

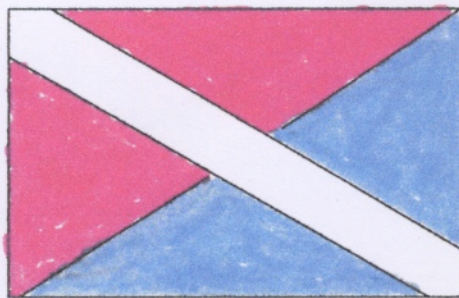
SCARBOROUGH MARITIME
HERITAGE CENTRE
TEL: 01723 369361

Andrew Weir Shipping Company Limited

and

Ships Finance & Management Co. Ltd.

The Bank Line



**The Merchant Navy Service Record of
Peter Simpson**

SEAMAN'S RECORD BOOK AND CERTIFICATES OF DISCHARGE

SCARBOROUGH MARITIME
CENTRE
TEL: 01723 369361



NATIONAL INSURANCE NUMBER <i>LS/00/06/93/C</i>	UNION OR SOCIETY Name No.
INCOME TAX CODE NUMBER AND DATE <i>S/one 1/6/53 2/6/53</i>	
PENSION FUND AND REGISTERED No.	

NAME OF SEAMAN.
SURNAME (in Block Letters) *SIMPSON.* CHRISTIAN NAMES (in Block Letters) *PETER.*

DATE AND PLACE OF BIRTH *16.5.1934. Scarborough.* NATIONALITY *British*

Height <i>5' 4"</i>	Colour of Eyes <i>Hazel</i>		Complexion <i>Medium</i>
	Hair <i>Light</i>		
Tattoo or other Distinguishing Marks <i>None.</i>			

GRADE NUMBER AND DATE OF ISSUE OF CERTIFICATES OF COMPETENCY HELD

--	--

B.S.I.C. Serial No. *BS 41330. N.S.*
SIGNATURE OF SEAMAN *P. Simpson* **R 5893**



R5 89303

M.M.O. EMBOSSING STAMP

DECLARATION.
I DECLARE (i) that the person to whom this Discharge Book relates has satisfied me that he is a seaman and (ii) that the photograph affixed bearing my official stamp is a true likeness of that person, that the signature within is his true signature, that he possesses the physical characteristics entered within and has stated to me the date and place of his birth as entered within.

MERCANTILE MARINE OFFICE
SIGNATURE OF SUPT. AG
DATE

CERTIFICATE OF COMPETENCY

AS

MASTER

OF A FOREIGN-GOING STEAMSHIP

No. **96702**

To *Peter Simpson*

WHEREAS you have been found duly qualified to fulfil the duties of Master of a Foreign-going Steamship in the Merchant Service, the Minister of Transport in exercise of his powers under the Merchant Shipping Acts and of all other powers enabling him in that behalf, hereby grants you this Certificate of Competency.

SIGNED BY AUTHORITY OF THE MINISTER OF TRANSPORT and dated this *27th* day of *January* 19*64*
Countersigned *[Signature]*



m.t. "LORD CANNING"

- 30th May 1953 Indentures signed with Ships Finance & Management Company Ltd.
Bevis Marks House, Bevis Marks, London EC3
- 16th June 1953 Joined m.t. "Lord Canning as Junior Apprentice
Falmouth Drydocks.
- 14th July 1953 First overseas port. Baniyas, Syria to load crude oil for Europe.
- 18th November 1953 Completed first sea-going voyage at Tilbury.
- 19th November 1953 Signed on for second voyage.
Trading between Persian Gulf and Rotterdam
- 14th May 1954 Completed second voyage at Tilbury.
- 15th May 1954 Signed on again. Tilbury (Isle of Grain).
Home for short leave (3 days).
- 13th June 1954 Crude oil from Baniyas to Glasgow. (Finnart).
- 14th June 1954 Signed on again !!! Crude oil between Persian Gulf (Mina Al Ahmadi) Kuwait and Europe.
- 21st December 1954 Arrived Falmouth. Paid off. Home for Christmas and first full leave in 18 months.

Note...

Not the most welcoming experience to life at sea.
Spent a lot of time cleaning "sludge oil" from bilges
And painting decks with crew.
Requested cargo vessel experience.

