CAPTAIN WHALLEY WAKEFORD AND TRAINING FOR THE MERCHANT NAVY.

By

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Captain Wakeford and his wife outside Buckingham Palace. Captain Wakeford has just received the OBE from Her Majesty the Queen, 22nd of March 1966.

This article is divided into seven parts: (1) The School of Navigation. ((2) Sail-Training and the S.T.A. (3) The Tall Ship's Race 1956---Torbay to Lisbon. (4) The Tall Ship's Race 1962---Torbay to Rotterdam. (5) Recollections. (6) Influences and (7) Implications for "Sea Change".

Part 1: The School of Navigation.

Captain George Whalley Wakeford, O.B.E., F.I.N., Extra Master, Director of The School of Navigation, The University of Southampton was born in early 1905 in Spitalfields, London and was baptised at Spitalfield's Christ Church [St. Mary and St. Stephen] on the 12th of March, 1905. His mother was Florence Mary Elizabeth [probably Evans] born about 1875 in Brighton, and his father, George Wakeford, was born about 1881 in Sussex. At the age of six he was living with his father and mother and sister Bessie (age two) at the London and Provincial

Bank Ltd., 83 Commercial Street, Whitechapel, East London where his father worked. Whalley went to sea in 1920 and was issued with his Second Mates Certificate aged nineteen on the 29th November 1924.[i]

Whalley served with Ellerman and Bucknall's Steamship Company passed his Mates, Masters and Extra Masters examination and was teaching, on a temporary basis, in the London County Council School of Navigation at Poplar, London in 1930 aged 25. In December 1930 Whalley joined the New Zealand Shipping Company and was appointed to one of their cadet ships the "Westmoreland". By this time he was an officer in the RNR.

The "Westmoreland" was the first cadet ship that Whalley had ever served on and he had the dual role of watch keeping and instructional officer. The ship was manned by 39 cadets who had mostly been recruited from the three major pre-sea training establishments of that time---HMS Conway; HMS Worcester and the Nautical College Pangbourne.

After one voyage on the "Westmorland" he was promoted to full time instructional officer and joined the "TSS Cornwall". Here Whalley found himself, as part of his duties, responsible among other things for all sports and games for the cadets in his charge.

The "Cornwall" of 14,500 tons d.w. was built by W. Hamilton & Co. in 1920 for the New Zealand Shipping Company as a refrigerated meat-ship and was later converted to a cadetship. In 1940 she was very severely damaged in a Malta convoy but managed to reach the island. She was scrapped in 1951 and her bell was given to The School of Navigation, The University of Southampton where it was hung outside the Guard Room.[ii]

In 1933 Whalley married Pearl Somerset B Dryden of 67 Sydney Street, Chelsea, London. Pearl had served as a secretary in India and voyaged there and back in P&O liners. For example she arrived back in the UK on the 31st August1928 (aged 26) on board the "Macedonia" having sailed from Bombay via Gibralter.[iii]

In early 1935 the New Zealand Shipping Company decided to cease operating the "Cornwall" as a cadet ship and thus in March 1935 Whalley joined the new "TSS Durham" as instructional officer.

During the previous five years he had had ample opportunity to focus his mind on the ideal training of cadets for the Merchant Navy and he had come to the following conclusions:

(1) An aspiring applicant should receive the best possible general education before commencing their vocational training. [This was not then generally accepted. Most joined HMS Conway, HMS Worcester and the Nautical College, Pangbourne at the age of 13 and went to sea at age 15].
(2) General education is best undertaken in a normal school environment.
(3) General education should be followed by a one year intensive pre-sea training course to prepare the candidate for the rigours of life afloat.
(4) This pre-sea training course would be best undertaken in a specialised establishment that only trained boys for the Merchant Navy. This training should be very severe and strict and should weed out all those who were unsuitable either physically, mentally or spiritually. This would mean that when he joined his first ship the young man could relax from the artificially high standards of the training establishment.[iv]

On the 26th March, 1935 there was an advertisement in the Times Newspaper seeking applications for the Head of the Southampton School of Navigation.

The School of Navigation in Southampton already had a long history. At his death the Southampton wine merchant Henry Robinson Hartley bequeathed £42,524 to the Southampton Corporation which they received some years later. Eventually it was decided that a school of Navigation should be set up. Thus in 1902 the School known as the Hartley Institute was opened in South Hill, Southampton and it received University College status. In 1932 the School was expanded when it was merged with the Gilchrist Navigation School. At that time, the School only catered for officers of the Merchant Navy who wished to prepare themselves for the examinations of the Board of Trade---2nd Mate, Mate, Master and Extra Master. [51 students were taught by only two members of staff!]. In 1934 the college expanded to take day cadets and it also ran courses for civil air navigation.[v]

Whalley decided to apply for this post of Head of the School of Navigation but unfortunately the advertisement said that the shortlisted candidates would be required to attend for interview early in May 1935 and the “Durham” would not be returning to the UK until July. As a result he put any idea that he might

be successful out of his mind. The "Durham" docked on the 31st July, 1935 and to his surprise Whalley found that the selection committee had held up the making of an appointment until he returned.

He was interviewed and offered the position on Friday, the 2nd August and he started work at the school on Monday the 26th August 1935. He was 30 years old.

Captain Wakeford, as he now was, started teaching students on the 2nd of September and he was ably helped by his assistant Eric Brooke Williams who had previously served with him in the Ellerman and Bucknall Steam Ship Company. Captain Wakeford's salary in this new job was £400 p.a. and that of his assistant £250 p.a. and the measure of his promotion can be judged from the fact that during his last year with the New Zealand Shipping Company he earned £180.

When he had promoted and enhanced the courses for the Board of Trade Examinations for Masters and Mates he turned his attention to the Cadet Course. With his wife Pearl as Matron he started a residential course for cadets on the 11th October, 1937. There were three resident students and one day student on this first course of its type at the School of Navigation.

With the outbreak of War in September 1939 the School suffered many vicissitudes but kept up an ever expanding training programme both for cadets and officers throughout those years.[vi]

In August 1940 Kurt Hahn, the Headmaster of Gordonstoun School which had been evacuated to Llandinam in Wales asked Captain Wakeford to direct an experimental pre-service training course for youths of 15 to 18 years of age. Prior to this course, in 1936, Kurt Hahn had organised the Moray Badge system of rewards which was run jointly by Gordonstoun and a big day school which was near them in Scotland---Elgin Academy. The award of the Badge was dependent upon passing a number of tests in Athletics, Expedition, Life-Saving and it demanded the observation of training conditions [no smoking odrinking during the training period]. These experiments with the Moray Badge came south when Gordonstoun was resettled in Wales. The school was evacuated from the north of Scotland as there were fears that they were vulnerable in their former home if the Germans invaded.

Captain Wakeford's course lasted three weeks and commenced two weeks after the end of the Gordonstoun summer term. He was assisted by members

of the School of Navigation and the Gordonstoun staff and several Army Officers. Three tents had been erected, each holding about 20 boys and these were kept tidy by groups working in rotation. After the morning inspection marks were awarded and the results were posted on a board. There was keen rivalry and White Tent ended up the winner with Red Tent second followed by Blue Tent. Throughout the course the twenty four hour clock was used and bugles were sounded for reveille, parades, meals and 'Lights Out'. The following gives the timetable for a representative day. It is interesting to examine the programme of training for this three week course and former cadets of the Southampton School of Navigation will no doubt recognise the pattern!

0645 Reveille. Tent Captains responsible for seeing that those in their tent got up immediately.

0700-0715 Morning dip in the River Severn. This was voluntary and those that did not bathe had a cold shower instead.

0745-0840 Breakfast followed by Divisions. The whole company paraded by their tents and were inspected.

0845-0900 Prayers.

0900-1000 Lectures/Instruction. ie: map work, semaphore, use of the compass, the working of blocks and tackles.

1000-1010 Preparation for P.T.

1010-1040 P.T.

1050-1230 Badge Training or Lectures. From time to time the lecture period was spent out of doors learning a skill such as orienteering.

1230-1300 Lunch.

1300-1330 Rest. Everyone had to lie on their beds.

1400 Parade. The whole camp paraded by tents and was then split into groups and were told what was going to take place during the afternoon. These activities included stalking, instruction, sketch map making and compass games.

1630-1700 Tea.

1700-1845 Swimming, Basketball or further Badge Practice.

1845-1915 Wash and change for Dinner.

1915-1945 Dinner.

1945 Free time, with occasional lectures between 2000 and 2100.

2130 Camp Captain went round and saw that all was in order for the night.

2200 Lights out. Bugle.[vii]

It was from courses such as the above that 'Outward Bound' developed and became famous all over the world. However, according to Kurt Hahn Captain Wakeford's course was of limited success. Kurt Hahn felt that the first week was one of discontent. The second and third weeks were more fruitful as many laboured with determination to pass all the tests. He noticed that the majority did not like going out of doors or being on their own, particularly at night. They wondered why they should use the compass when, in their view, they could always ask their commanding officer. He felt that the majority of the participants showed little physical prowess. That many had been smoking up to twenty five cigarettes a day before they came and that despite his best efforts he failed to stop them smoking while they were there.[viii]

The School of Navigation continued to expand. In April 1942 there were 180 Cadets receiving pre-sea training. Early in March 1943, some members of the staff and other officials paid their first visit to Warsash to see what was to become the School of Navigation's permanent home. In 1943 the buildings were still designated as HMS *Tormentor*, the home of Combined Operations.

In the early years of the war the School of Navigation had the use of the following craft to train the Cadets in the way of the sea: A large motor launch called the "*Water Beetle*"; a yacht the "*Kitty Rosa*" [on loan]; two whalers; and the dinghy "*South Hill*". In addition [also on loan], were the Sea View dinghies---"*Bumble Bee*"; "*Adastina*"; "*Blue Haze*"; "*Bockhara*"; "*Nebula*"; "*Piglet*" and *Q.E.* Obviously, this was not an over generous supply of vessels in which to train 180 cadets.[ix]

Captain Wakeford had been for some time been pondering how the School could best promote practical seamanship on the Cadet course. In discussion with others he formed the view that this could only be accomplished on a vessel of a certain size. It was only a vessel of a certain size that would give the cadets the necessary vigilance concerning heavy weights and huge forces

which are characteristic of ships in the modern Merchant Navy. Having decided on the size the next job was to select the type of which there seemed to him to be three:

a) A small steam or motor vessel.
b) A small trading sailing brig or schooner with an auxiliary engine.
c) A large fast sailing cruising yacht with an auxiliary engine.

In his view, the small power driven vessel would provide practice in steering, coastal navigation, ship maintenance, mooring and unmooring. In such a vessel at sea, however, apart from the helmsman and the cadets practising coastal navigation, there would be little else for the other cadets to do.

In the case of the small sail trader the cadets would realise that they were responsible for the vessel's motive power, which is a distinct asset in the training of a young sailor. They would experience the power of the wind and sea and would obtain a practical knowledge of ropes, tackles and heavy weights. The annual fitting out and laying up with the striking of topmasts and overhauling of all the standing and running gear, provide far more real training than would a small power driven vessel and would help to drive home the lesson that the sea will always find out shoddy and scamped work.

The choice of the large fast sailing cruiser yacht was based on the belief that many sail traders were slow and lacked manoeuvrability. It was felt that such a vessel would have all the advantages of the sail trader plus an ease of operation not found in the former. The large yacht would encourage a sense of responsibility, an alertness, an awareness of danger and physical hardiness, all of which are of vital importance to sailors.[x]

As a result of the above deliberations the yacht "*Moyana*" was purchased in 1943 and work started immediately on converting her for the use of cadets. The "*Moyana*" was built in 1899 by Whites of Southampton. She was later acquired by the Earl of Dunraven and was reputed to have won many important races whilst in his ownership. She was designed by Mr. Frederick Shepherd M.I.N.A. She was of 103 tons T.M., had a length on deck of 95 feet, a waterline length of 73 feet, and was ketch rigged with a working sail area of 3,780 square feet. The truck of her mainmast was 98 feet above the waterline.[xi]

The spring of 1944 was a memorable one for the school as at last a regular cruising schedule could be compiled for the "*Moyana*". As D-day was still in the

future, only day cruises could be undertaken as she was restricted by the booms of the Isle of Wight and Portsmouth to the waters of the Solent and Southampton water. Nevertheless, as Captain Wakeford said, “Cadets could, at last, have experience of the practical work, weather conditions, dangers, exhaustion, and problems of the actual element where most of their future life would be spent”.

After the war the “*Moyana*” continued her cruises but ranged further afield. Her normal passages took place in the English Channel but she also visited the near continental ports on several occasions and made two visits to London.[xii]

The post war years showed a steady development and refinement of the School of Navigation. In 1952 Southampton University College gained its Royal Charter and became the University of Southampton thus making The School of Navigation part of a University with all that that meant for its status and influence.

The Times Educational Supplement of October the 19th, 1962 gives an insight into the development of the Cadet course at that time. It examines the pre-sea training course under three headings: 1) Selection. 2) Liberal Studies and 3) Social Training.

This article quotes from the school prospectus. “Character training is considered to be by far the most important part of the course….It must be emphasised that cadets work very much harder than young men of their age at an ordinary school…About one third of the work is practical, some of it involving hard manual labour. Weather and other extraneous conditions are never allowed to interfere with the training programme…No excuse is accepted for disobedience, unpunctuality, untidiness or slackness. Cadets are treated as young men and are expected to behave as such…All orders are obeyed implicitly and at the double”.

With regard to selection it says that the School’s method would give a “healthy jolt” to all employers and training organisations refusing to interview applicants with less than four or five GCE’s. Of the 1,041 cadets admitted since the General Certificate of Education was inaugurated, 111 came with overseas academic qualifications. Of the rest, one had 11 G.C.E. O levels, 65 had one, the average had four, but 102 had none. Ninety five percent ultimately joined the merchant navy and were engaged in some of the most responsible, dangerous and technical work in the world.

