and an Honorary Fellow of Wolfson College, Cambridge, the Royal College of Pathologists, and the Chartered Institute of Building. Knighted in 1988, he was named high sheriff of Wiltshire in 2002 and became a deputy lieutenant of Greater London in 2005. Appointed the 178th master of the Company of the Watermen and Lightermen of the River Thames, Benson was also a long-time fundraiser for Salisbury Cathedral, where he served as lay canon from 2000. In 2008, he and his wife, Josephine Bundy, later mayor of Salisbury, who were married in 1960, funded a new baptismal font designed by William Pye. In his later years Christopher Benson lived in Salisbury, Wiltshire; he died there aged 90 on Jan 21, 2024. He was predeceased by Jo, his wife, in 2022, and is survived by two sons, both barristers. On word of his passing, the local MP said: "His generosity of spirit and his sound judgment will be much missed."



photo: King's School, Worcester, QV's



continued from 11

Hopkins) in "swish spots in London." In the 1990s, Bayly married Lucy

Constanza, and created a new and happy home in which his older children had a place along with Robert and Joseph. They, and many others feel Bay's passing deeply. His goddaughter, the actress Finola Hughes (*General Hospital*, *Staying Alive*), described him as a man with a golden heart who "brought so much sweetness, laughter and love into my childhood." Despite the adversity he faced he refused to despair.

Whoever wrote *The Vagabonds* had the gift of foresight. Its last verse is: "However when life's looking blackest, / And the forecast says things'll get worse, / It might be as well to have with you. / Bones-Casey-Jerogi and Perce."

## Graham Danton

GRAHAM LIONEL DANTON (1946-1948)

A MAN of many parts, Graham Danton was known to generations of seafarers and to thousands of residents of Devon and Cornwall, the Scilly Isles and Channel Islands, Wales, and



photo:Television South West

Eire. His reputation among mariners rested upon his 1962 textbook, *The Theory and Practice of Seamanship*, that was frequently revised and appeared (at 564 pages) in an 11th edition in 1996. Intended primarily for those studying for Board of Trade Certificates of competency, the book grew out of his teaching of seamanship, cargo carriage, and ship maintenance at Plymouth Nautical College (later Plymouth Polytechnic, then Plymouth University), and was used around the world. Many a mate and master mariner found it invaluable in preparing for tickets.

Danton's fame across and beyond the southwest came, first, from his

work as a knowledgeable, informative weatherman on Westward TV. One OW from the 1920s recalled his interest in all things *Worcester* being rekindled when he saw Danton explaining his *Worcester* blazer badge to viewers. Other television and radio assignments followed, including *A Date With Danton*, a standalone weekly TV programme about local arts and entertainment events. Early in the 1970s Danton was recognised, for the third time in four years as TV Personality of the Year in the Southwest. His part-time broadcast shows extended across four decades, and were complemented by a weekly column in the *Western Morning News*. When his much-loved Sunday afternoon slot devoted to "gentle music, chat and poetry" on BBC Radio Devon was terminated abruptly in 2009, audiences were irate and discussion raged in the local papers for months. Further adding to Danton's renown was the success of a first-class documentary, *The Loss of the SS Schiller* (written by him and directed by John Bartlett in 1969) which won a gold medal at the New York Film Festival. Before all of this, Danton had an enviable record as a *Worcester* cadet, leaving with two First Class Extra certificates and the rank of Chief Cadet Captain after six terms, to join Port Line. Danton gained his Extra Master's certificate shortly after his 26th birthday less than a decade later. Topping the examination standings, he was awarded a Royal Society of Arts Silver Medal and also the Griffiths Award of the Merchant Navy and Airline Officers' Association. He then joined the staff of *Worcester* for a year or so to teach seamanship.

Retiring, eventually, to the coast, Graham wrote to the AOW on the eve of his 85th birthday, reporting that he had sustained six broken bones and a double head fracture two years before, when a gale blew him over in his garden; "I stayed in hospital four days and healed up quite quickly," he continued. Predeceased by his wife Ann, Graham Danton crossed the bar on Nov 4, 2023, aged 92.