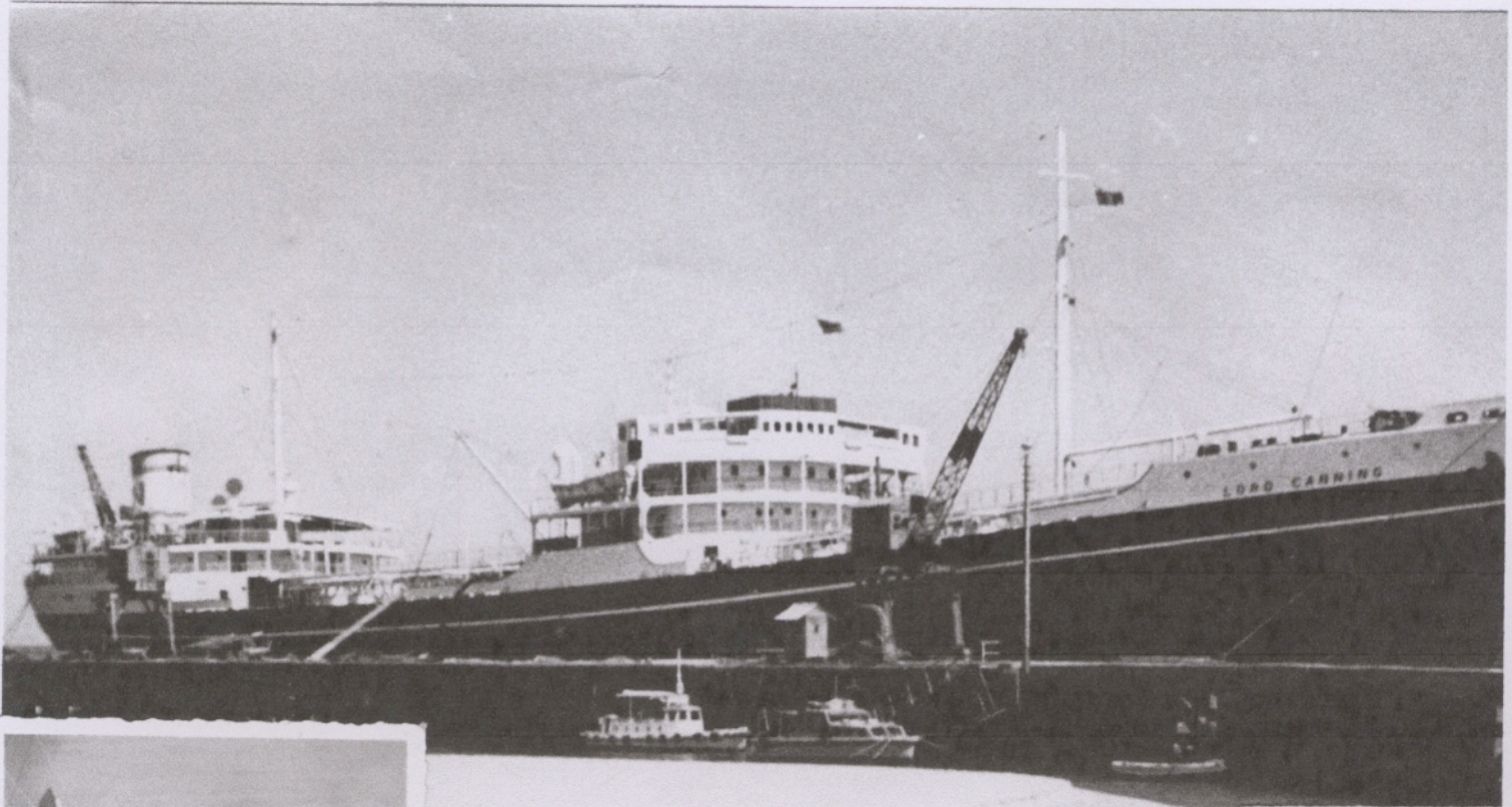


Ch. Engr. C/E wife 2/off Capt. Williamson Ch. Officer
2/1st Peter C. H. Smith R. 1st

