

## Obituaries 2021

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**Dr Patrick (Paddy) Morrissey** News has been received that Dr Paddy Morrissey died on 1 January 2021 at the age of 94.

Paddy Morrissey was a ship's Surgeon (Doctor) with the Orient Line and later P&O from the early 1950s until the mid 1960s.

After leaving the sea, he went into General Practice in Kensington in London where he remained until his retirement.

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**Mrs Eve Hall (Clarke)** I have heard from her husband, Graham, who was a Deck Officer with P&O, that Mrs Eve Hall died on the 16<sup>th</sup> November 2020 after a short illness. She was 86 years of age.

As Eve Clarke, she was a Children's Hostess with the Orient Line and P&O in the late 1950s and early 1960s. She left to marry and return to teaching until her retirement, having moved to Bembridge on the Isle of Wight in 1969.

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**Philip Hearle** The sad news has only just been received that Philip Hearle died on the 19<sup>th</sup> November 2020 after losing a long battle with cancer. He was 88.

After serving in Hong Kong during his National Service, Philip joined Elder Dempster Lines Limited and was based in West Africa from 1953 to 1960. He then joined P&O in the West End Passenger Department in Cockspur Street, London, specialising in Reservations and Sales.

In 1979/80, he transferred to the Shore Staff Personnel Department as a Personnel Officer, initially in London and then from 1984 in Southampton. He left P&O in 1986.

From 1986 until his retirement in 1994, he was a Personnel Officer with the Hampshire Ambulance Service.

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**Gerry Dyer** I bring the sad news that Gerry Dyer died on the 9th January 2021 at the age of 72.

Gerry joined P&O Princess as an Assistant Electrical Officer in the early 1970s having previously completed an Apprenticeship in Electrical Engineering in South Brent near Plymouth and first serving at sea with Shaw Savill aboard 'Zealandic'.

He spent the remainder of his career with P&O Princess, serving mainly in the ships of the Princess Fleet and he retired with the rank of Staff Electro-Technical Officer in April 2012.



**Barbara Dracott** I have received the sad news that Barbara Dracott died on the 11<sup>th</sup> January 2021 at the age of 79. She had been in a Care Home for some considerable time.

Barbara was a Nursing Sister with P&O in the early 1970s and sailed in 'Arcadia', 'Uganda' and 'Himalaya'

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**Mrs Irene Dobson (Birchby)** I bring the sad news that Mrs Irene Dobson died on the 8<sup>th</sup> December 2020 at the age of 76. She had been suffering from Motor Neurone Disease.

As Irene Birchby, she was an Assistant Purser and later a Hostess with P&O in the late 1960s and early 1970s, sailing in 'Himalaya', 'Oriana' and 'Canberra'. She also spent a period with Royal Viking Line as a Hostess.

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**Captain David Perkins** It has been announced that Captain David Perkins died on the 14<sup>th</sup> January at the age of 64 after a short illness.

David joined Cunard as a Cadet in 1974 and, during the years that followed, he progressed through the ranks to become the 25<sup>th</sup> Captain of 'Queen Elizabeth 2'. Subsequently he commanded 'Queen Mary 2' and the P&O Cruises' ships 'Artemis' and 'Oceana' before retiring from Carnival in 2012.



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**Captain Othello 'Otty' Ghoshroy** The sad news has been received that Captain Othello 'Otty' Ghoshroy has died at the age of 47.

After completing a Cadetship in cargo ships, 'Otty' joined Cunard and was appointed to QUEEN ELIZABETH 2, where, during the years that followed, he progressed through the ranks to Chief Officer. He then sailed in QUEEN MARY 2 for the maiden voyage as 1st Officer.

In 2007 he spent a period as Deputy Captain of P&O Cruises ARTEMIS and in 2009 he was Deputy Captain of OCEANA.

In 2013 he was promoted to Captain with Seabourn Cruises.



**Captain Othello Ghoshroy**  
1973 – 2021

It is with a heavy heart that we must announce the passing of our brother, friend and colleague Captain Othello Ghoshroy, who has 'crossed the bar' too early at the age of 47.

Othello, or 'Otty' as he was known to his friends was born the son of Nunila Ghoshroy and Arun Chandra Ghoshroy. Otty had an exceptional 30-year career at sea, starting as a Cadet working onboard Cargo ships before progressing to Cunard Line, where he served with distinction onboard the *Queen Elizabeth 2* working in ranks up to Chief Officer. Otty also worked onboard the RMS *Queen Mary 2* during her maiden season as First Officer and was quickly promoted to Staff Captain.

Following his time with Cunard, Otty worked for Seabourn Cruise Line where in 2013 he first achieved the rank of Captain. In addition to his skills as a seafarer, Otty was an exceptionally gifted technologist, a true 'Computer Whiz', adopting ideas and systems years before most of us had even heard of them.

Otty will be remembered for his infectious laugh, sense of humour and ability to always see the best in people. Otty made a mark on many people during his time with us; he was a calm, warm, kind, intelligent and self-effacing man who was always prepared to put others before himself. Even in difficult times Otty was able to empathize and try to find compromise. He was a man of integrity and decency. His colleagues will also remember his professionalism and skills as a Master with respect.

He leaves behind his beloved daughters Katherine Elizabeth Ghoshroy and Matilda Isabel Ghoshroy, his brother Armando, Sister-in-Law Kiran and Nephew Auryznyl.

*It matters not how strait the gate  
How charged with punishments the scroll  
I am the Master of my fate  
I am the Captain of my soul*

Further details will be published in due course.

Armando Ghoshroy  
+91 9819161370  
apgro74@yahoo.com

**Pamela Chapman** I bring the sad news that Pamela Chapman died on the 1st of February at the age of 84. She had been living in a Care Home suffering from dementia until recently developing COVID-19.