## Tim Wood

TIMOTHY JAMES WOOD (1949-1951)

BORN in Sidcup, Kent on Jun 19, 1934, Tim and his closest siblings moved to Thurso in 1940 when his father (who flew Sopwith Camels in WWI), was called up to the Royal Air Force. An itinerant schooling followed. Four different towns (and at least as many schools, in Scotland and Northumberland) in five years were not ideal preparation for 11-plus exams. Still Tim received Lloyd's and Fishmongers' Company scholarships to attend TNTC from Gatley High School in Cheshire; successes that changed his life.

He did well in the Ship, taking First Class Extras in both, and apprenticed with Shaw Savill. He completed his first mate's ticket with them, then in 1957 emigrated to New Zealand to join Union Steamship Company. A year later he married Maureen Jeffries in Auckland. Children Jocelyn and Ian followed. After a spell with Auckland Harbour ferries (which were much reduced by completion of the Harbour Bridge in 1959), Tim worked for the Taranaki Harbour Board as a dredge master and pilot for a decade or so and obtained his master's certificate.

As the mining of ironsand (titanomagnetite) at Taharoa on the west coast of New Zealand's North Island expanded in the 1970s, Tim saw an opportunity. Pilots were required to put large bulk carriers (of up to 150,000 dwt) on the special buoys to which ironsand slurry was delivered by pipeline, to be pumped into tanks for export to Japan. Pilots were helicoptered out to incoming vessels, and skilful seamanship was necessary to put these titans onto their single point moorings in weather that was often foul. Working first for New Zealand Steel Mining, and then forming his own company, Maritime Pilotage,

which worked under contract to the miners at Taharoa (near the Waikato River mouth) and Waipipi (near the Wanganui River), Tim spent almost two decades in this unusual business, and retired only when Maureen took ill; she died in



Tim Wood with Kay Johnson, his companion of later years who travelled with him to the 2012 *Worcester* reunion

1998, leaving Tim bereft. Qualified as a compass adjuster, Tim followed this line of work in Tauranga until he was 85. Early in the millennium he found companionship with Kay Johnson, who travelled with him to the 2012 *Worcester* reunion at Portsmouth. Kay recently attested one of Tim's many practical skills: "He was the smartest person I have known with his ability to do any calculation in his head." He died on Jan 30, 2024, and is survived by Kay, Jocelyn and Ian, step daughter Christine, six grandchildren, and two step-grandchildren.

## Tony Crompton

THOMAS CROMPTON (1954-1956)

JOINING *Worcester* two months before his fourteenth birthday, in January 1954, from Fyling Hall School near Robin Hood's Bay, North Yorkshire, Tony Crompton spent most of his working life as a River Tees pilot. His two First Class Extra leaving certificates, and his appointment as Senior Cadet Captain were perhaps his major successes in the ship (although he won the 100m dash for under-15s, and was awarded 2nd XV colours). His record adjudged him "an able boy" who "should go a long way." After an apprenticeship with Brocklebanks, and time as third and second mate with McAndrews, Esso Tankers, and Westminster Dredgers he returned to the northeast, and qualified as a pilot in 1967. Among his memorable assignments was bringing the semi-submersible *Transworld Rig 58* into the River Tees in November 1974 for conversion into a production platform. He





had never been on a rig, and the rig master had no experience with his structure in confined waters. Through "the longest night of my life" Tony brought the behemoth to its berth with the aid of four deep sea tugs and two harbour tugs. Seven months later the remodelled rig produced oil from the Hamilton Brothers' Argyll Field, pipping the "first oil from the UK's North Sea" claim of British Petroleum, inaugurated by the Queen in November 1975.