The intake is made up of boys from public schools, grammar schools, technical schools and secondary modern schools. Discipline is maintained by the boys themselves. A system of promotion operates through Junior, Intermediate and Senior Terms culminating in one boy becoming Chief Cadet Captain in the Senior term with a whole hierarchy of executive cadets beneath him. "Efficiency, initiative, enthusiasm and conduct govern promotion to executive rank. The opportunity exists for every cadet." Punishment is given by the Officers and by the Executive cadets. In rare cases it involves expulsion and, for more serious offences, drill on the parade ground taken by the Master-at Arms and performed at the double. However, the most frequent form of punishment is "overtime" which involves much manual labour. There has been enough of the later since 1948 to reclaim five acres of marsh and to build 2,000 feet of road.

Classroom work is streamed with students taking slightly different examinations at the end of the year. The subjects studied are English, Mathematics, Physics, Astronomy, Introduction to Radar, Ship Construction and Stability, and Meteorology.

Liberal Studies take the form of clubs and societies concerned with Art and Music appreciation, Bird watching, Philately, Skin-Diving, French and Drama. Cadets were welcomed by the late John Christie at Glyndebourne and after seeing "A Midsummer Night's Dream" at a local school and again at Stratford-on-Avon they put on their own production in the school's magnificent gardens for their first parent's week in July.

A newly established two term mid-apprenticeship release course, intensely practical and powerfully liberal, introduces human problems with such topics as "Man and his Government" and a planned for language laboratory, initially offering French, German, Spanish, Russian, Arabic, Malay and Chinese.

The extensive new buildings designed by Messrs. Richard Sheppard, Robson and Partners for the great site sloping to Southampton Water at the mouth of the Hamble, emanate from the same liberal approach. A vast enlargement of the first projection of the North Pole, made by John Salter in the seventeenth century, decorates the officer's dining room. For three lobby walls in the senior students living quarters, Breydenbach's woodcuts of Venice, Corfu and Rhodes were unearthed from the British Museum, printed for the first time in centuries, and the prints enlarged to fit the walls.

As regards social training, at least twice, each cadet is formally invited by Captain and Mrs. Wakeford to a dinner party for eight or ten. “The first is a training dinner with no guests”, said Mrs. Wakeford, “and we put them through a fearsome drill in what is done and not done”. The second time they meet guests from outside.

Since 1937 ninety-five local education authorities have made grant-in-aid to boys joining the school [cadet fees total £310 excluding uniform]. More than 60 shipping companies have accepted the cadets and the teaching staff at the school has grown to 36.

In 1965 Captain Wakeford suffered an attack of shingles and acting on medical advice sailed on November the 5th for an extended period of convalescence in South Africa. He was accompanied by Mrs. Wakeford who herself was ill as she died in 1967. Undoubtedly, they were finding the strain of a rapidly changing world and its implications for the training system that they had jointly built up a heavy burden. During the 1950’s British Shipping had flourished. The ships were built to pre-war standards and the Red Ensign could be seen all over the world. By the 1960’s British shipping and shipbuilding were in decline and other countries were taking over. This had obvious implications for the School of Navigation. Captain Wakeford was awarded a sabbatical in 1969 and retired in 1970 aged 65. He died in 1987 aged 82.[xiii]

Part 2: Sail Training and the S.T.A.

In a paper entitled “THE IMPORTANCE OF A SAILING TRAINING VESSEL IN THE PRE-SEA TRAINING OF CADETS FOR THE MERCHANT NAVY”[xiv] Captain Wakeford enlarged on his earlier thoughts.

1) *A boy joins us after a good general education. We prepare him for a life in merchant ships. We try to teach him to obey, speak the truth on matters of fact, to be unafraid and to behave as an officer and a gentleman. Then we try to teach him to take charge, to be self-reliant, and to have initiative and to work as a member of a team, Our parade ground drill teaches him to take charge but without the possibility of his damaging either people or property.*
2) *Next come rowing and sailing in our gigs and dinghies, combind with the maintenance of all our vessels, large and small. He learns to command*

our gigs and sailing sloops under the supervision of an officer aboard the "safety" motor launch. Experience in our sailing training vessel, which works in the channel in most weathers is the culmination. This instills responsibility to others, greater awareness of the power and danger of wind and sea, and ability to work with heavy and dangerous gear. It is not playing with models and it makes a boy alert and hardy.

3) *A sailing training vessel should carry just enough cadets to work the ship and the officers, who must be the people who teach them when ashore, will thus, under the most revealing conditions, be able to strengthen the youth's character and remove some of their faults. This should be done before they go to sea. The merchant ship is the place where they acquire professional experience.*
4) *I used boats, heavy weights and mountains when in 1940, at the request of Dr. Kurt Hahn, I organised and ran the experimental course at Plasdinam, from which the Outward Bound schools stemmed. Their four-week course is excellent youth training and we make wide use of the Outward Bound in preparing candidates for our cadet course.*
5) *The good manufacturer knows which are the important parts of his processes, whether it be the making of razor blades or of cadets. The user wants to know only: is the product good, does it last and is the price economical? After 27 years in pre-sea training with 21 year's experience of a fast manoeuvrable sailing vessel I am convinced that such a craft is essential in producing our cadets.*
6) *To summarise, our character training tries to instil in cadets a right 'attitude' towards others, the ship, and their duty. The professional 'aptitudes' follow the 'attitude'. Firstly, the young officer must be reliable enough to do his duty, secondly, he must know how to do it. Our present big training vessel goes to sea for five to six days at a time and the day and night sailing with many of the duties at sea similar to those of a merchant ship, but with all of them intensified by nearness to the water and responsibility for the ship's propulsion, is an intense form of merchant navy battle or industrial training. It builds into the personality the impulses "be safe" and "be cautious", so necessary for merchant seamen whose motto must always be "arrive safely and deliver passengers and cargo in good condition".*
7) *The following are the views of Captain H. Stewart, M.B.E., Deputy Director, on the type and size of small training vessels required by this*

School. He is the Senior Master of the Sailing Training Vessel and when in command of our T.V. "Moyana" in 1956 won the first International Sail Training Race.

a) *To obtain the best value in character training, the exercises, responsibilities and risks must be absolutely real and "unsimulated" and, to the cadets, more demanding than their previous experience.*
b) *Although character training is the first consideration, if the right type of vessel is chosen, very valuable and extensive technical training can be given at the same time. Our experience shows that to obtain this technical training we need a relatively large sea-going vessel where cadets can apply their knowledge of navigation, ship maintenance and applied mathematics.*
c) *Craft of 5 and 10 tons would be unsuitable at Warsash because to reach open unsheltered waters and return takes the greater part of a full day's sailing, much of it in merchant shipping lanes, therefore cadets must either be experienced or accompanied by an officer, otherwise it would be an unjustifiable risk. Limitations of time, staff, professional education demands and money prevent us from bringing every cadet to a stage whereby they could take charge of a 5 to 10 ton yacht. Apart from which, the number of days in the year when 5 to 10 ton vessels can safely put to sea, in open waters, with cadets in charge is very much less than that for large vessels which are more seaworthy.*
d) *In small vessels when cadets are accompanied by an officer they immediately mentally transfer all sense of responsibility to him so that much of the character training is lost. In vessels of a larger size when the cadets know quite obviously that in an emergency one man could not cope with the many important duties necessary in the handling of the vessel this does not occur to the same degree. Cadets are encouraged to use our small craft such as the gigs and take charge of these in the River and Southampton Water and at times in the Solent unaccompanied by officers, but we do our utmost to stop them making mistakes in the manner in which they handle and use these craft. We do not think that they normally learn by their mistakes, except possibly by a long series of trials and errors. More often they only perpetuate them but, what is worse, they pass them*

on to others. From all I can learn from my association with the Department of Education and Science, youth organisations, the Royal Yacht Association and similar bodies, they are greatly in favour of organised initial training for boat handling even when this is only for a person's own amusement. In the case of training establishments where time is scarce, it is even more important that time is not wasted by allowing cadets to muddle through.

Captain Herbert Stewart M.B.E. Extra Master, Deputy Director of the School of Navigation, The University of Southampton was born in Alverstoke, Hampshire, on July 24th, 1910. His grandfather had drowned at sea having been swept from a square rigged sailing ship in a storm off Cape Trafalgar in the 1890's. Captain Stewart's father, Arthur, [aged 14] immediately signed on "before the mast" in a square rigger in order to help his mother support the bereaved family. Arthur Stewart qualified in sail and later became a successful racing-yacht skipper and yacht dealer.

Herbert Stewart left Portsmouth Grammar School at the age of 16 and joined the Shaw Saville Steamship Company as a Cadet. Between 1926 and 1837 he served on their ships voyaging between Southampton, New Zealand and Australia and rose to the rank of third officer. On one trip, in 1934, he met his future wife Anne West, the daughter of a clergyman. They were married in 1938. In 1937 Herbert Stewart came ashore to study for his Extra Master's Ticket, winning the gold medal. He then joined the School of Navigation as a lecturer in navigation and seamanship. He was an excellent lecturer---especially in nautical astronomy---although at times a fierce taskmaster. He was always regarded very highly by the cadets in his charge.

He became Director of the School of Navigation in 1969 and retired in 1974. He died on the 1st of December 2000 aged 90. His wife died in 1998.[xv]

The idea of an International race for sail training ships, manned by crews drawn from cadets and seamen under training, was first discussed informally in 1953. Retired London Solicitor, Bernard Morgan, had the dream of seeing a brotherhood of the sea, which would bring together

the youth of the world's seafaring people in friendly competition. He believed that this would be a fitting way to mark what was considered to be the end of the age of sail. The idea found particular favour with the Portuguese Ambassador to the UK, Dr. Pedro Theotonia Pereira, who believed that a race could foster good relations and understanding between young people of different countries. The more Morgan and Pereira talked about the idea, the more sympathetic ears they found, firing the imaginations of many, including in Britain Earl Mountbatten [who became First Sea Lord in 1955], and his Royal Highness the Duke of Edinburgh. In the preliminary investigation carried out by Mr. Bernard Morgan in 1953, entirely on his own initiative, he had ascertained that both Captain G.W. Wakeford of the School of Navigation, The University of Southampton and Captain E. Hewitt, R.D., R.N.R., Captain Superintendent, H.M.S. Conway were interested.

On the 4th of November, 1954 Captain Wakeford received a letter from Lieutenant Commander Godwin who had formerly worked at Gordonstoun. The letter informed him of Mr Bernard Morgan's idea which was to organise an International Race for Sail Training Vessels with a view to promoting international goodwill and stimulating improvements in sail training. The Foreign Office had given their blessing to the venture. In the last paragraph of his letter Commander Godwin said: "I believe that we possess common ideas about this training for the sea, and I hope very much to meet you soon, so that the name, so often mentioned by our friend Mr. Kurt Hahn may become an actual person". He then went on to invite Captain Wakeford to become part of the organising committee.

On the 19th November, 1954 Captain Wakeford replied saying that he was most interested in the project and would join the committee with pleasure.

On the 20th February, 1955 Commander Godwin invited Captain Wakeford to a meeting to be held on the 11th of March, aboard H.Q.S. Wellington, the Headquarters of the Honourable Company of Master Mariners.

At 1430 on Friday, 11th March, 1955 the first meeting of what became the Sail Training International Race Committee [S.T.I.R.C.], that later became the Sail Training Association [S.T.A.], took place on H.Q.S. Wellington in the Pool of London. Present at this meeting were:
Captain John Illingworth, R.N.
Captain J.P. Thomas O.B.E., Ex. C., Assoc. I.N.A. [The Honourable Company of Master Mariners].
Captain Crawford, R.N. O/C Royal Naval College, Dartmouth.
Captain D.N.T. Pound, R.N.
Lieut. Commander A.H. Godwin, R.N. [ex Gordonstoun].
Mr. E. Bernard Morgan [Solicitor and Organiser of the Project].
Mr. Alan Paul [Secretary of the Royal Ocean Racing Club].
Captain G.W. Wakeford, O.B.E., F.I.N., Director School of Navigation, Southampton.

At this meeting Captain Illingworth was elected Chairman, Mr Bernard Morgan Hon. Secretary and Captain G.W. Wakeford Hon. Treasurer. Captain E. Hewitt, R.D., R.N.R., was unable to attend this inaugural meeting but was unanimously elected as a member in the future.

It was decided that there should be a race from Torbay to Lisbon in July 1956 and that all ships would meet in Dartmouth for the week before the race where the Royal Naval College would act as hosts. This Dartmouth week before the Race would give full opportunity for friendly rivalry in sport and interchange of ideas; and would thus underline the main object of the committee.

It was also noted that Sir. William Garthwaite [whose company had owned the last British four-masted barque---*The Garthpool*---(wrecked in 1929)] and Mr. Kurt Hahn [former headmaster of Gordonstoun School] were trying to raise enough money to buy a brigantine which they hoped could be used for joint training purposes by Gordonstoun, the school of Navigation, Southampton, and possibly by H.M.S. Conway.

The second meeting was held on the 4th May, 1955 when other gentlemen were invited to join the committee.[xvi]

The 1956 Race was planned as a one off, but it attracted such a large press coverage, particularly in the countries of the vessels taking part, that the Committee decided to repeat the event in 1958 and thereafter every second year. So the Sail Training International Race Committee became a permanent body, changing over the years through its incarnations as S.T.A., I.S.T.A., and so on. Eventually the *Sir. Winston Churchill* and the *Malcolm Millar* were launched as a direct result of the Committee's work. The *Sir Winston Churchill* costing no less than £125,000 in 1966 when she was launched. Maldwin Drummond O.B.E., D.L., Hon. D.sc. F.S.A. first met Captain Wakeford when he was invited to join the Sail Training Association. He draws our attention to the fact that when the S.T.A. decided to build a sail training ship around 1960 Captain Wakeford remembered the large Camper and Nicholson Schooners[which the *Sir Winston Churchill* and the *Malcolm Millar* both were] as he had studied their design before facing economic reality and purchasing the *Moyana* in 1943.[xvii]

The T.V. "Moyanna"

Part 3: The Tall Ships Race 1956---Torbay to Lisbon.