Pamela was a Children's Hostess with P&O in the 1960's and sailed in 'Iberia' and 'Oronsay'. She had previously spent a period with Union Castle Line.

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**Peter Moores** News has been received that Peter Moores died of COVID-19 on the 22<sup>nd</sup> January at the age of 85.

After serving an apprenticeship with W H Allen & Sons in Bedford, Peter joined the Orient Line in 1957 as an Assistant Engineer Officer and sailed in 'Orsova' and 'Oronsay'.

In 1962, while on study leave for his 1<sup>st</sup> Class Certificate, he was offered a position with Reckitt & Colman in Chiswick as a senior plant engineer and never returned to sea. He went on to be the Manager of the Chiswick plant before becoming the HR Director for Reckitt and Colman's Household and Toiletries Division.



Later, he moved to the Prince of Wales's 'Prince's Youth Business Trust' (sponsored by Reckitts) helping to identify hopeful and talented young entrepreneurs to make a success of their new businesses.

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**Mrs Delphine Langley** More sad news. Mrs Delphine Langley died in a Care Home in Winchester on the 8<sup>th</sup> February at the age of 84.

Delphine was the widow of Alan Langley, the former Managing Director of P&O Cruises. She and Alan first met in Singapore where she was living at the time and Alan was a 2<sup>nd</sup> Officer on shore leave.



**Dennis Trigg** News has been passed to me that Dennis Trigg died recently.

Dennis was Hull Maintenance Manager with P&O but left in 1974 to become Clerk of the Works of Durham Cathedral.

He undertook his training at Redhead's Shipyard in South Shields and prior to joining P&O he was a Surveyor with Lloyds Register of Shipping.

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**Captain Peter Jarvis** I bring the sad news that Captain Peter Jarvis died on the 12<sup>th</sup> February. He had been suffering from cancer for some time and earlier had a heart attack whilst in the Queen Alexandra Hospital in Portsmouth.

Until his retirement, Peter was a Senior Master with P&O Ferries, Portsmouth. His first command was

in 1982 and he was the only Master to have commanded all three of their ships based there, from the smallest - 'St Magnus', to the largest - 'Pride of Bilbao'.

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**Alan Myers** The sad news has been received that Alan Myers died on Friday the 5<sup>th</sup> March at the age of 85.

After National Service in the RAF, Alan initially joined Gray Dawes Insurance before moving to British India SN Co (BI) where he eventually became Operations Manager for BI Educational Cruising.

When Educational Cruising ended in 1983, Alan moved to P&O Cruises where he became Operations Manager in Southampton until his retirement in 1994.



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**Mrs Connie Brown** News has been received that Mrs Connie Brown died earlier today, the 14<sup>th</sup> March, at the age of 86. She had been suffering from cancer and passed way in a Hospice in Grantham.

As Connie Douthwaite, she was a Nursing Sister with P&O in the 1960s in Arcadia and Oriana.

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**Susan (Sue) Huggins** I bring the sad news that Sue Huggins died suddenly during the weekend of 13/14 March. She was 70 years of age.

Sue joined P&O as an Assistant Purser in 1971 and her first ship was 'Uganda'. During the years that followed she sailed in most of the P&O Princess ships, working her way upwards through the various ranks until promoted to Purser/Hotel Manager in 1994.

She left P&O Princess in 2001 after opting to take early retirement. Sue's last appointment was as Purser/Hotel Manager of 'Royal Princess'.



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**Dennis Morris** News has been passed to me that Dennis Morris died on the 14<sup>th</sup> March in Fullerton, California, at the age of 70.

After serving an apprenticeship with British Rail in Derby, Dennis joined P&O as an Assistant Electrical Officer in 1973. His first appointment was to 'Nevasa' and he later sailed in 'Island Princess', and in 'Canberra' as 2<sup>nd</sup> Electrical Officer, before leaving to get married and moving to California.

In California, he worked at the California State University, Fullerton, remaining there until his retirement in 2013.



**JIM DAVIS**, who has died aged 92, was a leading figure in the global shipping industry, instrumental in the creation in 1975 of the International Maritime Industries Forum (IMIF) a pioneering affiliation of owners, bankers, charterers, insurers and many others in the industry.

Over the next 40 years, mostly under Davis's chairmanship, the IMIF became a vehicle for informal debate and discussion of problems. Davis was a genial host of the forum's annual dinner when he would invite as guest speaker a powerful ship owner, a senior politician, or a round-the-world, single-handed sailor. He also gave his own insights before concluding with a comic routine.



Behind the scenes Davis helped to shape governments' shipping policies and to steer the industry through busts and booms.

James Gresham Davis was born on July 20 1928 in Dovercourt, Essex, where his father, Robert, who had gained his master's ticket in sail, was marine superintendent of the LNER North Sea train and passenger ferries.

As a child, he was never happy when far from the sea or ships, and as a schoolboy in wartime he worked during the holidays as a deckhand on the Harwich pilot boat. After three years' "disappointing and melancholic" National Service in the Royal Navy, he went up to Clare College, Cambridge, to read Economics and Law.

From 1952, he undertook a four-year apprenticeship with P&O, when he learnt all aspects of the company's business. His apprenticeship encompassed a slow boat to Calcutta and periods in Kobe, where he learnt Japanese, and Hong Kong, where he befriended future shipping magnates such YK Pao.

Returning to P&O's London offices, he was responsible for planning the introduction into service of SS Canberra. He learnt lessons from the mergers of P&O and the Orient line, and helped to steer the company through the introduction of cruising and containerisation. In 1967, at a remarkably young age, he was made a director.

But the highlight of his time with P&O was when Miss Amsterdam was invited to glamorise the launch of the company's continental cruising season, to be outclassed, in Davis's view, by a Dutch Second Officer Purser, Adriana Johanna "Hanny" Verhoef; they married in 1973.