Twenty years later, Tony was still wearing his Worcester scarf when he joined ships in

the estuary but "sadly," he lamented, "it is many years now since anyone recognised it as such." His passion for ships and the sea was strong, and he collected Worcester memorabilia. After retirement in 1998, he remained engaged as a member of the very active Conway, Worcester, Pangbourne, and associated clubs in the northeast of England and served as both chairman and honorary secretary. He died on Jan 28, 2024 at the age of 83, and is survived by Barbara, his wife of 62 years, and three generations of descendants.

## Don Powrie

DONALD WILLIAM POWRIE (1949-1950)

A local boy, born in Erith, only a few miles from Greenhithe, on

September 23, 1933, and schooled at Erith County Grammar before joining the ship, Don Powrie saw *Cutty Sark* each and every day of his six Worcester terms but rarely boarded her, "because the rigging was becoming too dangerous to climb around." A member of the band, of the 2nd XV, and of the Fo'c'sle Junior Crew, he was also junior boxing champion in 1949. A Cadet Captain with two First Class certificates, he was apprenticed to Alfred Holt - and disappeared from Association records for half a century.

Reconnected early this century, he recalled, in the July 2011 AOW Newsletter, that a firm he co-directed with Ron Coe (1946) had renewed *Cutty Sark's* rigging in the Greenwich drydock in 1965-67. "Every shroud on each mast was lifted at the crosstrees, all old parcelling and serving was cut away and renewed, all blocks were removed, examined and worn parts renewed. All wires, shroud landyards and tackle wires were dressed with Stockholm tar and tallow - this was put on by hand and rubbed in!"

All topgallant masts and yards (except some on the mainmast) were "lifted and lowered using the ships winches and tackles, as was done in the days of sail." But that is pretty much all we know of Don

Powrie. A much loved father, grandfather, great grandfather, brother in law, uncle and friend, and a Freemason for 52 years, he crossed the bar on Jan 3, 2024. Predeceased by his wife Pamela (who died Jul 2012), he was much loved and will be sorely missed.



AT this point in the jet-power of the 21st century we can forget how close and early a relationship Worcester developed with the relatively young aviation industry, and civil aviation in particular.

We are reminded of this by our respected contemporary, *Flight International* (now *Flight Global*) which reported in its June 14, 1934 issue (see right), almost exactly 90 years ago.

A couple of months earlier *Dog Watch* had devoted several pages

to the Worcester Civil Aviation Training Scheme for which the TNTC memorandum of association was being altered, in the certain expectation of Worcester cadets joining the air training pathway.

## The Air and the "Worcester"

LAST week a novel and very significant step was taken when legal authority was given to change the Memorandum of Association of the training ship H.M.S. Worcester so as to include the elementary training of cadets who intend to make civil flying their calling in life.

The Worcester lies in the Thames off Greenhithe, and for many years it and the Conway have been the accepted avenues by which boys become officers of the Mercantile Marine. The ship ranks in public estimation as a public school, though hitherto it has specialised on educating boys for one profession. Now it will specialise on two professions, the mercantile marine and civil flying. The two professions are closely allied. *The Dog Watch*, the magazine of the ship, writes: "The Civil Aviator is the nearest counterpart of the Merchant Service Officer; both carry passengers, mail and goods on established lines or trade routes. Both are responsible for lives and treasure, and for keeping to a scheduled timetable under all conditions. To both there is the same call for accurate judgment, skill, resource, and quick action in emergency."

There are a number of subjects which both professions have to study. Among them are navigation, meteorology, signalling, and instruments. The Air Cadets (as they are to be called unofficially) in the Worcester will receive special instruction in these

subjects as they apply to flying. Though the ship possesses spacious grounds and buildings on shore, at present there will be no actual instruction in aeroplane rigging, still less any actual flying. From this beginning, however, many developments may come.

The arrangement is that, after leaving the Worcester, the air cadets will go on to Air Service Training at Hamble, where they will learn to fly and complete their air education. The preliminary training which they will have received should save them perhaps a year at Hamble. That will depend on the capabilities of each cadet. As everyone knows, the training at Air Service Training is of the most thorough, and the institution has been called an Air University. To this university the Worcester will now act as a public school.