In this section and the next extracts are taken from "All Hands," the magazine for staff and students of the School of Navigation, Southampton, and where this is done they are reproduced in italics.[xviii] They encapsulate the spirit of sail training that Captain Wakeford and Captain Stewart envisaged:.
Initially, Captain Stewart was not enthralled with the idea of the first International Sail Training Race as he did not like Ocean racing and the Moyana having been built in 1899 was an old vessel. He alone would have the final responsibility for the safety of the cadets and crew. However, he was persuaded by Captain Wakeford who told him to "Go for it!" and he set about preparing the Moyana for the voyage. He took the precaution of strengthening the hull and fitting a new engine and sails. The choice of crew presented a problem as the five week race would coincide with the run up to the final examinations for the cadets in their third term [Senior Term] so he decided to take 15 Junior and Intermediate Cadets [in the first and second terms of their nine month long pre-sea training course] and these were aged between 15 and 17. Only one of these had ever been to sea before. After recruiting his brother John, an experienced ocean racer, as a fellow officer, he trained his crew with three days sailing in the Solent. The crew of Moyana for the Race from Torbay to Lisbon and back were:

Master……Captain H. Stewart.
Chief Officer…….Mr. E.D.J. Mackillop.
Second Officer…….Mr. G. Whittle.
Commander (E)……..R.J. Stewart R.N.
Engineer……..Mr. J.D. Ritchie.
Medical Officer……Dr. J.D. Loughborough.
Bosun……Mr. W.L. Bawler.
Cook……Mr. E.D. Guildford.

INTERMEDIATE CADETS

D.N. Baylis	R.T.M. Berry
M.L. Blampied	C.G. Davis

R. Fewtrell
T.J. Llewellyn
K.D. Watt
J.L. Fielden
M.W.N. Smith

JUNIOR CADETS

C.S. Cheke
M.F. Minch
H. Vane
D.G. Lemos-Botsaris
R.J. Nicholls
I. Walker

The Moyana left the Hamble River on June the 28th, with a different crew of 15 cadets who were to take part in the inshore regatta at Dartmouth and these were later relieved by the 15 named cadets above who took part in the Race proper. Thus 30 cadets were involved on the sail training ship in total and all of them had the opportunity to meet young seamen from other countries.

Extracts from the Official Report of the Lisbon Race and the return voyage by H. Stewart, Captain of the T.S. Moyana. [11th October, 1956].

The training vessel Moyana *sailed from the Hamble River on 28th June to take part in the inshore regatta at Dartmouth prior to starting on the International Sail Training-ship Race from Torbay to Lisbon. At this regatta the crew won two trophies, a cup for first prize in the race for pulling whalers, presented by the Anglo-Danish Society and another presented by the Anglo-Norse Society for second place in the Dartmouth one-design dinghies race.*

The Torbay-Lisbon Race started on Saturday, 7th July, in fine weather with a moderate south-west wind. The weather quickly deteriorated to fog and light airs, so that the whole of the fleet was fogbound and more or less becalmed for approximately thirty-six hours, until Ushant was rounded. From there, the weather was fine and, with the exception of a few hours at the south end of the Bay of Biscay, the wind never stronger than a moderate to fresh breeze. Apart from a period of eighteen hours off Finisterre, when we were becalmed, sailing conditions were pleasant, the vessel maintaining 9 1/2 to 10 ½ knots for long periods.

Other competitors were sighted on several occasions, including the Creole *in the Bay of Biscay, and the Swedish schooners* Falken, Gladan *and* Flying Clipper*, off the Portuguese coast.*

The Moyana *crossed the finishing line shortly after 2200 on Friday, 13th July, having taken six days, eight hours and three minutes to cover the course and win on handicap with a margin of approximately one hour three minutes on corrected time from the second vessel, the Norwegian ship* Christian Radich*.*

Moyana *stayed in Lisbon from Friday, 13th July, until the morning of Thursday, 19th July. The officers and crew attended receptions given by H.E. The President of Portugal, the Minister of the Marine, and by the Mayor of Lisbon. A dinner was given at Estoril by the Ministry of Information and the Tourist Association and the Reception Committee gave a luncheon to Captains and Owners. Receptions were also held by the British Embassy and by Lieut.-Commander M.D. Dawson of H.M.S.* Venus*.*

Moyana *sailed for England on the morning of Thursday, 19th July, in fine weather with a fresh northerly wind. By late evening on Friday, 20th July, the wind had freshened sufficiently to necessitate shortening sail and, by the early morning of Saturday, 21st July, had strengthened to a moderate to fresh gale, so that it was necessary to 'heave to' to save strain and damage to the vessel. The wind strength varied between 'strong' and gale force up to 40 knots until the following Thursday, 26th July, that is, six days. During this time, Commander (E) A.J. Stewart, R.N. who was a temporary watch-keeping officer, was washed overboard by a heavy sea, but fortunately was later recovered. To avoid unnecessary risks during this bad weather, no person was allowed aft of the mizzen-mast without a lifeline round him.*

Such a long period of strong winds and gales built up a high sea and in this the Moyana*'s hull was severely strained so that on about the third day it was necessary to man the pumps every watch. The question of putting back to Lisbon for shelter and repairs was seriously considered, but by that time the vessel had been driven so far into the Atlantic and*

the wind had veered to such an extent that it appeared more prudent to continue the voyage in the hope of clearing the area of strong north to north-east winds. Also, about that time Cadet Baylis developed suspected appendicitis.

From late Thursday afternoon, 26th July, until the afternoon of Saturday (28th July) the weather was moderate to good, so that by Saturday afternoon the vessel was approximately fifty miles west south-west of the Scilly Isles with a free wind and expecting to reach Falmouth in the late evening.

By 4 p.m. Saturday, there were obvious signs of bad weather and by early evening visibility had been reduced to approximately 200 yards by continuous heavy rain and the wind increased again to a fresh south gale; conditions which made it imprudent to attempt to make a landfall. The alternative was to put to sea to ride out the gale. This course was adopted and the vessel again 'hove to' in a full gale before 9 p.m.

The Air Ministry weather reports had given no indication of anything worse than a fresh gale, but by midnight the vessel was experiencing storm conditions and, in the middle watch, winds of hurricane force were measured on the anemometer,

From a review of the position at 0300 hours the following conclusions were reached:

(1) It had not been possible to obtain a position of the ship since the preceding noon and, therefore, this was in doubt. The approximate position was thirty miles south east by south of the Lizard.

(2) The weather conditions were very bad and continuing to deteriorate with storm force winds and very rough, steep seas, causing the vessel to rack and strain severely, and to make a considerable amount of water.

(3) It was essential for the vessel to remain 'hove to' to reduce damage and strain to a minimum.

(4) For the reason stated at (3) the vessel could not be manoeuvred.

It was felt the position had become sufficiently critical, as far as the safety of both vessel and crew were concerned, to justify asking another vessel to stand by and, consequently, a distress message was broadcast at 0215 Greenwich Mean Time. From this time onwards continuous wireless watch was kept. The distress signal, although weak, was received by one other vessel, the Robert Dundas*, who relayed it to Lands-End radio station, who, in turn, re-broadcast it to all ships. Immediately several ships in the vicinity altered course to our position, but because of the storm the first did not reach us until approximately six hours later. By that time conditions had deteriorated further and the vessel's hull had become badly strained so that it was quite apparent it would only be a matter of time before we would have to abandon her.*

Shortly after dawn on Sunday morning 29th July, the wind veered to north-west, causing a much more confused and, therefore, more dangerous sea which was driving the vessel on to the lee-shore---the French coast. Because of strain to the hull and the very steep seas, the direction in which the vessel was being driven could not be changed and it was considered time to attempt to transfer the crew to safety. A message was sent to the Commander-in-Chief, Plymouth, to this effect, asking that H.M.S. Orwell*, who was coming to our assistance, should make this attempt. Shortly afterwards, the Clan Line steamer,* Clan Maclean*, came in sight and a request was made to them to tranship the crew. This was done successfully and without accident to any officer or member of the crew, due mainly to the unusually skilful handling of the* Clan Maclean *by her Master Captain Cater.*

Because of the rapid sequence of events towards the end, the crew were unable to salvage any equipment. They were later landed at Fowey after being afforded every kindness and courtesy aboard the Clan Maclean by the Master, officers and crew and returned to Warsash in the school bus.

What Captain Stewart does not say in his official report, but noted in his personal diary, was that his brother John when he went overboard was in fact at the end of the bowsprit furling the jib. His lifeline went under the keel and it was a worryingly long time before he came to the surface. Captain Stewart records in his diary his intense relief, "when I managed

to get hold of his wrist until others came to help". Later when they were abandoning ship he recorded that the *Peruvian Reefer* lay upwind while the *Clan Maclean* came alongside with scrambling nets and boarding ladders. The cadets leapt for the ladders and nets, and all reached the rescue ship's deck unharmed, followed by the petty officers and officers. The whole rescue took just seven minutes.

The *Moyana* was subsequently taken in tow by H.M.S. *Orwell*, but sank when 60 miles due south of Plymouth, taking with her two of the trophies won in Lisbon. Fortunately, the main trophy had been sent home separately. Captain Stewart was appointed M.B.E. in 1957 for his achievement in the race, and his conduct during the rescue.

Article by Cadet R. Fewtrell immediately after his return to the School of Navigation, Southampton.

This is the story of the last twenty-four hours of Moyana's *three-week-long voyage to Lisbon and nearly back.*

On Saturday, the twenty-eighth of July, it seemed that we had just emerged from a depression which had haunted us for over a week with winds which necessitated our being hove-to. We were just about becalmed during the morning but the wind freshened steadily from the south all day and by eight bells in the second dog- we were doing a fair speed and heading straight for home. I turned in then and it was shortly afterwards that things began to happen. At two bells in the first watch we were called out to help heave-to ship, as the wind was freshening fast and we were heading into the confined waters of the Channel; England only fifteen miles away.

The wind freshened throughout the night and during he middle watch the Captain told Mr. Mackillop, the first officer, to start transmitting distress signals on the radio telephone. I was told this at one bell when I was roused to go on watch. At eight bells, when I went on deck, the night was as black as pitch and the seas seemed enormous; the vessel was

rolling and pitching like a maddened horse, but her decks were dry for most of the time except for spray and spindrift and an occasional sea over he stern when she rose to an extra large sea.

From then until we were taken off, I spent the majority of the time at the wheel fondly imagining that the wind was dropping. I was relieved by the second officer and the doctor, at times, to attempt to warm myself. It was not cold but there was that 'Channel Nip' in the air which was greatly different to the winds off the Spanish coast.

When dawn broke it showed a dismal scene; waves of a tremendous size buffeting the comparatively small Moyana *all over the place. It was not long after dawn before a Shackleton aircraft appeared and circled round us. Meanwhile we sent up flares to guide the ships hurrying to our rescue. Nine ships altered course to help us and three were getting fairly near. The Shackleton disappeared and returned dropping flares over us; it was obvious that she was guiding someone to our aid.*

At eight bells there was not a ship in sight anywhere, by one bell there were three. The first to appear was the Clan Maclean*, then the* Peruvian Reefer *and lastly a Royal Mail ship.*

The Clan Maclean *passed us about a hundred yards to windward and then stopped about two hundred yards ahead of us. We sailed very slowly up to her, and if she had not gone ahead we would have hit her stern. As we sailed past her stern, Captain Stewart hailed her: "Would you try to take the crew off, please?" After several attempts the officer on the stern of the vessel waved to show that he had understood, and the* Clan Maclean *circled to leeward. The Captain went below, to get the ship's papers I think, and the other members of the crew went to get their own most valuable possessions. While this was going on, the* Clan Maclean *came alongside on our weather side, and even with my slight experience I could see that it was absolutely perfect, a superb feat of seamanship. Two pilot ladders and a cargo net were hung over the side, and the* Moyana *lay grinding up and down in the lee of the very much bigger vessel. As fast as we could, cadets first, officers last, we scrambled up the side, being very lucky to have no casualties. The crew were all*

aboard the Clan Maclean *in a matter of minutes and she went slow ahead; the* Moyana *swung, her wheel spinning, and smashed her bowsprit against the side of the larger vessel.*

We were shown to the dining saloon where we were given full glasses of rum, I think, but I could not really taste it, my mouth was too salty; we dashed out again to the good old Moyana *sailing away, still on her course, disappearing astern. The rescue lasted seven minutes, and we were clear by 0905 hours.*

The Clan Maclean *was bound for Fowey to load china clay and she was due in on the evening tide. We had a hearty breakfast and lunch on board, the rest of the day being spent in the officer's smoke-room. We were landed at six o'clock to hear that* Moyana *had sunk after being taken in tow by H.M.S. Orwell.*

The results of the 1956 Sail Training Ship Torbay to Lisbon International Race were as follows [In the order of finishing by corrected time]

Over 100 ton class:

[1st]--- MOYANA---British---103TM---Ketch---4 officers, 4 crew, 15 cadets---Owner University of Southampton, School of Navigation.
[2nd]---CHRISTIAN RADICH---676 Gross Ton---3 masted full-rigged ship---12 staff, 90 boys---Owner Ostlandets Skoleskib Institution.
[3rd]---RUYAM---Turkish---102 Gross Ton---Marconi Yawl---4 officers, 2 crew, 8 ratings---Owner Mr. Marden.
[4th]---FALKEN---Swedish---215 Tons---Schooner---3 officers, 4 warrant officers, 46 ratings---Owner Royal Swedish Navy.
[5th]---MAYBE---Netherlands---103TM---Bm. Ketch---2 paid hands, 2 boys, 4 amateurs---Owner Ir. J.J. Van Rietschoten.
[6th]---GLADAN---Swedish---215 Tons---Schooner---3 officers, 4 warrant officers, 46 ratings---Royal Swedish Navy.
[7th]---FLYING CLIPPER---Swedish---695 Gross Ton---Barquentine---6 officers, 5 crew, 5 staff, 30 cadets---Owner Clipper Line, Malmo.
[8th]---CREOLE---British---697TM---Staysail Schooner---4 officers, 30 cadets, 25 crew---Mr. Niarchos.