Davis survived the dark shadows cast when the management consultants MacKinsey "bruised their way through all departments of the company" in 1972. But he was "shattered" to be "let go" by P&O, despite having backed the winning side of a boardroom putsch. In 1972 he was recruited by Kleinwort Benson as its director of shipping. For the next 15 years he thrived. He understood shipping; he loved it, and passed his enthusiasm on.

His ever-expanding circle of friends and business clients included Loucas Hajioannou (the father of Stelios, founder of easyJet) who stood out because he always made his payments of interest and repayments of loans several days earlier than needed.

Davis, who was appointed CBE in 1988, also developed a strong relationship with Det Forenede Dampskibs Selskab (the United Steamship Company or DFDS) and other Danish cruising, shipbroking and travel companies. He served as chairman of the Danish-UK Chamber of Commerce, and in 1996 was made knight commander of the order of Dannebrog.

*Davis's sharp mind meant that he was listened to and his ideas were acted upon. From early youth he doodled during lessons and meetings and was sometimes accused of not paying attention. But, he explained, his doodles of ships helped him to concentrate. In 2007 he published an autobiography You and Your Ships (2007).*

*His wife and three daughters, who all survive him, were the epicentre of his life.*

**Jim Davis, born July 20 1928, died March 20 2021**

*Published in the Telegraph Monday the 19th of April.*

**James (Jim) Davis, CBE** The sad news has been received that Jim Davis died on Saturday the 20<sup>th</sup> March at the age of 92.

After National Service in the Royal Navy and attending Cambridge University, Jim joined P&O in 1952 as a Management Trainee. During the years that followed he spent periods in India, Hong Kong and Japan before returning to London and becoming the Marketing Director of P&O Lines.

Jim left P&O in 1972 and became a Director of Kleinwort Benson, with particular responsibility for Shipping and Transport, until his retirement in 1988.

Post retirement he became the honorary Chairman of the International Maritime Industries Forum (IMIF) and continued in this role until 2014.

He was awarded the CBE in 1988.

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**Father James Earley** The news has been passed to me that Father James Earley died on Sunday the 21<sup>st</sup> March at the age of 73.

Father James was with P&O Princess from the early 1970s onwards as a Head Waiter, Assistant Maitre d' and Maitre d', sailing in a number of ships including 'Oronsay', 'Canberra', 'Oriana' and 'Sun Princess', before leaving to enter the Priesthood.

His most recent appointment was as the Dean of the Catholic Church for North East Lincolnshire.



**Dave Hale** The sad news has been received that Dave Hale died on the 12<sup>th</sup> April at the age of 71.

After attending the National Sea Training School in Gravesend, Dave joined P&O in 1965 as a Bell Boy at the age of 16. In the years that followed, he sailed in a number of P&O ships including 'Chusan', 'Oronsay', 'Pacific Princess' and 'Island Princess, working his way up to become a Public Room Barman. He left P&O/Princess in the early 1980s.



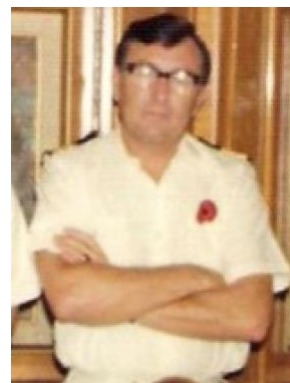
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**Ron Davies** I bring the sad news that Ron Davies, retired Purser with P&O, died on 25 April after losing a long battle with cancer. He was 87.

Ron spent his whole career at sea. Initially he joined Royal Mail Lines as an Assistant Purser but left to join British India S N Co (BI). In 1971, by which time Ron was a Deputy Purser, the BI ships 'Nevasa' and 'Uganda' were transferred to P&O Passenger Division and he transferred with them and joined P&O.

Ron retired in 1993. His last appointment was as Purser of 'Canberra'.

**DAVIES.**—Ronald William died on Sunday 25th April 2021, aged 87 years at Corsham, Wilts. Royal Mail Lines, British India S N Co. P&O S N Co. Freeman of the City of London. Husband of Susan. There will be a private funeral service.



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**Geoffrey Dobbin** News has been received from Australia that Geoffrey Dobbin died peacefully in New South Wales on 28 April at the age of 90.

After growing up on a sheep station, Geoff went to sea as a Deck Cadet in 1947 with the Australian United Steam Navigation Company (AUSN Co) and E&A Line. He also spent a period with Bank Line before joining P&O in 1951 as 4<sup>th</sup> Officer of 'Perim'. During the years that followed he sailed in 'Stratheden', 'Coromandel', 'Strathaird' and 'Arcadia' before leaving P&O in 1960 as 1<sup>st</sup> Officer.

He then returned to Australia and worked in a number of different companies and organisations including Associated Container Transportation Australia (ACTA) where he was Operations Director, and The Grain Handling Authority, where he was Managing Director. He was also Director of the Department of Agriculture from 1986 to 1988 and then from 1990 to 1992, he was Chairman of the Island Industries Board and Administrator of the Torres Strait Islands, based on Thursday Island.

He was a Lieutenant Commander in the Royal Australian Naval Reserve and was awarded the Reserve Decoration (RD) in 1966.

**Roy Coots** I have received news from Christchurch, New Zealand, that Roy Coots died suddenly on the 8<sup>th</sup> May at the age of 62.

Roy was a Public Room Steward and Assistant Barman with P&O Princess in the late 1970s and early 1980s and sailed in 'Oriana', 'Sea Princess' and 'Pacific Princess'. He left in 1986, married his wife Denise and emigrated to New Zealand.

The funeral has already taken place but there will be a celebration of Roy's life at the Halswell Bowling Club, 301 Halswell Road, Christchurch at 2.00 pm on Tuesday the 18<sup>th</sup> May.