In acclaiming this new move by the Worcester as unique, we are not forgetting the fine work which has been done for some years past by the College of Aeronautical Engineering at Chelsea. That college has trained engineers, and men who have trained at Chelsea also go on as a rule to Hamble to finish their course. The Worcester scheme does not apply to engineers, but to pilots. The two schemes are, in fact, complementary.

It seems fitting that a training ship, devoted hitherto to one element, should be the first institution of the public school class to take up special training for a second element; but it is hardly to be expected that it will always have a monopoly of preliminary air training among the public schools. It is only to be expected that other public schools will start special air classes. For the moment, however, the Worcester holds the field.

This clearly was a major step for Worcester. Not only were the RAF and naval aviation developing rapidly at the time but civil aviation was acquiring

continued p14

# Dog Watch Log

THE Log has recent reports of OWs as they become known to the Association. In all cases, where a death is reported to the Association it will have a place in the Log regardless of the amount of biographical detail available. To enquire about a person named in the Log, or if you have information about anyone (listed or not) who has lost contact with AOW, email Chris Bostock at christopher.bostock@btinternet.com

Michael Elrington	1948	[Date of death unknown] Obituary in this issue
Graham Danton	1948	d Nov 4, 2023. Funeral Dec 6 at Bodmin. Obituary in this issue
Christopher Benson	1949	d Jan 21, 2024, Salisbury, Wiltshire. Obituary in this issue
Donald Powrie	1950	d Jan 3, 2024. Funeral Jan 29 at Streatly. Obituary in this issue
David Fantham	1950	d Dec 19, 2022
Timothy Wood	1951	d Jan 30, 2024, New Zealand. Obituary in this issue
Roger Morris	1952	d Aug 8, 2023, New Zealand. Obituary in this issue
Michael Martin	1952	d Mar 26, 2024. Obituary in this issue
David Jones	1952	[Date of death unknown]
William Bishop	1954	d Feb 8, 2024. Memorial service Mar 11. Obituary in this issue
David Janes	1955	d Dec 6, 2023
John Bennett	1955	d Jun 25, 2022. Obituary in this issue
Thomas Crompton	1956	d Jan 26, 2024. Obituary in this issue
George Kemp	1957	d Jul 27, 2023
John Gladstone	1959	d Oct 24, 2023. Obituary in this issue
Adrian Collins	1962	d Feb 9, 2024. Funeral Mar 1 at Wimbledon, London. Obituary in this issue

## MAN WITH A MOBILE MISSION

SHORTLY after the New Year I was at a local Mac User Group and, though it sounds a bit nerdy, it was a very sociable occasion. I got chatting to someone who I soon discovered was the padre for the Mission to Seafarers at Felixstowe.

The port happens to be the UK's biggest container port, a few miles from where we were, so I was very surprised to hear he, Andrew Dotchin, is not rushed off his feet with ships and visiting seamen.

It turns out that seamen these days get a very rough deal, especially those manning containerships. Not only are the crews tiny (typically 15-18 all told) but the turnrounds are so short they are not able, or not allowed, to get ashore... so no wandering ashore for a leisurely pint at the Mission! At the same time no visitors are allowed to board these huge ships so Andrew is barred and has to do any ship visiting at the foot of the gangway - what he calls gangplank visits. I asked him, what was the point?

The next bit came as a big surprise. It seems that although these ships all have Inmarsat and are networked on the web, most captains prefer to dictate that the ship's wi-fi is switched OFF at



photo: Mission to Seafarers

*continued from 13* global outreach. "Air transport for mails, passengers and goods has come to meet this need and has already reached the stage where it can be regarded as a perfectly normal utility service. It offers speedier service than any other means of conveyance, and, as time is money, it is in many instances more economic in spite of the greater cost of operation. We will be the first College to specialise in the pre-technical training of aviators, and at the present moment the only one. Boys will join us in the usual manner...For the first year at least will undergo exactly the same course of training, and study as other cadets. Later, in the Second and First Nautical Forms they will enter a special class for aeronautical navigation and pilotage; in the First and Second Sections they will take up certain aeronautical subjects."