[9th]---SORLANDET---Norwegian---577 Gross Ton---3 masted full-rigged ship---9 officers, 76 app. 1 crew---Owner Sorlandets Seilende Skoleskips Instituition.
[10th]---GEORG STAGE---Danish---298 Tons---Full-rigged ship---11 officers, 81 boys---Owner Stiftelsen 'Georg Stage's' Minde.
[11th]---SAGRES---Portuguese---2028 Gross Ton---3 masted barque---10 officers, 177 men, 120 boys, 30 midshipmen---Owner Portuguese Navy.
[12th]---MERCATOR---Belgian---770 Gross Ton---Barquentine (3 masted)---11 officers, 25 crew, 42 cadets, 13 app. seamen, 8 app. cooks---Owner Association Maritime Belge, Antwerp.

Under 100 ton class:

[1st]---ARTICA 11---Italian---16TM---Yawl---4 officers, 3 cadets, 1 rating---Owner Italian Navy.
[2nd]---JUANA---Argentine---25 Tons---Yawl---8 officers, 2 petty officers---Owner Argentine Navy.
[3rd]---SEREINE---French---Bm. Cutter---10---Centre Nautique des Glenans, Paris.
[4th]---MARABU---British---26TM---Bm. Yawl---4 officers, 6 ratings---Owner Royal Navy.
[5th]---BELLATRIX---Portuguese---35TM---Schooner---Approx 10---Owner H.E. The Portuguese Ambassador.
[6th]---THEODORA---British---38TM---Gaff Cutter---3 officers, 8 boys, 1 girl---Owner C. St. J. Ellis, Radley College.
[7th]---PROVIDENT---British---78TM---Ketch---4 officers, 10 trainees---Owner Island Cruising Club, Salcombe.
[8th]---BERENICE---British---60TM---Bm. Ketch---4 officers, 8 cadets, 1 crew---Lent to King Edward VII Nautical College.
Did not complete the course---ENGLISH ROSE II---British---33TM---Ketch---3 officers, 8 girls---Owner English Rose Training Scheme for Girls.

Two telegrams received by Captain Wakeford after the Moyana had won the Race, from amongst the many received, are worth quoting as they show the pride of the establishment in the achievement.

[1] PLEASE CONVEY MY WARMEST CONGRATULATIONS TO ALL CONCERNED WITH MOYANAS TRIUMPH OVER WIND WAVES AND RIVALS

DAVID ECCLES MINISTRY OF EDUCATION (Received 16.7.56)

[2] PLEASE CONVEY MY WARMEST CONGRATULATIONS TO MASTER AND CREW OF MOYANA ON THEIR SPLENDID ACHIEVEMENT IN WINNING THE TORBAY LISBON RACE STOP I AM PROUD AND DELIGHTED THAT A BRITISH SCHOOL OF NAVIGATION HAS WON THIS SIGNAL VICTORY WHICH REFLECTS GREAT HONOUR AND CREDIT ON THE SOUTHAMPTON SCHOOL OF NAVIGATION STOP HEARTY CONGRATULATIONS TO YOURSELF AND YOUR STAFF

HAROLD WATKINSON MINISTER TRANSPORT AND CIVIL AVIATION (Received 16.7.56)

With the loss of the *Moyana* the School of Navigation, Southampton was forced to search for a temporary replacement and the *Halcyon* was purchased from Madame Renault in France as a temporary replacement. In fact she was kept by the school for 32 years and is still sailing as a luxury charter yacht.

The *Halcyon* had the following dimensions:

LOD 80 feet + 15 feet bowsprit.

LWL 58 feet.

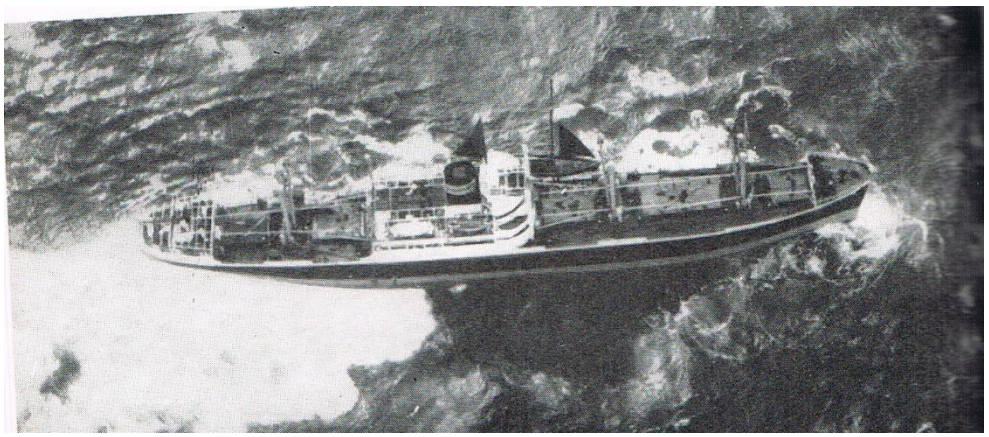
Beam 17 feet.

Draft 10 feet.

She was rigged as a Bermudan Ketch with a working sail area of 2270 square feet. Had a Gross Tonnage of 53. And was 78 tons T.M.
From the time of her acquisition the *Halcyon* was worked hard but not without tribulation. Sadly, Geoffrey Whittle, officer on the *Moyana* and member of the lecturing staff of the school for 17 years, was washed overboard from her deck off the Needles on the 22nd of October, 1957.

In addition, the *Halcyon's* mainmast carried away approximately 30 feet above the deck whilst roughly four miles south of the Nab Tower in the Autumn of 1959. The damaged mast and gear were cleared, nobody was injured and she returned to her mooring on the Hamble River under her own power and without outside assistance.

In what follows the information in italics is again directly copied from 'All Hands' and describes the second Tall Ships Race that the School of Navigation took part in.[xix]



The "Moyanna" alongside the "Clan Maclean" during the rescue.

Part 4: The Tall Ships Race 1962---Torbay to Rotterdam.

The course was from Torbay to a marker warship off Ushant. From there the course was up channel leaving the Casquets to starboard. Classes I&II were to complete their 393 mile voyage off Dieppe and Class III their 540 mile trip off the Hook of Holland. Thus the larger vessels were not called upon to race through the congested Straits of Dover although it was hoped that all participants would rendezvous in Rotterdam after the race.

The vessels that took part were:

Class I: Square Rigged Vessels over 50 Tons T.M.

Gorch Foch---West Germany.

Sorlandet---Norway.
Amerigo Vespucci---Italy.

Class II: Fore and Aft Rigged Vessels over 50 Tons T.M.

Urania---Nederlands.
La Belle Poule---France.
L'Etoile---France.
Wyvern---Norway.
Corsaro II---Italy.
Halcyon---Britain.

Class III: Under 50 Tons T.M.

25 yachts of which 19 were British, 3 French, 2 Netherlands & 1 West German.

The crew of the *Halcyon* from the School of Navigation, Southampton consisted of the following:

Master----Captain Stewart.
Chief Officer---Mr. Mackillop.
2nd Officer----Mr. Drew.
3rd Officer---Mr Ward.
Commander(E)---John Stewart RN.
Medical Officers----Dr. Loughborough & Dr. Loudon.
Bosun---Mr. Allison.
Engineer---Mr. Ferris.
Senior Cadet Captains----Rose & Robertson.
Senior Leading Cadets---Spencer, Kenrick & Johnson.
Junior Leading Cadets---Wilson & Oliver.
Cadets---Dummer, Bechard & Beresford.

The visibility was poor and it was blowing strongly from the S.W. when the International Sailing Committee, including the Director Captain Wakeford, boarded H.M. yacht *Britannia* to assist H.R.H. The Duke of Edinburgh with the start of the Race.

Extracts from Captain Stewart's personal diary.

Saturday 11th August, 1962.

Forecast 0645. Dover, Wight, Portland and Plymouth. WSW 5-6 increasing 7-8 then WNW 6 rain, poor visibility at first improving later. Gales for almost all other areas.
Got underway by 1000, storm jib and staysail and double reefed mainsail, mizzen. Pinta *from Gordonstoun left first. Sailed round to Torbay in force 6-7. Called up by warship off Berry Head to say race delayed by ½ hour, Lots of yachts sailing about*. Sorlandet *motoring but no sign of any others of the big class.*
Had some quite exciting sailing in Torbay for a while in strong gusty winds and then hove to for rest. Race delayed until 3 p.m. start. i.e. 3 hours delay.

Start of race in SWxS 6-7. Not too good a start. Corsaro II *crossed a few lengths ahead of us with one of the two French topsail schooners slightly on our weather bow. Sailed close under stern of Britannia, waved to Captain Wakeford and sailed straight for the middle of a warship which was in our way! She could not move (or did not) quickly enough so we had to bear away a little. Sailing closer than the French or the* Wyvern *which was on our lee beam. Made a couple of tacks to keep under the lee of the land. Wind seemed to ease by the early evening to force 5 but rather rough sea/swell made life a little difficult. Shook out first reef at 1615 and second one at 2300 also the reef in the staysail.*

1930 sighted Wyvern *on our lee bow who put about on to the starboard tack to avoid giving way to us. 2000 went on to port tack to make some westing before the wind veered. While we were shaking reef out of staysail wind suddenly veered, caught us aback so went on to starboard tack and found we could head our course of SWxW. Would like to have set big jib or jib topsail but thought it unsafe to be on end of bowsprit at present. Going well into seas now and again and taking a little solid water over stem.*

Sunday, 12th August 1962.

Winds light and variable all day. Lots of sail changing and not making much progress. Becalmed from about 0100 to 1600 hours then NE generally force 2. Very little of interest except we saw several vessels during the day a little ahead of us, all in small class, but saw Sorlandet away astern becalmed as we were. Lost steerage way many times during the day.

About 1650 got three "snap" shots of sun with poor horizon, just as it broke through the clouds. Apart from this had no fixes except an occasional "Consol" from Brest. Was rather ross because log book was not kept carefully enough; particularly with regard to courses on the standard compass.

Turned in about 2230, instructions to be called when log read 100 expecting that would be about 1000 a.m.! Actually this was about 0130 on Monday.

Monday, 13th August, 1862.

Called about 0130 as log was 100 but decided to continue on the same course towards French coast another 2 hours. Wind on port quarter Vessel logging over 7 knots now. Called at 0400 to gybe. Took Yankee in. Gybed. At daylight, soon after I turned in, I was called by Mac to see a large ketch on our starboard beam. Decided to set spinnaker and sailed away from her. Weather ENE'ly visibility poor at times. Checked DR with Consol once or twice.

At breakfast time we passed several vessels on the starboard tack which had rounded the mark and were out on our starboard side, all in the small class. 0711 spinnaker split and had to be handed. 0730 gybed again to wind on port quarter. Set No. 1 jib. Staysail seam gone. Lowered it for repair after setting Yankee at 0753. 0903 jib topsail hoisted and broken out. 0913 staysail repaired and reset.

Could see nothing of mark vessel when we were only 2 mile off by DR. Some officers wondering if we were too near French coast, but although I was certainly wondering if my DR was good enough, I decided to continue right on to DR position before taking any action. (Handed Yankee 2 miles before arrival in case we needed to manoeuvre). Very pleased to sight mark vessel a few degrees on our weather bow.

0925 rounded mark boat log 146.5. This was extraordinary luck since DR position was at log 145.8. I now hope we have the same luck with the remainder. John hailed French vessel in jolly good French to ask how many of our class had rounded and were delighted to learn we were second. Corsaro II*, the Italian ocean racer was first, which we all realised must be almost inevitable. As soon as we had rounded, the mark boat moved NE, and gave* Rona *who was following us about ½ hour's advantage on us. We signalled* H.M.S. Keppel *"Have you observed change in position of mark vessel?"*
The small class vessel Duet *which was abeam of us all last afternoon and evening, in fact went ahead of us in the evening, was close astern about 7 a.m. but decided to go West. I suppose to look for mark vessel. Passed her on way back about a mile on our return. She must have lost quite a lot from that bit of bad luck. Passed close to leeward of* Gorch Fock *and saw* Wyvern *and the two French schooners to windward during the afternoon. We must at this time have a lead on all of them of well over 4 hours. About 1800 went about on to port tack heading about SE. 2000 R.N. vessel signalled us and asked if we had seen the* Pinta*. Decided to stand in past our track towards French coast hoping to pick up Vierge Isles or Ile de Batz lights.*

Tuesday, 14th August, 1962.

Thunder and lightening over land, visibility quite good but must have been rain and mist over coast as neither light was visible. Obtaining a fair DF of Ile de Batz and estimated our position to be about 4 miles off so went about at 0310. Wind very variable and light which for a while was rather disturbing, it then settled down to Easterly 3-4. During the morning some heavy thunder and lightening squalls. Took in jib topsail

when first one was visible and then the jib. 0415 single reef in mainsail, weather looking rather peculiar. Visibility poor.

Seemed to spend most of the day reefing and unreefing. Have had a lot of trouble with mainsail slides, top two seizing's breaking adrift fairly frequently and causing a lot of loss of time lowering mainsail to re-secure them. During the afternoon the wind veered to SW 1-3, progress very slow. Evening weather forcast gave 7-8 force winds in almost all areas. A somewhat depressing picture. We decided to get all canvas ready for a blow. Changed to storm jib. Storm staysail. Double reefed mainsail and full mizzen. About this time we spotted what was obviously the Wyvern *astern and overhauling us. Peter Ward said he saw her disappear into the mist on starboard beam about 2100 hours. Wind was then freshening quickly and had backed a little. Midnight wind SSW 5-6. Not a very happy picture so far as weather was concerned with only moderate to poor visibility as well. Our radar reflector lost in one of the squalls, and the mainsail travellers not standing up to the strain. Decided to take all the weight on the topping lift, but this did not help.*

The trouble with the track has cost us a lot of time already in lowering and resetting the mainsail, and means that we shall have to go easy with it.

Wednesday, 15th August, 1962.

Called soon after midnight. Wind was now nearly dead astern. Vessel had accidently gybed, and the boom topped up and caught topmast backstay. Sea beginning to get up and vessel rolling rather a lot but behaving very well. Decided to take the mainsail off her. Rounded to, to do this, and found she behaved far better than I expected. With the mainsail off her she did not go all that much slower, rolled rather more, but was otherwise more comfortable. Wind up to 7. Turned in about 0200.