His former P&O Princess colleagues will be represented at the event by Brad Maxwell, ex Public Room Steward, who now lives in Auckland.



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**Rod Clayburn** The sad news has been received that Rod Clayburn died on the 11<sup>th</sup> June at the age of 76. He had been suffering from cancer for a number of years.

Rod joined P&O in 1968 as an Assistant Electrical Officer and his first ship was ORONSAY. He subsequently sailed in various P&O and Princess ships before retiring from ROYAL PRINCESS as Chief Electro-Technical Officer in 2001.



His wife Liz (née Kenyon) was a Nursing Officer with P&O Princess.

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**Commodore Antony Barrett CBE RD\*\* DL RNR** I bring the sad news that Commodore Antony (Tony) Barrett died in Fremantle, Western Australia, on Sunday the 20<sup>th</sup> June at the age of 89. He had been suffering from motor neurone disease.

After pre-sea training at the Southampton School of Navigation, Warsash, Tony joined P&O as a Deck Cadet in 1949 and remained at sea until 1969 by which time he had risen to be Chief Officer. He then transferred ashore and there followed a succession of management appointments in P&O Cruises and P&O Ferries.



In 1987 he was appointed a Director of P&O Ferries, with special responsibility for the audit and restructuring of marine operations following the capsizing of the 'Herald of Free Enterprise'. This was followed by assignment to the P&O Group where he oversaw the operational safety management of the whole of the company's activities, ashore and afloat, as Director of Safety Audits.

Tony joined the Royal Naval Reserve in 1954 and rose to become Commodore in 1985. He held the Reserve Decoration with clasp, was appointed an ADC to the Queen in 1983 and awarded the CBE in 1989.

In 1993, he was appointed a Deputy Lieutenant of Greater London and represented the Lieutenancy for the Borough of Harrow. He was also a past Master of the Honorable Company of Master Mariners, a Past Chairman of the Council of the Naval Club and a Liveryman of the Worshipful Company of Shipwrights.

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**Ian Bruce Benson** News has been received from Australia that Ian Benson died in Mornington, Victoria, on the 10<sup>th</sup> August at the age of 89. He had been in a Nursing Home on the Mornington Peninsula for the last three years.

Ian joined the Orient Line office in Melbourne straight from school in the 1940s, initially working in the baggage area, then Claims, before moving to the Passenger Department where he eventually rose to be the General Manager for Melbourne.

Following the Orient Line merger with P&O, he left in the mid 1960s to join Lloyd's Agency in Melbourne, initially as the Assistant Manager and then as the Manager, remaining there until his retirement.



**Mrs Lesley Richards** The sad news has been received that Mrs Lesley Richards died on Friday 13<sup>th</sup> August at her home near Fordingbridge after a long illness. She was 71 years of age.

Lesley was a dancer and member of the entertainments team on board Oriana and Canberra for much of the 1980s.

Her husband Guy was a Second Officer with P&O.

Lesley will be much missed by her family and friends. Like her approach to everything in life, she dealt with this recent period of adversity in her typically cheerful and positive manner.



**Michael 'Mick' Ward** I bring the sad news that Michael 'Mick' Ward, retired Chief Butcher, died on the 19<sup>th</sup> August in the Royal Berkshire Hospital as a result of post operative complications. He was 78 years old.

Mick went to sea as a 3<sup>rd</sup> Butcher in 1961 and worked at sea for 46½ years until his retirement in 2008. His last ship was VENTURA, but he will be particularly remembered for the many years he spent in CANBERRA.



## Ship's butcher is now a cut above the rest

**A** NEW training initiative on board *Oriana* has resulted in the ship's Head Butcher becoming the first employee to qualify.

Michael Ward, who has been a Head Butcher for the past 20 years, has been leading the way in the pilot scheme and has earned a Non Vocational Qualification (NVQ) Level 3.

And the scheme has been such a success that it has now been decided to expand the NVQ Levels 3 and 4 across the P&O Cruises fleet.

Michael's achievement in qualifying is all the more notable in that it took him only nine months as against the 18 months candidates normally take to complete the programme.

Michael told *Wavelength*: "This achievement validates the role I play in P&O. "It is proof of the level of skill and knowledge I have gained over 34 years.

"The training sessions have been useful in drawing attention to how things should be done, but the challenge is to do one's best to make it a reality."

Carol Browne, who is the Head of Training, Hotel Services and Entertainment, explained that the scheme had been carried out in conjunction with Southampton City College.

She said: "We know there is a lot of interest in the scheme and we expect a significant take up from within the P&O Cruises fleet."

Michael was the first of 20 Hotel Services employees working towards NVQ Levels 3 or 4. Training, which began last year, has involved regular visits from tutors at the college to offer advice and check on progress.

Now P&O have agreed to extend the scheme they will continue the partnership with the Southampton City College.

And with an Institute of Management Certificate already under his belt, Michael is keen to carry on training so that he can become an NVQ assessor.

"I only wish all this had been possible 20 years ago," he said.

■ Above: Michael at work, and left, with Carol Browne.



**Peter Newman** The sad news has been received that Peter Newman died on the 29<sup>th</sup> August at the age of 92.

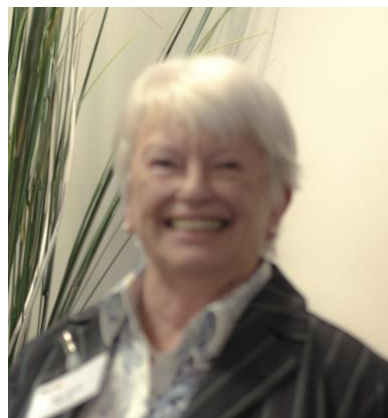
After completing National Service in the Army where he served in Malaya, Peter joined the Orient Line in the West End Passenger Department in the late 1940s and specialised in Reservations and Sales, continuing in this role with P&O after the merger of Orient Line and P&O in 1960.