The Worcester course was designed jointly with Air Service

sea to prevent crews spending their off-watch time online! So no calls home while at sea. I could hardly believe it. So the point of Andrew's gangplank visits is almost solely to help seamen make contact with home - the large majority are from the Philippines - by distributing local UK SIM cards to use in their phones while in port here to make direct calls home.

### This is your 'Phone' call!

If you feel like helping Andrew and those he serves, look out your now-disused mobile phones and send them, minus SIM cards, to Felixstowe where they will be appreciated by those seamen who for one reason or another arrive without a means of contacting home. The following is Andrew's appeal. JP

When at sea, if a seafarer drops their phone it hits the deck or is in the drink  
....and Neptune doesn't return them!

Please help Mission to Seafarers help 'them that go down to the sea in ships' by donating your pre-loved but now discarded phones and tablets, so these seamen can stay in touch with families during the long months away from home. That's all that's needed -

Contact Andrew who does the rest (inc phones' data cleaning)

Canon Andrew Dotchin (Hon Chaplain at the Port of Felixstowe)  
Tel: 07814 949828  
Email: [revdotchin@gmail.com](mailto:revdotchin@gmail.com)

Training, Hamble, to which Worcester Air Cadets graduated. Approval for the scheme was immediately given by Royal Aeronautical Society, the Director of Civil Aviation, the Air Ministry and the Board of Trade. Early in the planning, the Air Ministry consented to present the Ship with an aeroplane for instruction of Air Cadets in first principles of aviation. The plane was installed in the Aviation class room in Ingress Abbey. [Thanks to AOW archivist Martin Tregoning for his initial research into the Worcester Air Cadet scheme.]



Armstrong Atlas presented to Worcester, 1935



## Slop Chest

The Association has a variety of items of apparel and others of artistic or literary appeal for sale. All can be ordered from Bob Baldwin, 70 Carlton Hill, Herne Bay, Kent CT6 8HR, UK. Note: savings can be made on postage & packing when buying multiple items. Overseas postage rates from UK are changing frequently; please ring or email for a quote. Sterling cheques should be made payable to *Association of Old Worcesters*. Bob Baldwin can be contacted on tel +44 (0)1227 374236 and at [rjk\\_baldwin@btinternet.com](mailto:rjk_baldwin@btinternet.com)

Images of many items can be seen at [www.hms-worcester.org.uk/page12.html](http://www.hms-worcester.org.uk/page12.html)

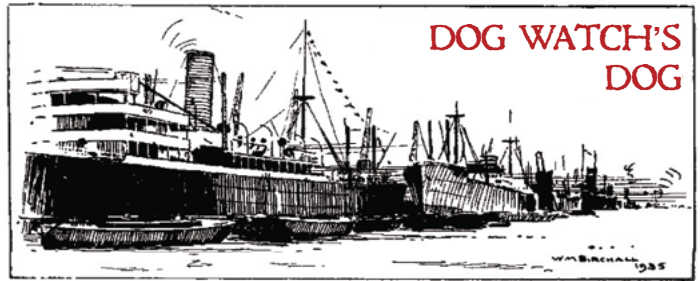
Single item price £, Postage £	Item	UK	Eur	ROW	
	OW Tie, striped	10.00	2.50	5.50	7.50
	Tie Clip with Worcester crest	3.50	2.25	5.00	7.00
	Cuff Links, in presentation box	11.00	5.50	9.00	poa
	Polo Shirt, New design - superior quality. Navy blue with crest. Sizes: L (40-42)	14.00	6.00	9.50	poa
	Polo Shirt, Ports'th reunion badge, XXL (44-46) only	12.00	6.00	9.50	poa
	Lifeboats of Brighstone Bay	2.00	2.50	5.50	7.50
	For Valour - The VCs of Conway and Worcester	2.00	2.50	5.50	7.50
	<b>*SPECIAL EDITION* Photograph HMS Worcester III, by Bob Baldwin, professionally enhanced. Dispatched in acid-free sleeve and flat C4 envelope</b>	12.50	2.50	5.50	7.50
	Print of HMS Worcester by W M Birchall	2.00	2.50	5.50	7.50
	Worcester II by Harold Wyllie, Coloured Print, large 545 x 325 mm	20.00	poa	poa	poa
	Worcester II by Harold Wyllie, Coloured Print, small 400 x 225 mm	12.50	poa	poa	poa
	China Mugs, Worcester crest etc	4.00	5.50	9.00	poa
	Table Flag, Worcester Ensign, with stand	10.00	5.50	9.00	11.00
	HMS Worcester, A Photographic History, Anniversary Ed, h/b, Ed: B M S Beale, OW (s/b edition also available)	20.00	10.00	poa	poa
	Baseball Cap, badge, navy blue, with or without "Portsmouth 2012"	9.00	9.00	11.00	poa