Called at 0600 hours to say wind had eased. Set mainsail with single reef. Fixed position with Consol someway north of DR. Heard on BBC news that several vessels were in distress, lifeboats out in Channel for

assistance to vessel in distress. Heard that Duet *had been dismasted, and towed into harbour by Guernsey lifeboat. Wind gradually freshened again to about force 6 SW-West. Bright sunshine at times and excellent sailing under such fresh conditions, logging about 9-9 ¼ knots. Our attempts to fix position by Consol not satisfactory as they varied from time to time and over areas of 10-15 miles within a few minutes. DF no good at this range. Wireless set working at times but not very well. Saw some of the smaller vessels during the afternoon.*

Had some sights and meridian altitude which put us well north of DR. This cannot easily be explained except by an unusual set. Late afternoon wind eased, and it looked at one time as though it would fall to calm, but not for long. Another squall came up and wind increased to about 4-5. We did well with Yankee set and on a reach.

Used DF to fix position approaching line and ended up on line where the mark ship should have been, only to find it was not there! Went into Dieppe to report. Going through breakwater was a little tricky because of strong cross tide but otherwise straightforward. Stopped in outer harbour to enquire for a suitable berth, and then went into the fishing boats' berth and laid alongside a decrepit British motor vessel called the Flying Dutchman *of all things!*

We had a drink in the saloon with everyone happy to be looking forward to a relatively decent night's sleep.

Thursday 16th August, 1962.

Awoke to a fair sky but looking rather showery. After breakfast Mac and I decided to try and get in touch with Rotterdam and find a local agent of G.S.N.C. to help us. Unfortunately the French were in the middle of their two weeks holiday and most offices seemed to be closed. Back to the ship to think again. Telephoned Rotterdam (R.M.Y.C.) to report we were staying at Dieppe and also our time of finishing: sent cable to School of Navigation that we would return direct from Dieppe.

Friday 17th August, 1962.

Awoke to Ferris telling me he had nothing for breakfast! A rather trying day altogether. Raining hard all morning so spread awnings. Afternoon better. Mac, Bill and I went to the Castle Museum then back to the vessel to collect John, and he, Mac and I go to tea with Captain Caplain, one time Master of the France *and his wife, later joined by his mother and family. A very kind family, he did his best to make us comfortable, and I was glad we had accepted his invitation.*

Saturday 18th August, 1962.

As we were now waiting for the tide spent the morning wandering around the very colourful market. It happened to be market day and both the square and all the streets leading off it were filled with stalls each side. The most interesting morning we had had. Captain Caplain came to see us and took us round the market (John, Bill and me), where we had a happy hour or so. A drink in the café before lunch, and then sailed about 1300 after taking some snaps of Captain Caplain standing on our poop.

When we got outside we found the wind about W 4-5 so it was nearly a dead beat. Wind slowly dropped and backed a little so that by late evening we could just hold our course but not making very much way. A very pretty evening, full moon rose over a nearly calm sea about 2200 and everything seemed quite peaceful. Turned in a little before midnight. Made almost no progress due to head tide and no wind to speak of. Up about 0530 to set the Yankee which helped a bit but the wind slowly died and we started the motor about 0700 and motored all the way home.

A Cadet's Story of the Race by Senior Cadet Captain K.B.P. Robertson.

The Summer Term ended on the 3rd August. While everybody else was travelling home, the new Seniors A.I. class was preparing to take Halcyon *round to Dartmouth.* Halcyon *anchored in Dartmouth on Sunday afternoon. During the following week, the crew and officers visited other ships in the Race, and attended various social functions. They also*

entered the Dartmouth Regatta. The Race crew joined Halcyon *on Friday, the 10th August, the 'relieved' crew leaving for home on the same day.*

On the morning of Saturday, the 11th, Halcyon *weighed anchor and sailed for Torbay, which was the starting point for the Race. The wind experienced sailing from Dartmouth to Torbay was force 6, gusting force 9. The start of the Race was delayed by 3 hours due to reduced visibility. When the Race started at 1500*, Halcyon *was one of the first vessels across the starting line, which was between the Royal Yacht* Britannia *and a Royal Naval minesweeper. A splendid sight was provided by the* Amerigo Vespucci*, the* Sorlandet *and the* Gorch Foch *which were the largest vessels in the Race.*

The bad weather continued until Sunday morning. On Saturday night, nine cadets out of the eleven on board experienced sea sickness, and not all of the officers on board escaped unharmed. On Sunday morning, the strong winds had died down, but a long swell was running, which did nothing to reduce the discomfort of those on board.

On Monday morning, Halcyon rounded the marker boat off Ushant, being the second in her class to do so. Later in the day Halcyon *passed the* Gorch Fock *who was on her way to round the mark boat.*

Early on Tuesday morning, the spinnaker was set, only to be carried away three minutes later. All through the day, the wind continued to freshen, and late on Tuesday evening, the storm sails were set, and the mainsail was reefed, in preparation for the heavy weather that was expected that night. At 0200, on Wednesday morning, Cadets clad in pyjamas, oilskins, boating shoes, or in anything which came to hand, helped to lower the mainsail.

On Wednesday morning, during the four to eight watch Halcyon *was logging seven knots with the mizzen and storm jib set. Soon afterwards one of the severest storms experienced during the Race broke, with hail pounding the deck, and lightening cutting jagged streaks across the darkened sky. The strong winds continued through the day, and landfall was made at approximately 1600.* Halcyon *tried to sight the*

minesweeper which should have been anchored off Dieppe to mark the finishing line for Halcyon's *class. However the minesweeper was not there. At approximately 2030, Halcyon put into Dieppe, and finally berthed in an inner basin at approximately 2200.*

Halcyon *stayed in Dieppe until the following Saturday. A good time was had by all in Dieppe, and much to the Cadet's disappointment they were unable to scrub down* Halcyon's *decks because the harbour water consisted mainly of oil and fish oil from the natives' fishing vessels.*

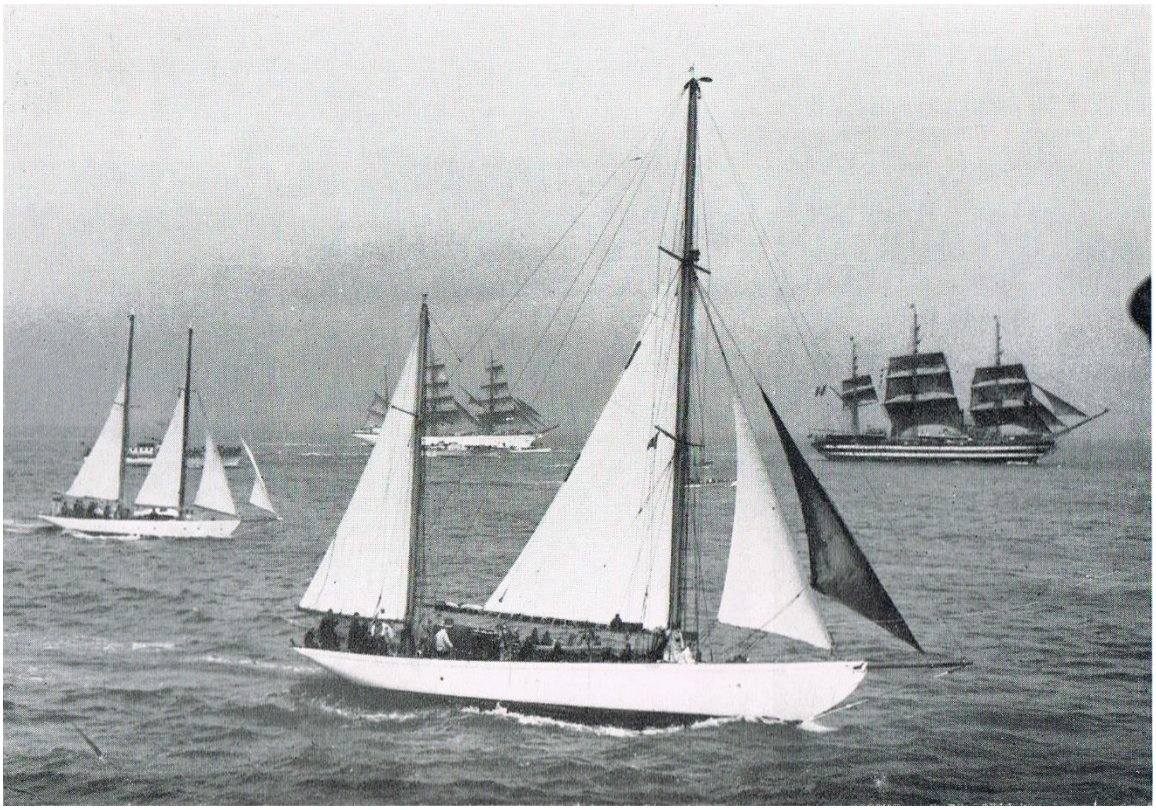
Halcyon *sailed for home at mid-day on Saturday, the wind being quite fresh when* Halcyon *sailed. However, the wind dropped and soon the Halcyon was becalmed. At 0700 on the Sunday morning Captain Stewart started the main engine and* Halcyon *picked up her moorings in the Hamble River at 1600 that afternoon.*

The cadets soon set to work and were up at 0530 on the Monday morning to scrub down the sides and finish the work on deck and then clean ship. By mid-day Monday all the cadets had left Halcyon.

The Results of the 1962 International Sail Training Race were as follows:

CLASS I---Gorch Foch.
CLASS II---Corsaro II---the ocean racer entered by the Italian Navy.
CLASS III---Glenan---a French Bermudan cutter entered by the Centre Nautique des Glenans.

Halcyon finished fourth in Class II and crossed the finishing line at the end of a near four hundred mile race within an hour of the second and third vessels home



The T.V. “Halcyon” at the start of the Tall Ship’s Race, 1962.

Part 5: Recollections.

I myself was a Warsash Cadet attending the pre-sea training course in the Autumn Term of 1962 and the Spring and Summer Terms of 1963. I returned to the School for the Mid-Apprenticeship Release course during the Spring and Summer terms of 1965 and finally attended to study for my second mates exam in the Autumn term of 1966.

I first set eyes on the School of Navigation, The University of Southampton when I attended for interview during the Spring term of 1962. This was after taking the Ministry of Transport eyesight test, conducted with a paraffin lantern, in Grimsby and having passed the necessary medical. I took the train from London to Southampton and took the bus to Warsash Village after which it was about a half mile walk to the school entrance. As I was early I walked down to the river and followed the public footpath along the side of the river and first beheld the school pier which was of impressive length. I soon noticed that

about ten cadets were being marched at the double by one of their number out to the end of the pier. This was the first time that I had seen anyone being marched by running. At the end of the pier a number of small craft were lying off at moorings and I noticed that a motor launch was used to ferry the cadets off to them. The wind was bracing and I was cold and the short day was drawing in. I backtracked, walked the half mile to the school entrance and reported to the guardhouse as I had been told. One of the cadets on guard duty took me to a cabin where I was to stay for two nights in order to observe what it was like being there.

I was treated very well by the other cadets and I was not expected to undergo the rigours that the Junior Cadets were being subjected to. I became aware that during the day all cadets moved at the double, that everything was controlled by the sound of a bugle, that all the hard work of scrubbing and polishing, including the polishing of the Senior cadet's shoes was done by the Junior cadets. Dinner in the dining room was impressive as all the cadets were dressed in the designated 'rig' which in this case included wing collars and black bow tie. When the bugle for "lights out" sounded I was allowed to put my foot on the lower bunk in order to get onto the upper one which Juniors were not allowed to do and when the bugle went at 0630, when it was still dark, I was excused the morning half mile run followed by a cold shower which all the cadets participated in. During the day I was interviewed by an officer who gave me a copy of one of Basil Lubbock's books on sailing ships to read while I was waiting for him to finish interviewing the previous applicant. I suspect that this was a ploy to catch out those that didn't bother looking at the book. However, in my case I almost knew it off by heart having borrowed it many times from the local library at home. When he questioned me I was able to name all the sails of a four masted barque and give the correct names to most of the ropes controlling them. The interview rapidly moved on to a discussion of current affairs where I showed a certain familiarity because a previous applicant had tipped me off and I had taken the precaution of reading the paper for a number of weeks. I was then given three written tests in Maths, English and General Knowledge. I had a certain advantage as at that time you were recommended to have four 'O' levels before applying for entry to the

Merchant Navy, one in Maths, one in English Language and two others. I had asked my school to put me in for Maths, English Language and Art a year early so I already had three of the four.

I remember little else about my interview except for the kindness shown to me by the cadets as, apart from the officer who interviewed me and a few officers that I set eyes on but did not speak to, I had met nobody else.

Before returning home I visited Miller Rayner & Haysom Ltd. in Southampton to be measured for my uniform. There I met the charming Mr. Albert Charles Stone who had started his working life as a cutter in the tailoring department in 1921. He had served with the 2/5th Hampshire Regiment on active service in India, Egypt and Palestine during the first World War and had been severely wounded during the advance on Jerusalem in 1917. He was very concerned that my father would not be able to pay the £200 that the ten "rigs" [with many of them having an a),b) or c)] in a steel waterproof trunk, with my name on the front, would cost. I had to reassure him that my grandfather had inherited some money and had given me £300 so that this was not an issue and I signed a cheque for the total cost there and then.

My next visit to the School of Navigation took place in September 1962 when I became the lowest of the low---a Junior Cadet at the beck and call of all executive cadets in the Intermediate and Senior Terms. I was in a cabin in Shackleton Division---there were three divisions Shackleton, Wilson and Hudson with Commander Club being in charge of Wilson, Commander Pierce in charge of Hudson and Commander McClorry In charge of Shackleton. The three divisions were all housed in one modern purpose built building. Each division had a basement with two cabins sleeping six cadets. The ground floor had a flat for the relevant Commander and his wife. The first floor two six berth cabins. The second floor two six berth cabins and the third floor was taken up with a large lounge. There were toilets, showers and a bath between the two cabins on each floor. All floors were referred to as decks. All ceilings were deck-heads. All walls were bulkheads and one went ashore when one left the school premises. The total capacity of each division was thus 36 cadets

and the total ship's company in the three divisions 108. On the top floor at each end of the building was a "bridge" which was manned by cadets in the evening their duties being to operate the telephone exchange after the school exchange closed down at 1700 and to keep an accurate log book of vessels passing in Southampton Water. There were two cadets on duty at a time and I always felt most inadequate praying a] that there would be no telephone calls while I was on watch and b] if there were that the other cadet knew how to work the exchange because I certainly didn't know how to.