In 1974, he transferred to Fleet Personnel Department where he specialised in budgeting and administration, remaining there until the Department relocated to Southampton in 1984. Rather than move, Peter opted to remain in London and transferred back to Reservations and Sales until his retirement in 1990.

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**Mrs Jean Smith** The sad news has been received that Mrs Jean Smith died on Saturday 4<sup>th</sup> September after losing a long battle against cancer. Jean was a Nursing Sister at sea with P&O from 1967 to 1971 and was the wife of Commodore Rory Smith.

Jean Anne Cameron Wood trained as a paediatric nurse in Glasgow before going to University College Hospital to acquire her general nursing qualifications and later gained her midwifery qualifications in Aberdeen. In 1967 she joined P&O, sailing in 'Iberia', 'Cathay' and returning to 'Iberia' in 1969, before going ashore on marrying Rory Smith in 1971.



She continued to sail with her husband until his retirement in 2004 and was a keen supporter of the P&O Medical Society.

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**Captain Alistair Clark** The sad news has been received that Captain Alistair Clark died on Wednesday 15<sup>th</sup> September following a stoic battle with cancer. Alistair was 65 years of age.

Alistair first joined P&O as a Deck Cadet in 1974 and he subsequently enjoyed a full career as a Deck Officer that spanned more than 40 years on board many vessels in the P&O Cruises, Princess Cruises and Cunard fleet. Alistair was promoted to Captain in 2000 and commanded a number of company vessels until 2016 when he took on the Fleet Captain role, serving across the entire fleet. Alistair retired in 2018 due to ill health.

Alistair's wife, Eileen (née McFarlane), was a Purser's Officer with P&O from 1987 until 1998 when she left the sea to bring up their two daughters, Abigail and Roseanna.

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## Captain Alistair Clark

Dear All

It is with deep sadness that I write to inform you of the death of Captain Alistair Clark, who died peacefully yesterday, 15<sup>th</sup> September.

Alistair's amazing career spanned over 40 years with Carnival UK starting in 1974 rising through the ranks to become Captain more than 20 years ago. Alistair was Master of many vessels in his career across the P&O Cruises, Cunard and Princess Cruises fleet, latterly signing off from Ventura before taking his role as Fleet Captain where he shared his many years of knowledge across the entire corporate fleet. Alistair subsequently retired from his seafaring career due to ill health. I personally have many great memories over the decades working with Alistair and would say his style of management and mentoring has given us some of the great people we have in our Fleet today.



Our thoughts and condolences are with his wife Eileen at this very difficult time, who will be known to many as a friend and colleague within Carnival House and the Fleet. I know you'll join me in expressing our deepest sympathy to Eileen, their family and many friends and colleagues across the world, our thoughts are with them too.

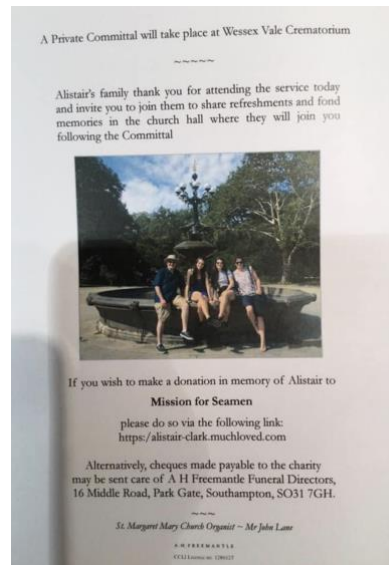
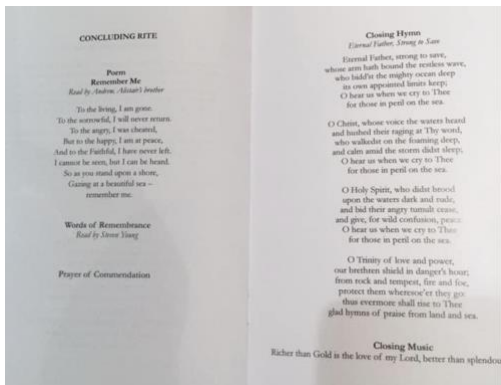
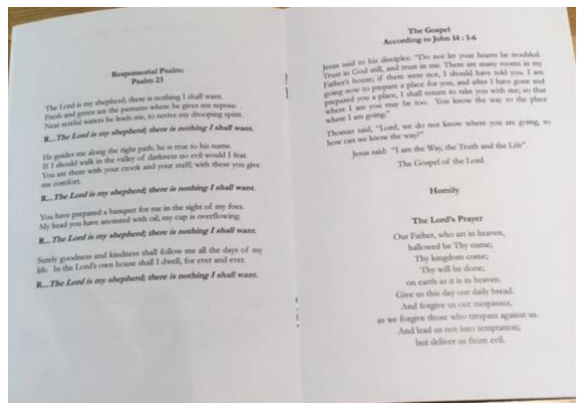
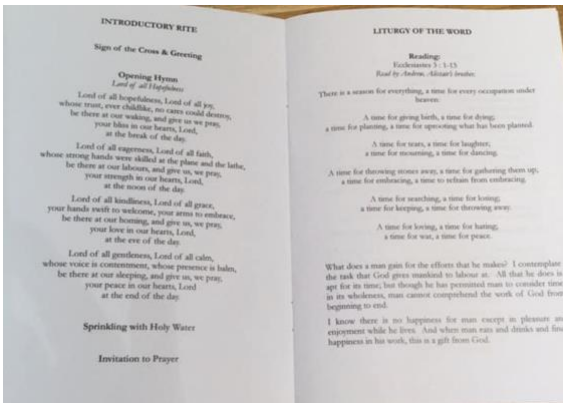
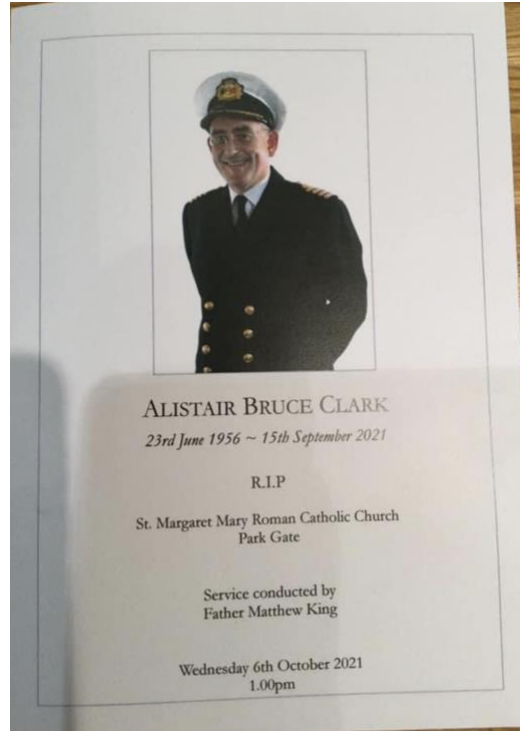
If you're affected by this news, support is available to you from your HR Manager, CARE team or via our Employee Assistance Programme (EAP).