### OWYC Slop Chest

Items available from Bob Lineker, email: [rj.lineker@gmail.com](mailto:rj.lineker@gmail.com)

Baseball Cap, navy blue, embroidered with Worcester ensign motif	10.00	2.00	4.00
Worcester Ensign, 48 x 24 ins, bunting*	70.00	2.00	4.00
Worcester Ensign, 36 x 18 ins, bunting*	60.00	2.00	4.00
OWYC Burgee, 24 ins, bunting	35.00	2.00	4.00
OWYC Burgee, 18 ins, bunting	30.00	2.00	4.00
OWYC Towelling Scarf	10.00	2.00	4.00
HMS Worcester Wall Shield, standard logo	35.00	2.00	4.00
HMS Worcester Wall Shield, personalised logo	35.00	2.00	4.00

\*Worcester ensigns may not be flown afloat on any size of vessel anywhere unless a permit to do so has been issued by the club. For complete detail on the permit issue and a permit application form, go to: [www.hms-worcester.org.uk/page15.html](http://www.hms-worcester.org.uk/page15.html)



An assortment of curiosities, observations and trifles from the pages of our contemporaries, and other worthy sources... anywhere we could find them.

### The King's ship

WHEN returning the silver model of *Worcester*\* to Osborne House after the 1934 Schoolboys Exhibition in Portsmouth, a rather humorous experience befell those concerned.

The journey to Ryde pierhead by steamer had been without any incident, and the model safely placed in the somewhat out-of-date train running from the pierhead to the town. The conductor came along to collect fares, and unsuccessfully endeavoured to charge for the conveyance of the model, arguing it was liable to an additional charge. His request, however, was good-naturedly refused, and he said no more.

All went well until the model was safely installed in a car chartered for the purpose, waiting outside Ryde station. The journey was about to begin when a railway inspector turned up and officiously enquired why carriage had not been paid on the model. "It was not passenger's luggage," he insisted. His demand was met with a flat refusal as no charge had been made when the model was collected on its outward journey. The

argument that ensued went like this:

Inspector: Where are you taking the model?

Worcester: To Osborne

Inspector: Whose is it?

Worcester: The King's, (sans hesitation).

The inspector's face dropped. Feeling the last remark had rather taken the wind out of the inspector's sails, Worcester added: "And if you wish to make a charge, you had better send your account to Buckingham Palace." The inspector was at a loss, what to do or say, but a voice from the gathered crowd closed the incident. "When His Majesty comes down in the summer you had better go up and see him about it."