All meals were eaten in the refractory and this was another modern building with up to date kitchens. The food was always excellent. The classrooms, however, were still housed in the old buildings that had been occupied by *HMS Tormentor* during the war. As I had observed during my interview, during the day you had to go everywhere at the double.

Two compulsory activities were being coached in tennis and ballroom dancing. The former was a result of Captain Wakeford's conviction that if you reported to any tennis club in the world and asked for a game they would take you in and make you welcome. The latter was required by the great liners that at that time still graced the seas. It always struck me that too little time was devoted to them in order to master them from scratch. If you already knew how to play tennis you were fine and likewise with ballroom dancing. I was good at ballroom dancing before I went to Warsash but lousy at tennis. With respect to Judo I only ever received one lesson!

Captain Wakeford from time to time used to invite all 108 cadets in the ship' s company to go and hear him speaking about some topic to do with the School or shipping or about men who had made the British Empire and Commonwealth great. I can still remember him starting one of these talks with "Me and my wife Pearl, with a little bit of help from God, formed this unique institution……."

I can also remember another occasion when a mechanical digger sank up to its axles in the mud of the reclaimed foreshore. All 108 cadets

were turned out and ordered by Captain Wakeford to heave on the rope that was attached to the digger. Given that each cadet must have weighed at least ten stone and they were all young and fit the force was considerable. The digger which was reputed to weigh three tons came leaping out of the marsh.

The cadets were entirely responsible for cleaning ship and their gear had to be stowed in lockers in a certain way. Each pair of underpants rolled up and placed on a particular shelf in specified rows for example. The Junior Cadets did most of the hard work of polishing and cleaning and the Senior Executive cadets did most of the inspecting. In the evening you had to dress for dinner and bow ties had to be tied. This defeated most Junior Cadets who did not know how to do it but fortunately my father had taught me and on my deck I found myself tying the other Junior Cadet's bow ties.

In most cases Junior Cadets were worked very hard but they were not bullied. However, I was. I had a Senior Cadet Captain responsible for the whole of Shackleton Division berthed on my deck. He obviously had issues as he took to flogging me with a leather belt while I was stark naked in the shower. If I retaliated he maintained that I was not obeying his orders and he officially punished me by giving me "overtime" which took place during the time that one would otherwise have had shore leave. As a result I rarely got off the premises. Like all bully's I suspect that he was deeply unhappy and I hope that he managed to solve his problems in later life.

Fortunately for me this Senior Cadet Captain had, because of his position, his own cabin so I escaped from him at night. In charge of each six berth cabin was a Junior Leading Cadet who was in their Intermediate term. Our JLC was religious and used to kneel by his bed and say his prayers after lights out each night. At night, regardless of the weather, the big windows at the end of the cabin were thrown wide open and it often felt as though you were sleeping in a gale of wind with, in winter, sub-zero temperatures. In our cabin we had a Senior Cadet who had not been promoted to Executive rank and he could get away with comments that the rest of us would have been punished for. He would say things

like “Its getting a bit cold for things like that. Wouldn’t you be more comfortable saying your prayers tucked up in bed? I am sure they would work just as well,” which can’t have helped the JLC’s concentration. Then when the JLC had finished saying his prayers and got into bed this Senior Cadet would regale us with what he hoped to do with his girlfriend. He was unusual in that he lived in Southampton and was wealthy enough to own a car. With this car he parked in secluded spots and tried to seduce his girlfriend whom none of us had ever met nor, according to him, was he ever successful. However, the details of how she had foiled his well thought up plans to undress her kept us all going for at least half an hour every night.

At the end of the Autumn term I was promoted to Junior Leading Cadet (Boats). This meant that in the Spring Term I slept in a two berth cabin with a Senior Leading Cadet and was responsible for the day to day maintenance of the gigs which were sailing and pulling boats of 20 feet in length. Mostly this involved bailing them out after heavy rain and it gave me the excuse to be out on the water in the River Hamble which I loved.
On the 4th February, 1963, my seventeenth birthday, I received a parcel from my Mother and Father. It contained a fruit cake (baked by my Mother), a pipe, an ounce of tobacco and a box of Swan matches. [I smoked a pipe for exactly 40 years giving up smoking on my 57th birthday].

It was during this time that there was a strong drive to stop cadets carving their names on the inside of the hut at the end of the pier and it was announced that anyone caught doing so would receive two hours overtime as punishment. There was a Senior Cadet that I did not like and I very stupidly decided to carve his name on the wall in the hut amongst all the other names. There was ample opportunity as one often had to wait quite a long time for the motor launch *Hawke* to come back from some errand up the river. The Senior Cadet in question was hauled in by the authorities and given two hours overtime. Naturally he protested his innocence and unfortunately for me they believed him and instigated an enquiry. This involved the Master at Arms taking individual cadets out of their squad on the parade ground and asking them to their face if they

had done it. I had a great deal of respect for the Master at Arms and when he asked me I admitted it. This lead to a draconian punishment of several hours of “drill” which was only one step away from expulsion. I had not been given drill before but I came to like it very much. You were required to double round and round the parade ground with a rifle under the direction of the Master at Arms. Sometimes you were required to hold the rifle above your head as you did so. I was a very good cross country runner before I went to Warsash and the technique with drill was to move quickly and get to the front of the column when the Master at Arms ordered you to form up. Upon the order double you set a cracking pace which you knew was slightly faster than the slowest person in the column was capable of doing. It was very important not to go too fast because the Master at Arms would remove you from the front of the column. As you went round and round the parade ground the slowest cadet would lag further and further behind. The Master at Arms would then order you to double on the spot while the slow cadets caught up. You then got a rest while the slower cadets got none!

As a result of my punishments, both drill and overtime, I never had shore leave during my Intermediate Term. I did however get ashore a lot because I discovered that if you joined a society you could go on their approved outings. So I went to Stratford on Avon to watch The Tempest, I went to Art Shows where there were sherry receptions and I volunteered for any occasion where a cadet representative was required. Thus I went out rather more than if I had been allowed my full shore leave. At the end of my Intermediate Term, much to my surprise, I was promoted to Senior Cadet Captain (Boats) second in command of the ship’s company.

I thus started the summer term with a room of my own and overall responsibility for all the small craft that the school owned which amounted to a Virtue Class 5 ton yacht [*South Stoneham*], a 2 ½ ton yacht [*Kitty Rosa*], a motor launch [*Hawke*], four gigs and a rowing machine [*Stubbington*] not to mention the 36ft ship’s lifeboat that had a propeller activated by a system of levers which the crew moved forward and backwards. In addition, I had to deputise for the Chief Cadet Captain and had certain other ceremonial duties to perform. One of the things that I was responsible for was getting the *Halcyon* working party away

smartly in the morning. When I started there were constant complaints from Bosun Allison that he and Mr Ferris were left wasting their time ashore because the gig to transport them out to the *Halcyon* on her moorings in mid-stream was always late. To solve this I conducted a time and motion study. How long did it take a cadet to get into overalls after breakfast? How long did it take to form up and proceed at the double to the end of the pier? How long did it take the motor launch *Hawke* to ferry them out to the gig? At various states of the tide hour long did it take the gig to row upstream to the landing point where Bosun Allison and Mr. Ferris would embark? What I discovered was that the two biggest holdups were the cadets getting into their overalls and the Hawke not being alongside ready to embark them at the end of the pier. I solved the former by awarding two hours overtime to any cadet that was not formed up in the squad at the front of the residential block five minutes after breakfast officially finished. Initially a lot of overtime was given out but the word soon got out. The cadet in charge of the *Hawke* for the day was also keenly aware that he would be punished if his vessel was not alongside the end of the pier by the time the squad arrived with me. A study of the currents in the river at various stages of the tide also proved advantageous. The results proved that the total time taken could be halved and that Bosun Allison and Mr, Ferris were often not there when the gig arrived to pick them up!

One memory that made a deep impression was a voyage on the P&O liner the *SS Chusan* (24,200 tons) from London to Southampton where in the first class dining saloon an Indian in a turban stood to attention behind every two places and whipped your plate away as soon as you put your knife and fork together. The steam turbines in the vast engine room were all painted white and no moving parts could be seen as we ploughed down the English Channel at 22 knots.

I also remember spending hours practising with the ceremonial sword which was kept in the guardhouse as I had to lead the ship's company in the passing out parade at the end of term which took place in July week to which all the cadet's parents were invited. Also in July week was the performance of Shakespeare's play "The Tempest" which took place in the beautiful Saltern's gardens and I played the part of Alonzo.

At the grand finale of July week was the prize giving ceremony where Captain Wakeford introduced the prize giver Mr. K.M. Campbell, M.B.E.,

Chairman of the British India Steam Navigation Company. I won the P&O Orient Steam Navigation Company Limited Prize. A sextant, presented to the Best Executive Cadet of the Summer Term, 1963.

The next time that I appeared at the School of Navigation, Southampton I had come to partake of the Mid Apprenticeship Release Course which Captain Wakeford had described as “a University course of fifty years ago”. I attended for the Spring and Summer Terms of 1965 and remember being met at Southampton railway station by the School Bus at the commencement of the course. By this time I had begun to realise that my academic prowess in the past was not all that it should have been. During my final year at school I had taken six “O” levels and failed five of them [as previously mentioned I took and passed three a year young]. Thus I was determined to take some more “O” levels. During my six months on the M.A.R. course I was entered for four and passed three thus bringing my total up to seven. I also enrolled with the British School of Motoring in Southampton and took twenty lessons in two weeks at the end of which I took and passed my driving test. The most academic courses on the M.A.R. were given by Commander McClorry in meteorology and astronomy and I did very well in these. I also learnt a great deal from Dr. Broomhall especially from his knowledge of fine wines and appreciation of art. We had to write two dissertations. One minor on a man or woman that you admired and the second major on a topic of your own choice. For the former I wrote about John. F. Kennedy, at that time the recently murdered President of the U.S.A. And for the latter about how psychology could be applied to the modern apprentice or cadet. For the latter I was awarded the thesis prize for the best thesis submitted by my term of cadets. I chose John. F. Kennedy’s book “Profiles in Courage” as the prize.

One of the great strengths of the M.A.R. course was that it gave you freedom [after the confines of a ship] and it gave you time to think. You were also encouraged to expand your horizons. We were all entered for our Ministry of Transport Efficient Deckhand Certificate which once passed allowed us to sign on as crew. We obtained our first aid certificate and we undertook the firefighting course where we learnt how to use the breathing apparatus. In addition, we had to plan and

organise a trip to the continent for our term of cadets. We chose to go to Germany to the Black Forest and it was very interesting being there so soon after the war as many of the people that we met had survived the most appalling hardships.

During my time at Warsash on the MAR course I rode a French moped called a “Cazenave” which had been manufactured in Bordeaux. The engine was a 50cc JAP made in Paris and the bike had a top speed on the flat of 35 mph. It did 150 mpg. and had a half gallon fuel tank. On many occasions at the weekend I rode the 150 miles from Warsash to Stamford, Lincs. (via Oxford)where my parents lived, stopping half way to fill up the petrol tank from the gallon can which I had lashed on the back. The journey took about five hours and on one occasion I made the double trip in one day---starting at first light and arriving back at midnight. I must admit that at times it could be very cold and wet.

My final appearance at the School of Navigation was when I was studying for my Second Mate’s examination during the Autumn term of 1967. By this time I had taken three “A” Levels which I had studied for at sea using a correspondence course from Worsley Hall in Oxford. I had passed one and been awarded an ““O” level for each of the other two. [I passed the two I failed in the Summer of 1968, took an additional “A” Level in four months and thus entered University with four “A” Levels and seven “O” Levels in the Autumn of 1968].

My interaction with Captain Wakeford was interesting. I first sat beside him at the training dinner that I attended with other cadets. Captain Wakeford sat at one end of the table and his wife at the other. Ranged down each side of the table were six cadets in full mess uniform. [We all had to arrive wearing a boat cloak and white gloves]. These meals always took place in Captain Wakeford’s residence “The Salterns” a beautiful house with stupendous gardens. On this first occasion Captain Wakeford was explaining which knife and fork to use with which course and if you did not know wait until your hostess started eating (which you had to do anyway) and use what she did. The conversation then turned to the use of correct terminology. I suggested that it was wrong, for example, to refer to a glass of sherry as a sherry and he immediately

stopped all conversation at the table to consult his wife who agreed that I was right but that what I was saying was rather old fashioned. However, I had certainly come to Captain Wakeford's attention as I was invited to dinner three more times whist doing the pre-sea training course, once whilst on the M.A.R. course and once whist studying for my second mate's exam by which time he was referring to me as an ex. Chief Cadet Captain! At all these other dinners there were guests and they were all most interesting to talk to. On only one occasion did I come across someone who was monosyllabic with respect to my questions and Captain Wakeford took me aside at a later date to tell me that he had spoken to this individual after the dinner and asked him why he had not talked to me to which his reply was that he was scared of young people and couldn't think of anything to say to them!

One or two occasions stand out in my mind. At one of the dinners Captain Stewart was present and he was asked by one of the guests why he had gone to sea. His reply was that his father was determined that he should not do so having himself suffered a hard life in merchant sailing ships. So his father decided that he should be a medical doctor and this required study so he was enrolled on a suitable course and he had to cycle there and back along the footpath that runs along the side of the Solent [He lived in Lee on Solent]. He became very aware of the prevailing SW wind as it was against him in the morning and had usually dropped when he was coming back in the evening. During these cycle rides he saw the great ships setting off and returning from the four corners of the globe and the sea was in his blood as both his father and grandfather had been at sea. There was no contest between the boring study that was required to become a doctor and the adventure of a life at sea so he applied to join the Shaw Saville line as a cadet and off he went to sea.