As a mark of respect, the flags at Carnival House will be lowered to half mast today.

Regards

Donnacha

Donnacha O'Driscoll | Executive Vice President Maritime, Carnival UK



**Karen Harris (Court)** Karen sadly passed away from cancer on Sept 13th aged 58.

She joined P&O in 1984 as a dancer sailing on Canberra, UK and World cruises, leaving towards the end of 1985.

On Canberra she met Peter Harris who was Chief Officer at the time. She joined Princess cruises in 1986 until 1988 working as a dancer - ents Officer.

In 1989 Peter and Karen married and went to live on the white cliffs of Dover. They had 3 children, the eldest Tom is a technical manager in the marine industry, Eloise who became a dancer and Claudia who went to sea in the hotel side of cruising.

Once the children had reached teenage years Karen went back into the dance industry as a ballet teacher and was asked to become an examiner with the Royal Academy of Dance. A role she really enjoyed that took her all over the world. She also spent several weeks a year cruising with Peter.



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**Peter J Sara** The sad news has been passed to me that Peter Sara died of COVID-19 on the 14<sup>th</sup> October. He was 71 years of age.

Peter joined as a P&O Group Engine Cadet in 1967 before joining P&O Cruises as an Assistant Engineer Officer in 1971. During the years that followed, he worked his way up through the various Engineer Officer ranks before leaving P&O in 1980.

His various ships included – Oronsay, Canberra, Spirit of London/Sun Princess, Island Princess and Pacific Princess.

He then joined Warsash Maritime Academy as a Senior/Principal Lecturer and stayed there until December 1997, spending his last year as Acting Head of Engineering.

In January 1998 he joined the Maritime and Coastguard Agency as a Marine Surveyor and remained there until his retirement in 2011.



**Jill Salmon** I bring the sad news that Jill Salmon died on Friday 15<sup>th</sup> October in the Whittington Hospital in North London where she was being treated for pneumonia and kidney problems. She was 88 years of age.

Jill joined the Orient Line as an Assistant Purser in the late 1950s when they were known as Female Assistant Purser or 'FAPs'. Her first ship was 'Otranto' and in December 1960 she sailed in 'Oriana' for the maiden voyage.

She remained at sea until 1973 when she was obliged to leave/retire to comply with a company policy that required female Officers to retire at the age of 40. She was one of the last, if not the last, to whom this policy was applied because Equal Opportunities legislation introduced a couple of years later caused this policy to be abandoned.



**Mike Pullen** News has been received from Australia that Mike Pullen died on the 17<sup>th</sup> October at the age of 90.

After serving an apprenticeship with the Peter Brotherhood Company in



Peterborough, Mike joined the Orient Line in September 1951 as an Assistant Engineer Officer. His first ship was OTRANTO and during the years that followed he also served in ORSOVA, ORION, ORCADES, ORONTES and ORIANA.



In 1974, he left and emigrated to Australia where he joined the Australian National Line, remaining at sea with that Company until his retirement in 1996. His last appointment was as Chief Engineer Officer of the Ro-Ro passenger ferry SPIRIT OF TASMANIA.

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### **Commander Derrick Webster, RAN.**

Tony Dear writes from Sydney, Australia:

*"I am passing on the sad news of 'the crossing of the bar' of Derrick Webster aged 76 on the 10<sup>th</sup> November. Diagnosed with Leukaemia 3 years ago, he continued to enjoy life thanks to chemotherapy treatment until just a month ago when his health suddenly deteriorated. He leaves behind wife Caroline (whom he first met in Malta back in 1975) as well as children Derrick, Charlotte and Sam and as father-in-law of Mark. He was the proud Grandfather of Angus, Totti and Mitzi.*