\*The silver model had been presented by *Worcester* to Queen Victoria on her Diamond Jubilee in 1899.



photo: Clive Bradbury

Readers' contributions to *Dog Watch's Dog* - especially if stuck to pieces-of-eight or juicy marrow bones - will be welcomed, particularly by Tilly the vizsla, an excitable recruit to *Dog's* editorial office. Mail your ideas to [jprescott@ninetynorth.com](mailto:jprescott@ninetynorth.com)

### Association of Old Worcesters – Benevolent Fund

THE fund which was formed in 1950 is managed by trustees and exists to assist Old Worcesters and their wives, widows, children and other dependents. The trust deed also specifies that beneficiaries should also include Old Worcesters who have not at any time been members of the Association and their wives, widows, children and other dependents plus ex-members of the college staff.

Support would be in the form of a financial donation perhaps to purchase equipment to assist a person in need or maybe going towards respite care etc. each application would be reviewed by the trustees and the appropriate assistance provided.

The benevolent fund has its own bank account and this is monitored by the Treasurer and audited annually and these accounts are presented at the AGM. The benevolent fund is also open to receive donations at any time, as has been done in the past.

Applications and nominations for assistance should be addressed to the Honorary Secretary (see page 2).

All applications are treated in the strictest confidence. The trust was set up to help and it will help whenever possible within the parameters of its deed.

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THE DOG WATCH  
June 2024

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## Diary Dates 2024

Jun 8	World Oceans Day	Designated by UN
Jun 11	CWP Queensland	1200, Happy Hour, Transcontinental Hotel, 482 George Street, Brisbane
Jun 25	International Day of the Seafarer	Designated by IMO, day of UN Observance
Jun 25-27	OWYC Rendezvous	Royal Southern Yacht Club, Rope Walk, Hamble, Southampton, SO31 4HB
Sep 3	Merchant Navy Day	UK, Australia, Canada, NZ & other territories
Sep 26	World Maritime Day	Designated by IMO, day of UN Observance
Oct	Remembrance; Those Lost at Sea	All Hallows Church, Tower Hill, Maritime Foundation (to be confirmed)
Oct 9	Annual National Service for Seafarers	1630, St Paul's Cathedral, London (Organisers: Seafarers' Charity & Trinity House)
Nov 10	Remembrance Sunday	Worcester Memorial, All Hallows Church. Also, MN Memorial Cutty Sark, Greenwich
Nov 11	Armistice Day	Commemoration in UK, British Commonwealth and a number of Allied nations

**Arrangements and dates may change at short notice. Please check with event organiser**

- ◆◆ CWP Queensland, Chris Langford (OW): [chrislangford400@hotmail.com](mailto:chrislangford400@hotmail.com)
- ◆◆ OWs in southwest England, SW Branch Hon Sec Peter Furneaux: [paf@furno.co.uk](mailto:paf@furno.co.uk)
- ◆◆ CWPWA Western Australia, Mike Sargeant (OW): [marmike@iinet.net.au](mailto:marmike@iinet.net.au)
- ◆◆ CWP-plus, NSW, Peter Hay (OW): [peterhay40@gmail.com](mailto:peterhay40@gmail.com)

**Diary Dates: Local branches and organisers, make sure Dog Watch has advance notice of your 2025 events**

## THE DOG WATCH

## ART IN SHIPPING



### HMS Worcester Centenary - Royal Prize Day, July 18, 1962

Oil painting by Denys Law

TOUCHING news that a 1962 painting of HMS *Worcester* on the ship's Royal prize day in 1962, has happily found its way to the home of an OW who was a first-termer at the time. The painting by Denys Law, father of Charlie Law (1963), came under the hammer in London recently. "I bought the picture for Dad, Julian Thorogood," said Will Thorogood. "He was aboard that day the Queen came to visit," Julian was a fender hand on the ship's boat platform when the PLA's barge *Royal Nore* came alongside to disembark Her Majesty the Queen and Prince Philip, Duke of Edinburgh. It is believed the painting has been in the care of the Borland family since the closure of *Worcester* in 1969. The oil on board painting, measuring 13¾ x 20 in, was sold by Charles Miller for £180. Denys Law died in 1981.