Another guest was a former Warsash cadet who had been at the School in the early 1950's when the *Moyana* was the sail training vessel. He described how the *Moyana* had a very long sloping counter and that on this occasion they were tied up between two buoys in Southampton Docks and all the officers had gone ashore to greet an important guest at the railway station. There was a small motor launch that normally

swung in davits but was also used to run out mooring warps and ferry people to and from the shore. One of the cadets suggested that they should drive the motor launch at full speed directly at the stern of the *Moyana* and swerve aside at the last moment. The person who missed by the smallest margin would be the winner. All went well with the first few runs and some were missing the counter by only a foot or so. Then a cadet with poor judgement took the helm and the bow of the motor launch came into contact with the *Moyana's* sloping counter which forced it down until the motor launch and the cadet disappeared underneath the hull. The motor launch had buoyancy tanks and soon bobbed to the surface and the cadet could swim but nothing that they could do would get the engine to start again. When the officers returned with the important guest it was a group of very subdued cadets that met them in the pulling boat.

Another one to one interaction with Captain Wakeford took place as a result of my choosing what he thought was the wrong shipping company. I had written down on my form that I wished to apply for an apprenticeship in Sir. Robert Ropner and Company Limited---a tramp-ship company from the north-east of England. I had followed this by saying that my second and third choices were more tramp-ship companies. I had done this because I was looking for adventure. The trouble with the more upper-class shipping companies was that they ran passenger and cargo liners. You always knew where you were going and almost exactly when you were going to get there and back. On tramp-ships you never knew how long the voyage was going to take although union agreements and the law dictated that you started heading back for the UK after two years, or flew the crew back instead. Nor did you know where you were going to as, like a taxi, you went where people hired you to go. What I really wanted to do was to go to sea in a sailing ship but there weren't any left. This, however, was not the choice that Captain Wakeford would have made for the second in command of the ship's company. I was summonsed to his office. He explained that he wanted me to walk to the centre of Warsash village and when I came back he wanted to hear that I had changed my mind to either P & O or the Blue Funnel Line, preferably the former. I walked the quarter mile to Warsash village and back again to the Salterns. "Well" he said, "Have

you changed your mind?" "No" I said. "Then walk down to the village and come back again." This I did and came back with my choice unaltered. In exasperation he said, "Well on your own head be it. Don't say that I didn't warn you." And I was promptly dismissed.

Another occasion that he took me aside to express his disappointment in me concerned the visit of the surviving "U" Boat Commanders to the School. It is of course greatly to Captain Wakeford's credit that he invited them when within close living memory they had killed 40,000 of Britain's merchant seamen. Unfortunately for him I was the cadet at the top table who had to propose the vote of thanks to them for coming. I launched into a eulogy of how brave I thought they were and that even when all was lost they had continued to put to sea even though by the closing months of the Second World War it was almost certain suicide. By their brave actions they had restored honour to the Kriegsmarine and had made up for the naval mutiny at the end of the First World War that had brought their country down. I was also envious that many of them had trained under sail before going into their submarine service. I did not mention the number of our merchant seamen that had died because I felt that the purpose of inviting them was to reach out the hand of friendship and say the past is the past and we forgive you. As you can imagine the ex. "U" Boat Commanders liked my speech but Captain Wakeford was furious. He took me aside and told me that my father would have been ashamed of me if he had heard me and did I not realise that these people had almost brought England to her knees. I said that I did and that I was sorry if I had caused him any offence.

My own experience of the *Halcyon* is worth relating. On the pre-sea training course I did two trips of five days one of which was in my final term when I was Senior Cadet Captain Boats. My impression was that Mr. Mackillop who served as Master on both occasions was an extremely cautious man. [I now realise that he was about 60 years old at the time and that I would now probably be just as cautious as him]. The *Halcyon*, to my view, was under canvassed and in a light wind seemed to be glued to the water. However, as soon as the wind increased slightly and she began to move Mr. Mackillop would drop the jib topsail and reef the mainsail so that she came to a virtual stop again. In any close quarter

manoeuvre he started the engine and furled all sail so that much of interest was lost concerning the effects of wind and tide on a floating object. He also insisted that we came to anchor or preferably tied up to a buoy, or buoys, before it got dark. During all the time that we were underway he nervously smoked a puff or two from a cigarette and then threw it overboard. He went through a lot of cigarettes.

On one occasion we were sailing in the lee of the Isle of Wight heading towards Cowes with the wind on our Starboard Beam. Mr Ward was officer of the watch and Mr Mackillop was down below having a nap. The wind from almost a flat calm started to increase and the Halcyon picked up her skirts and really started to move. The wind increased a bit more and the Halcyon put her lee rail down close to the water and she was probably making about nine knots in the lee of the land. This lead to a discussion with Mr. Ferris about how fast she would go and he reckoned eleven knots whereas he thought that the Moyana had achieved thirteen on a number of occasions. Mr. Ferris was born in 1899 and went to work for Captain Dowman in the 1920's. One of the more interesting jobs that he had had to do for him was to go out to Santander in Spain and help re-rig the Cutty Sark and bring her back to Falmouth. Whilst coming home under tow they set the forecourse and the lower topsail in a Force 6 and found that they were overtaking the tug whereupon the tug indicated that if they didn't shorten sail they would have to cut the tow rope.

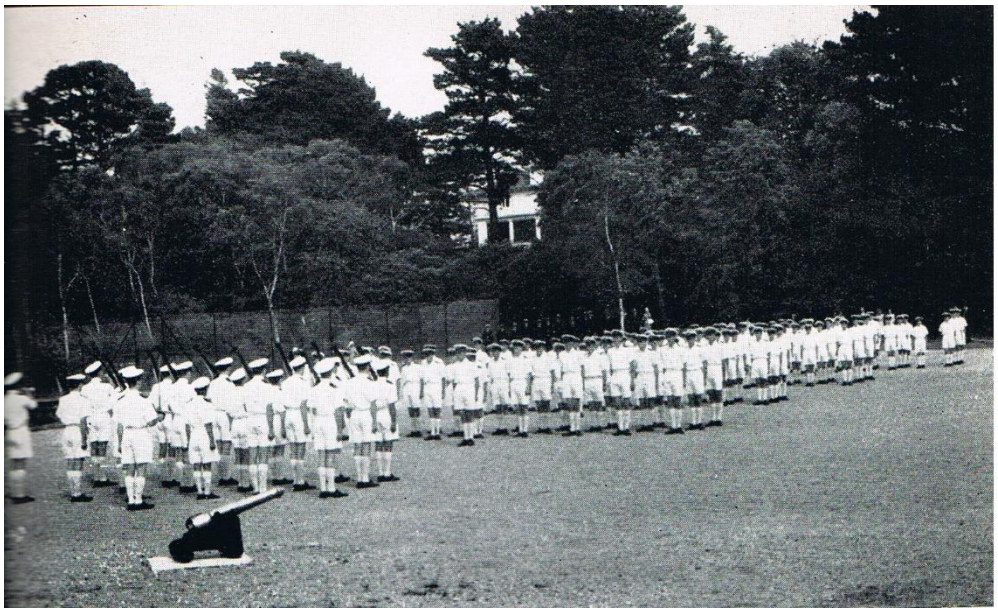
Mr Ward continued to keep the *Halcyon* sailing and all aboard were smiling. Then Mr. Mackillop appeared on deck and immediately ordered that the jib topsail should be taken off her and that the mainsail should be dropped. Later that afternoon the wind ceased altogether and we made our way up Southampton Water under power. The cadet steering had to know how to box the compass as there were no degrees on it only the old fashioned points. He needed to know where SSW ¼ West was and if he didn't Mr Mackillop became extremely agitated. This compass was justified in that all ship's lifeboats carried such compasses in those days.

To tie up to a buoy one of the two twelve foot boats carried in davits had to be swung out and launched. One of them was fitted with a Stuart Turner 1 ½ H.P. engine and the other was a sailing/pulling boat. Two warps would then be taken off to the buoy from the bow and two more from the stern. The buoys were usually big steel ones designed for coasters. After lights out two cadets would be on anchor watch throughout the night, each pair relieving the next pair. It was extremely boring and cadets soon discovered that one of them could sleep in one of the boats while the other kept his ears pricked for any movement from Mr. Mackillop who was the only officer likely to come on deck. However, things developed, as they do, and the suggestion was made that it might be possible for a cadet to crawl out along one of the mooring ropes, reach the buoy and crawl back along the other warp without getting wet. This happened in my watch and the other cadet had just reached the buoy when Mr. Mackillop came on deck for a smoke. He was not given to having any conversation and I just stared out at the harbour lights while the other cadet 'froze' out on the buoy. Eventually, Mr. Mackillop went back to bed and the cadet, somewhat cold, arrived back on board again. A variation on this theme, which livened up anchor watch, was to see how far one of you could get up the mainmast by shinning up the shrouds. Again, my partner had just reached the lower cross trees, about thirty feet up, when Mr. Mackillop again came on deck for a smoke. Fortunately he did not look aloft nor did he try to identify that there were two on deck. After about fifteen minutes he turned in and a much relieved cadet came back down the mast.

On the *Halcyon* the three berths in the lazarette right in the stern were the best berths although there was only sitting headroom, the focs'l had pipe-cots and you had a choice of either the upper one where you got wet because of the deck leaking or the lower one where your nose was only a few inches away from the arse of the person above you. The focs'l slept twelve cadets and it was extremely crowded if all the bunks were occupied.

One other activity concerning the *Halcyon* was the maintenance of her gear and fabric all undertaken on a day by day basis and supervised by

Bosun Allison and Mr. Ferris. I remember on one occasion being asked to rub down the mainmast and then varnish it. The mainmast was 90 feet high and I am petrified of heights. I was hoisted to the top in a bosun's chair and then had to sing out when I wanted the cadet below to lower me a bit. Meanwhile another cadet was hoisted on the other side of the mast and we both worked our way down together. After lunch we were both sent up to the top of the mast again but this time with a small bucket of varnish and a brush and woe betide you if you dropped spots of varnish on Bosun Allison's beautifully scrubbed teak decks.



Passing out parade summer 1963. Facing the camera I am in command of the ship's company whilst holding a ceremonial sword. The small group with their backs to the camera are commanded by the Chief Cadet Captain.

Part 6: Influences.

One's first impression is that Captain Wakeford was strongly influenced by Kurt Hahn and the latter's promotion of the public school Gordonstoun and "Outward Bound". However, it must not be forgotten that Kurt Hahn did not arrive in Britain until 1933 after he had been imprisoned by the Nazi's and it was not until 1934 that Gordonstoun was set up to be run on similar lines to Salem which Hahn had created after the first World War, in collaboration with Prince Max of Baden, in Germany.[xx]

Hahn found when he arrived in Britain that there was already a strong feeling amongst elements of the British establishment that there was a problem with the education provided by many of the public schools who involved their pupils only in classroom study and organised games and who failed to develop the “whole” man and women in mind, body and spirit.

Equally, one cannot ignore the fact that Captain Wakeford was already an officer in the Royal Naval Reserve before he became Director of the School of Navigation, Southampton. He had thus already been subjected to naval discipline and training. An outside observer who visited Warsash and the Royal Naval training establishment at Dartmouth in the 1950’s and 1960’s could not fail to be struck by the similarities. The uniforms, the drill, dining in mess kit, the bugles and the frequent exercises in practical boat-work as well as formal lessons were common to both.

What follows is pure conjecture but formed part of influential British opinion at the time and thus, if for no other reason than political astuteness, would have had to be considered by Captain Wakeford at the time.

Captain Wakeford frequently mentioned character training in both his writing and his speeches. As far as can be ascertained the first prominent person in Britain to use this term was Admiral Sir Herbert Richmond.

Herbert Richmond was born in Beavor Lodge, Hammersmith, London on the 15th September, 1871. His father, Sir William Blake Richmond was an artist and the Slade Professor at Oxford University.

Herbert entered the Royal Navy as a cadet in 1885, and two years later went to sea as a midshipman in *H.M.S. Nelson*, a warship powered by steam engines but also fully rigged as a sailing ship. He progressed to the sail training squadron where he served as Lieutenant in *H.M.S. Active*. This squadron had pure sailing warships similar to *H.M.S. Victory* and they were not decommissioned until 1898. Later in his life Admiral

Richmond always regarded this training in sailing ships as the most important part of his education.

Subsequently, he was appointed to a service position which involved the supervision and administration of all training in the Royal Navy and, being the educationalist that he was, he very much left his stamp on it. Central to his ideas was the training in the handling of small boats and he felt that the cadets gained much in character by being made responsible for their own small craft and those within it. The programme for the cadets thus contained much outdoor activity as well as instruction of a theoretical nature. He perceived the educational regime that he introduced at Dartmouth to be superior to most public schools and he managed to convince the inspectorate that this was so.[xxi]

Whilst in the Navy he became interested in Naval History while serving in *H.M.S. Empress of India* in 1897 to 1898 and from then on published many academic articles throughout his time with the navy.

He had a most distinguished naval career commanding *H.M.S Dreadnought* from 1909 to 1911 and *H.M.S. Conqueror* in the Grand Fleet from 1917 to 1918. As Admiral he served as president of the International Conference on the Safety of Life at Sea. He retired in 1931. Cambridge University then appointed him Vere Harmsworth Professor of Imperial and Naval History, an academic chair that he held from 1934 until 1936. In 1934 he was elected Master of Downing College, Cambridge, a post he held until his death on the 15th December, 1946.

Herbert Richmond's sister was married to Charles Trevelyan, at one time Minister of Education in a Labour Government and, brother of George Macauley Trevelyan the historian and Master of Trinity College, Cambridge who wrote a detailed biography of Herbert Richmond whom he described as his friend.

It should be noted that Admiral Richmond became one of the founding Governors of Gordonstoun in 1934 and was at the first meeting of the Outward Bound Council at Trinity College, Cambridge which led to the setting up of the Outward Bound Trust in 1946. Richmond believed that

“Education has for its object the formation of character”. He could have been quoting Captain Wakeford.[xxii]

The New Zealand Shipping Company was not the only one to have cadet ships, a number of other shipping companies did including the Glen Line, The British and Commonwealth Steamship Company and the Blue Funnel Line although with the latter they did not call them cadets but midshipmen. The Blue Funnel line came under the auspices of Alfred Holt and Company Limited. Lawrence Dunning Holt served on the Board of his family firm as well as being Chairman of the Board of Governors of *H.M.S. Conway* the pre-sea training establishment. He was also a great believer in the virtue of sail training and the educational ideas of Kurt Hahn.