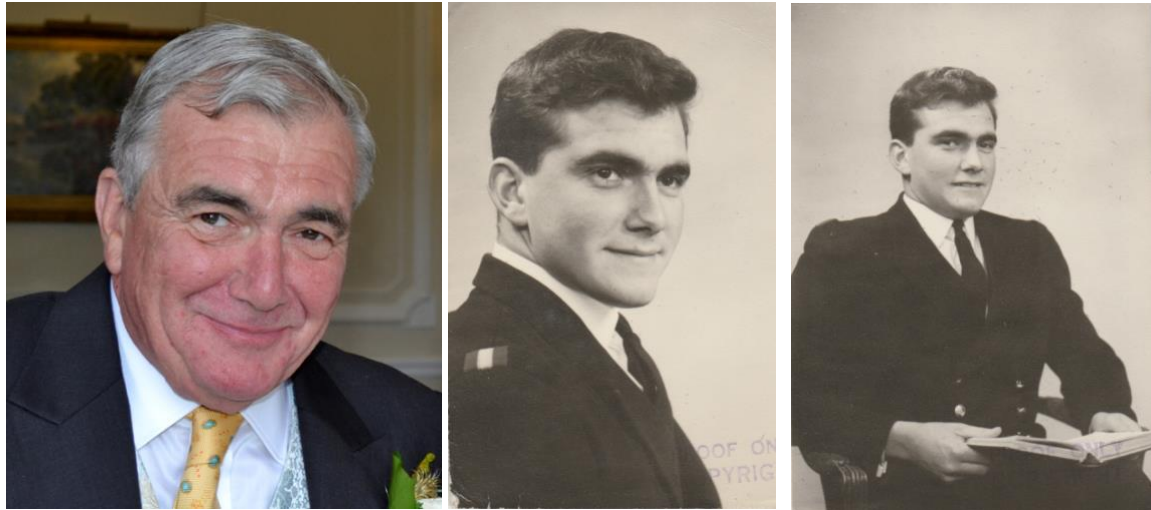
*Derrick joined P&O as a Cadet in the late 1950's. He attained his 2nd Mates Certificate and went on to attain his Mate's Certificate before leaving the company as a Junior Deck Officer in "Canberra" in the late 1960's.*

*He then emigrated to Australia to join the Royal Australian Navy and was appointed to HMAS "Platypus" in Sydney, specialising as a submariner. He rose through the ranks, quickly attaining the rank of Commander, RAN. Following an exemplary career and potential future with the Royal*

*Australian Navy he decided to end his days with them when he failed an X/O "Perisher" course in Scotland which would have given him submarine Command. Those familiar with the submarine service, will know why the course is called "Perisher" as few survive.*

*Given the opportunity at the time, he was appointed to what was then known as The Maritime Services Board of NSW (MSB) as Chairman of their leisure craft division. The appointment saw Derrick undertake the planning, coordination and execution of the Australia Day Bi-Centennial celebrations in Sydney Harbour in 1988 that were broadcast on radio and TV.*

*He then left the MSB to pursue his own business interests, venturing into the defence industry successfully continuing in this field until his retirement."*



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**Catherine Hooper** The sad news has been received from California that, as a result of a heart attack during a hospital procedure, Catherine Hooper died in the Kaiser Hospital, San Rafael on the 3<sup>rd</sup> November. She was 75 years of age.

Catherine initially joined P&O in the San Francisco office at 55 Post Street where she was instrumental in setting up the first P&O passenger loyalty scheme known as the POSH Club, a name later also adopted by P&O Cruises in UK. Then, with the acquisition by P&O of Princess Cruises in the mid 1970s, she was transferred to Los Angeles to create the Cruisemaster Club for Princess Cruises.



Catharine missed San Francisco and her family there so decided to leave and join Royal Viking Line in San Francisco where she performed a similar role with that company for some years.

Later in her career, Catharine moved into Port Agency work and became the Manager of the Williams Dimond & Co. office in San Francisco until her retirement.

This was written by Hoops a few years ago which I managed to come across very soon after hearing about her passing.

*I thought it might be helpful to update a little about me... while I was never on 'ship's articles' as a bona fide crew member with the P&O ships, I spent quite a bit of time at sea in conjunction with my shoreside responsibilities in the USA. As a result, I came to be quite close to so many of our Seadog*

*friends. I started with P&O in San Francisco in 1973... in the marketing department as a secretary, straight out of University*

*Within a few months of joining P&O, I was promoted to Secretary of the POSH Seafarers Club... for, I had an idea that I presented to the then President of P&O NA, that it had occurred to me that we should send out brochures to all of the guests who had previously travelled with us... for, in answering phone calls and requests for future literature, I thought we should tap into this potential market. Bingo... President said to write up my ideas, and thus the seed of what was then one of the first past passenger club in the world (I think APL was the first, P&O the second), and the beginning of what is now called relationship marketing, and I as the Den Mother... P&O sent me to sea quite a bit, which was clearly the most joyful part of my job with P&O..*

*When P&O purchased Princess Cruises around 1974, I was one of five P&Oers that Princess Cruises retained (the rest of the P&O San Francisco staff being made redundant) and I was transferred from SF to Los Angeles... I drove my 1968 VW Bug with all of my possessions in the back, and thus started my Princess Cruises Los Angeles chapter... the two company clubs were joined, and then called the Cruisemaster Club. In addition to being the Secretary of this ever growing club, I was also appointed as the NA Building Coordinator of Princess' newest ship, ROYAL PRINCESS, and did a wonderfully fun several month tour of the US and Canada with Captain John Young, extolling the joys of the new ship and destinations to the Cruisemaster members, to the travel agent community, and to the press. I was also privileged to be the director of the Inaugural Activities for RP*

*In 1984 I was reluctantly wooed away from P&O/Princess Cruises to join Royal Viking Line back up in San Francisco... I say reluctantly, as I really did not want to leave all of my P&O dear friends, but the offer was simply too generous for this career girl to decline... so back to SF I went, where I was the Director of RVL's past passenger SKALD Program, and also the building coordinator, and inaugural Activities Director for RVL's ROYAL VIKING SUN. Kloster Cruises moved RVL to Florida, I declined their generous offer to move to FLA, and Kloster then transferred me to their other cruise company, ROYAL CRUISE LINE, where I remained for the next 5 years heading up their past passenger programs.*

*When Kloster dissolved RCL, Peter Pallas (electrical officer, Spirit of London), by then married to Jerry Sue, and ashore with Inchcape Shipping Services, enticed me to become a Port Agent for ISS in SF..*