Lawrence Holt persuaded his family firm to give a considerable sum of money to Gordonstoun in the 1930’s and through the Marine Society they paid for the ketch rigged ex. French crabber the “Garabaldi” that was christened in Aberdovey by G.M. Trevelyan in 1943.[xxiii] Holt was the collaborator without which the outward bound centre in Aberdovey would never have been set up. The sea school at Aberdovey cost them some £20,000 to establish and they paid for most of the staff. Holt was convinced that the survival rate of young men on his ships, when torpedoed, would be greatly increased as a result of the character training that they received as a result of the outward bound course at Aberdovey. At the end of the war it was considered unreasonable that one company should bear so much the cost which led to the Outward Bound Trust being set up in Trevelyan’s rooms in 1946. Graciously, Alfred Holt and Company donated the sea school at Aberdovey to this new Outward Bound trust.[xxiv]

It is not unreasonable to conjecture that many in the Shipping Federation, not to mention the Honourable Company of Master Mariners, were influenced by Lawrence Holt. This would then have influenced Captain Wakeford.

A further influence on Captain Wakeford’s thinking would have come from the long tradition of training an elite group of young men for the

merchant service which commenced in the 18th century in the ships chartered by the Honourable east India Company. The rich parents of these boys were willing to pay high premiums because the master of an East Indiaman stood to make his fortune. In terms of making money it was considered superior to a career in the Royal Navy where an officer only received prize money in time of war.[xxv]

The inheritors of much of the trade and tradition of the East Indiamen was the Blackwall Line and the training of their midshipmen was similar.[xxvi]

The notion of this type of training was picked up by Lord Brassey who was well acquainted with Sir. Thomas Devitt of the sailing ship passenger line Devitt&Moore. Sir Thomas was a far sighted, successful and innovative ship owner who was also public spirited. He persuaded other prominent ship owners to support him and purchased two beautiful full-rigged training ships the *Hesperus* and the *Harbinger* in 1891 to put what became known as the Brassey Cadet Training Scheme into operation. These two ships each made one trip a year out to Australia with general cargo and back with a cargo of wool. Out and back by way of Good Hope which was unusual. For three or four months each year they lay in the Thames while their cadets were at home and maintenance was carried out. The cadets were recruited either from the stationary training ships [*H.M.S. Conway, H.M.S. Worcester*] or in the great ports directly from their homes and they paid a premium which amounted to £250 for five voyages. Cadets supplied their own bedding, sea-chest and outfit and paid £1 10s. for laundry per voyage.

These two vessels were working ships carrying cargo where the cadets were under the care, instruction and surveillance of officers who were interested in them. A special officer responsible for their education and welfare was also carried. The boys were the crew and there were enough of them to work the vessel smartly. There was also a nucleus of experienced sailing ship men who served as petty officers. The boys had their own quarters which were frequently inspected and they were required to be properly dressed at all times and to conduct themselves as gentlemen both in port and at sea.

Despite the premiums that the boys paid the mainstay of the ships earnings was cargo and it was soon found that the *Harbinger* and the *Hesperus* were too small, they could not carry enough. Thus the Harbinger was sold in 1897 and the Hesperus in 1899. They were replaced by the *MacQuarie* and the *Illawarra* both again full rigged ships but larger. They were soon too small and were replaced by two big four masted steel barques: the *Port Jackson* and the *Medway*. The *Port Jackson* was sold in 1916 and the *Medway* was requisitioned shortly afterwards.

However, Devitt&Moore did not give up on training boys for the sea. In 1917 they established the Nautical College Pangbourne ashore and appointed a retired Royal Naval Captain as its first Captain Superintendent. This new establishment was modelled largely on the lines of the Royal Naval College, Osbourne and the idea was that suitable officer material should graduate from the school into one of the sailing ships. Devitt&Moore made a bad commercial decision when they purchased the barquentine 871 ton yacht *St. George* when prices were hugely inflated after the war. They made an even worse decision when they took on Lord Brassey's yacht the *Sunbeam* which he had bequeathed to them. As neither vessel carried any cargo they gave limited training and were ruinous to run.[xxvii]

The Nautical College Pangbourne survived and thrived, but without the benefit of a sail training vessel, and into the latter part of the 20th Century continued to send significant numbers of officer cadets into the Royal and Merchant Navies.

Kurt Hahn was the right man in the right place at the right time. As a result of the poor physical shape of many of the recruits enlisted at the start of both world wars there was a growing feeling that something would have to be done about physical education and nutrition for the masses. This was coupled by a notion amongst some of the British establishment that there was more to education than classroom learning and organised games. In the spirit of Rousseau and Froebel the "great outdoors", particularly mountain climbing and sailing, became the path

to education and there is no doubt that Captain Wakeford was influenced by it.

However, he was also influenced by his naval training in the Royal Naval Reserve of which he was an officer and he was influenced by the long tradition of training the better class of young gentlemen to go to sea which commenced with the ships chartered by the Honourable East India Company.

These young gentlemen provided the crew on cargo carrying merchant ships and well run cadet ships survived the transition from sail to power. Captain Wakeford was himself the chief instructional officer in such a vessel.

With respect to sail training Captain Wakeford did not wish to be accused of trying to put the clock back hence the notion of a yacht suited him very well. Nevertheless, the most successful cadet ships throughout history had always carried cargo whether they were sail or power. Without cargo the cadets did not have a complete experience.

Yet the romantic side of Captain Wakeford was drawn towards sailing ships. The dramatic beautiful landscape of the sea demanded a beautiful image. After the *Moyana* sank he spent a lot of time searching for a permanent replacement and there were a number of disappointments during the 1960's when he thought he had found what he wanted. Indeed, at one point he even had a crew ready to go out and fetch her.[xxviii] Like Admiral Sir Herbert Richmond he genuinely believed in their value.

The “Macquarie” (ex “Melbourne”). Last of The Blackwall Frigates and the Devitt & Moore training ship.

Part 7: The Implications for “Sea Change”.

Captain Wakeford and Captain Stewart both had very high expectations concerning conduct and behaviour in all activity both afloat and ashore and “Sea Change” continues this tradition.

Captain Wakeford’s and Captain Stewart’s analysis of sail training for a professional life upon the sea is still valid. However, it is interesting to note that cadet training at sea was most successful when the young men were the crew of a cargo ship whether it was propelled by sail, steam or motor. Without cargo there is something missing from the experience. A yacht does not have a function other than to provide pleasure for the owner. The crew of a yacht may obtain pleasure from having helped to take the vessel from A to B but how much more worthwhile the experience if by their own endeavours they have transported something.

The vision of an engineless, cargo carrying Thames sailing barge fits all of the School of Navigation, Southampton sail training criteria and more.

What it does not have is the dress code, the naval discipline and the high level of physical training that produced the distinctive Warsash cadet. However, the challenges of 2014 are not those of the 1950's and 60's. "Sea change" caters for a far wider range of clientele and the requirements for professional seafarers has changed out of all recognition in the past sixty years.

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[ii] See 1937---1962 Silver Jubilee Edition "All Hands" No. 40 April 1963 The School of Navigation University of Southampton Pages 3-8 & "All Hands" No. 41 November 1963 The School of Navigation University of Southampton Page 14.

[iii] See ancestory.com

[iv] See "All Hands"

[v] See Aldridge, M.H. (1996), *A History of the Southampton School of Navigation.* The Southampton Institute.

[vi] See 1937-1958 Coming of Age Edition "All Hands" The Magazine of the Old Cadet Association and the School of navigation Southampton Pages 6-8.

[vii] See Gordonstoun Record, 1941, p. 16-19. *Berthddu* magazine, Summer 1941. Available from Gordonstoun School Archive, Gordonstoun School, Elgin, Moray, Scotland. See also Wakeford, G.W. (1961, July 28) Outward Bound. *Times Educational Supplement*, p. 113.

[viii] See James. D. (Ed) (1957) *Outward Bound* Routledge and Kegan Paul, London. Page 7. [In Chapter One *Origins of The Outward Bound Trust* by Dr. Kurt Hahn]

[ix] See 1937-1958 Coming of Age Edition "All Hands" The Magazine of the Old Cadet Association and The School of Navigation University of Southampton. Page 16.

[x] See T.V. “Moyana” Memorial Edition of “All Hands” The Magazine of the Old Cadet Association And The School of Navigation University of Southampton. (page 21).

[xi] See T.V. “Moyana” Memorial Edition above (page 22).

[xii] See T.V. “Moyana” Memorial Edition above (page 22).

[xiii] See ancestory.com

[xiv] See “All Hands” No. 44. April, 1965. The School of Navigation University of Southampton. Pages 30-32.

[xv] See Obituary in the Telegraph 1st December, 2000.

[xvi] See “All Hands” No. 47. November 1966. The School of Navigation University of Southampton. Pages 12-14.

[xvii] See “All Hands” Warsash Association House Journal 25 Years 1984-2009 Silver Jubilee Commemorative Issue Page 13 and Maldwin Drummond’s “A Few Words about Captain Whalley Wakeford, OBE. FIN. Extra Master.”

[xviii] See “T.V. “Moyana” Memorial Edition of “All Hands”. The Magazine of the Old Cadet Association and The School of Navigation University of Southampton No. 24. December 1956. Pages 16-18 and 28-29.

[xix] See 1937---1962 Silver Jubilee Edition “All Hands” No. 40 April 1963. The School of Navigation University of Southampton. Pages 26-30 and 34-35.

[xx] See Campbell, O. (1976). Gordonstoun---the first seventeen years. In D.A. Byatt (Ed), *Kurt Hahn: An appreciation of his life and work*. (Pages 37-41). Elgin, Scotland: Gordonstoun School. See also Hahn, K. (1947b. February). *Training for and through the sea*. Address given to the Honourable Company of Master Mariners of which Captain Wakeford was a member. Available from Gordonstoun School Archive, Gordonstoun School, Elgin, Moray, Scotland.

[xxi] See Trevelyan, G.M. ((1948). *Admiral Sir Herbert Richmond, 1871-1946.* (Vol. XXX11). From the Proceedings of the British Academy. London. Geoffrey Cumberledge. See also Winthrop-Young, G. (1957). The message of the

mountains. In D. James (Ed.), *Outward Bound*. London Routledge and Kegan Paul.

Geoffrey Winthrop Young, the son of a Knight of the Realm, was born into a privileged family and as his biographer Hankinson [Hankinson, A. (1995) *Geoffrey Winthrop-Young: Poet, Educator, Mountaineer*. London: Hodder and Stoughton, page 6] states, "Simply by his birth, Geoffrey was enlisted into a complex network of families and friends, acquaintances and contacts---- The Trevelyans, Arnolds, Arnold-Fosters, Huxleys". Hankinson (1995, page 3) states that Winthrop Young "was to achieve his fame as a mountaineer, but his first great passion was for water sports, swimming and diving and all things boating". There was a long family tradition of sailing. A friend of the family was Colonel Harry McGregor, brother of Rob Roy McGregor of canoe fame. Before the First World War he was consulted by Lord Baden Powell concerning mountaineering as a pursuit for scouts.

Winthrop-Young went to Trinity College Cambridge and studied there with George Macauley Trevelyan and they remained great friends all their life. He was a master at Eton, an HM Inspector and from 1932-1941 a Reader in Comparative Education at the University of London. He had two nieces at Salem with Kurt Hahn and was so impressed by the system there that he sent his own son Jocelin to join them. He was one of the main driving forces behind the establishment of Gordonstoun and later "Outward Bound" when Kahn came to England in 1933.

In "The Message of The Mountains" in *Outward Bound* edited by David James (1957) and published by Routledge and Kegan Paul, London. Winthrop-Young has this to say on page 99, "I was admitted to consultation when Admiral Lord Fisher founded the Osbourne and Dartmouth Naval Colleges as a novel experiment; and by coincidence I took part later in the first Government inspection of the two institutions. Impressed by the greater alertness, independence and sense of responsibility of the cadets, who were many of them younger brothers of the boys I was teaching in a great Public School, the report I wrote led me into correspondence with Herbert Richmond, then a dynamic young captain in the Admiralty, and later the Naval Historian, Master of Downing, and keen Educational reformer. I was upholding my view, that the effect was due to the early age at which the environment, the tradition and the discipline of a great service were introduced into the life of each cadet. Richmond maintained that it was the result of the spirit of adventure and independence released in their daily and solitary small-boat sailing. It was not

until some quarter of a century later that we discovered, in the practical and parallel demonstrations of Kurt Hahn's theories in existing schools, that we had both been right."

[xxii] See The History of the Trust by Sir Spencer Summers in D. James (1957) (Ed) *Outward Bound*, Routledge and Kegan Paul: London.

[xxiii] See Origins of the Outward Bound Trust by Dr. Kurt Hahn in D. James (1957) (Ed) *Outward Bound*, Routledge and Kegan Paul: London.

[xxiv] See The History of the Trust by Sir Spencer Summers in D. James (1957) (Ed) *Outward Bound*, Routledge and Kegan Paul: London.

[xxv] See C. Northcote Parkinson (1937) *Trade in the Eastern Seas 1793-1813.* Cambridge at the University Press.

[xxvi] See The Blackwall Frigates by Basil Lubbock.

[xxvii] See Villiers, A. (1954) *The Way of a Ship: The Story of the Square Rigged Cape Horner*, London: Hodder and Stoughton.

[xxviii] See "All Hands" No. 44 April, 1965. The School of Navigation University of Southampton where Captain Wakeford says, "We did think before the end of last year, that we had found what we wanted---a beautiful ketch of some 250 tons lying in a Mediterranean port. Although more was needed to alter and equip her we had the money to get her and we had a crew from school laid on to bring her home…..But the best laid plans of mice and men often go awry…..and at the last minute we were disappointed in our efforts."