*I am now an independent Maritime Consultant here in San Francisco, and am frequently tapped to provide consulting services to ISS and other husbanding companies, on behalf of visiting Cruise Vessels, naval vessels etc including a wonderful project a couple of years ago for Tony Dyson, then MD of Swan Hellenic... on another occasion, I was in Sydney and Brisbane on an assignment, and spent some wonderful time with Terry Russell, Ted van Bronswijk and others...*

*My current passion is India, where I head each fall to the Thar Desert in Rajasthan. I usually try to stop over in the UK before and after my India Junkets to see friends... Lisa Connell Betteridge (Gordon), Tony Dyson (Terry), Lorraine Evers, Pru Barlow, Paul Brougham, Martin & Denise Reed, among them.*

*As time goes on, I am ever more grateful for those joyful days (and nights!) at sea, and to the deep life-long friendships that were formed during those years and only seem to get stronger as time goes on. To those who still send Xmas cards, please keep sending... and don't give up on Whoopsie!*

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**Norman W Pound** I bring the sad news that Norman Pound, retired Chief Engineer Officer, died of Pneumonia on the 7<sup>th</sup> December in the Victoria Hospital, Blackpool at the age of 90.

After completing an apprenticeship with Great Western Railways in Swindon, Norman joined P&O in May 1952 as an Assistant Engineer Officer. During the years that followed, he worked his way up through the ranks to become Chief Engineer Officer.



In 1987 he had a serious illness that prevented him from remaining at sea so he transferred ashore to become the Cadet Recruitment Manager for P&O Princess Cruises. He continued in this role until his retirement.

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**Peter Wise** News has only just been received that Peter Wise died suddenly on the 15th November at the age of 91.

After completing his National Service with the Seaforth Highlanders at Fort George, Inverness, Peter joined P&O in the West End Passenger Department in 1949. During the years that followed, he held various positions but specialised in Agency Sales.

In 1971 he became Passenger Manager and continued in this role until taking early retirement in 1983.

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**Michael (Mike) Holehouse** News has been received that Michael (Mike) Holehouse died on the 8<sup>th</sup> December after losing a long battle with cancer. He was 63.

Mike joined Fyffes as an Engine Cadet in 1975 and remained with that company until the early 1980s when he was made redundant. After working ashore for a few years he then joined P&O as an Assistant Engineer Officer in December 1989.

He remained at sea with P&O and achieved the rank of Staff Engineer in 2000. In December 2005 he was seconded to work ashore but shortly afterwards was obliged to retire early due to ill health.

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## John Hastings

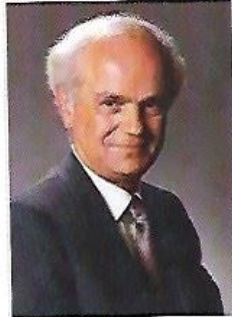
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Obituary for John Hastings | Yates Memorial Services

Provided by Yates Memorial Services

### John Hastings

June 22, 1934 ~ June 28, 2021 (age 87)



**Leslie John Kenneth Hastings** (1934-2021) passed away on June 28th in Nanaimo. John is greatly missed by his family, friends, colleagues, and the many people whose lives he touched around the world during his 87 years.

John was born in Poona, India where he lived until the age of 10. His love of model trains began when he was invited to the birthday party of the Mir of Khalpur's son where he saw an extensive and elaborate British model train layout. His enchantment with model trains never waned. Being unable to directly return to the United Kingdom during the war, he spent the next two years at Highbury School in Pietermaritzburg, South Africa. Back in the United Kingdom, he attended St. Bede's School in Eastbourne, England and later at Loretto School in Musselburgh, near Edinburgh, Scotland. During his youth into early manhood he had a passion for field hockey and was a mad keen cricketer. Howzat!

After leaving Loretto School, John served in the military for two years with the Gordon Highlanders, much of that service taking place in Malaya. John then began a career which spanned over 34 years in the shipping and cruising industry, in which he was able to realize his passions for transportation modalities and travelling the world. He first joined the Orient Line in their London office, which later merged with the Peninsular and Oriental Steam Navigation Company (P&O) to become the P&O-Orient Line. While with P&O he moved to the United States. After working in California and Washington with a few different companies while the industry grew enormously in operations and popularity, he closed the loop and returned to the P&O subsidiary Princess Cruises until retirement.

John was known for having a kind and gentle spirit, his ability to converse with so many people from different walks of life, and his sense of humour. He often related to people with this "British" humour while living much of his adult life in North America. When asked what his initials L.J.K. stood for, John was quick to respond "Lord John the King". Quite serendipitously later in life, the playful idea of a self-given title came to fruition to a certain extent. While in his fifties, John's family was notified by researchers from the British Museum and India House with documentation that he was a descendant of Tipu Sultan, the highly respected ruler of Mysore State, India. He was delighted with this discovery which gave him a deeper connection to the country in which he was born. He enjoyed researching this part of his family history which provided openings for many conversations. He also made an extended return trip to India with family members to visit sites pertaining to their newly found ancestral roots.

<https://www.yatesmemorial.ca/printnotice/John-Hastings/1a/0a/0a/0a/0a>

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Obituary for John Hastings | Yates Memorial Services

Post-retirement, John and Gwen moved to Vancouver Island and enjoyed the beautiful, peaceful and natural wonders of this part of the world. They loved to host family and friends at their island home, and spent many happy times travelling the world.

John is survived and deeply missed by Gwen, his wife of 32 years; three children Andrew, Jennifer and Chris; two grandchildren Ashley and Chase; sister Margaret; and much-loved in-laws, nephew and nieces.

In lieu of flowers or gifts, John's family suggests donations to the Heart & Stroke Canada [www.heartandstroke.ca](http://www.heartandstroke.ca) or Vancouver Island Compassion Dogs [www.vicompassiondogs.ca](http://www.vicompassiondogs.ca).

*Lives Cherished and Celebrated*