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Lord Canning

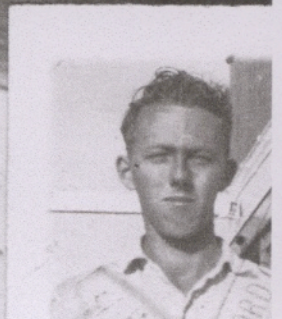


Junior Apprentice

Peter Simpson

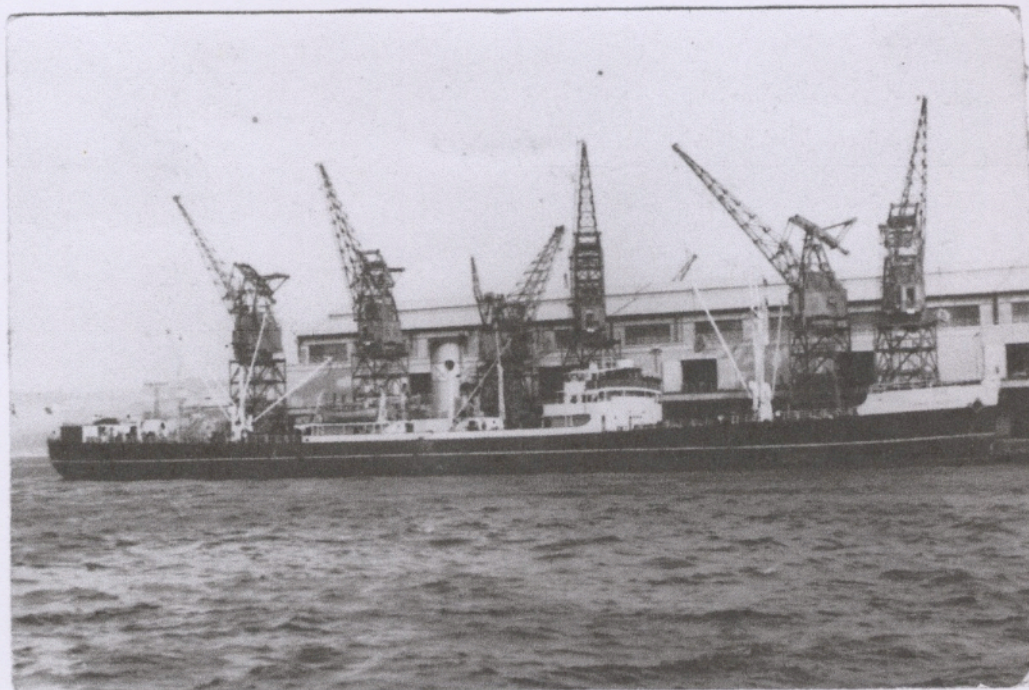
Senior Apprentice

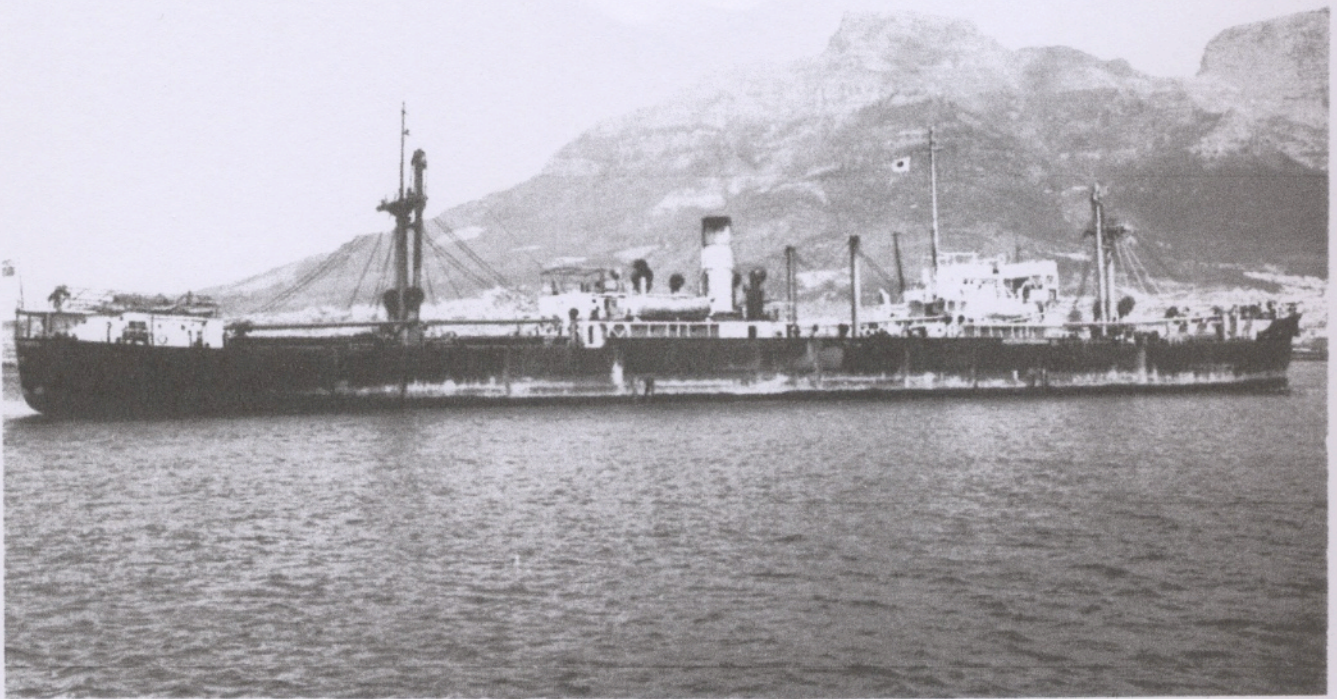
George Younger



s.s. "LORD CHURCH"

- 4th May 1955** Reported to London Office where a booking was made for me on the overnight ferry from Felixstowe to Rotterdam.
- 5th May 1955** Joined "Lord Church" at Rotterdam as Apprentice, where commenced loading general cargo on charter for the French West Indies.
- June/July 1955** Discharging cargo at Guadeloupe, Martinique and one or two other smaller places.
- August 1955** Loaded raw sugar for Tate & Lyle, London.
- 12th September 1955** Arrived in London to discharge sugar and the following day was sent home on leave.
- Note....** Seem to recall enjoying the voyage, particularly the West Indies where we managed a bit of time off for sunbathing, sightseeing and relaxation.
Had my first official beer on this voyage as I celebrated my 18th birthday.





EMPIRE STUART

A product of the Short Bros Ltd. yard at Pallion, Sunderland and built for the MOWT as a 7067 ton triple expansion steam merchant. She was launched on 29 October 1943 and allocated to F. C. Strick and Co., London as her manager.

After the war she was sold to Norwood SS Co., London who renamed her Lord Lloyd George as shown in this photograph taken at Cape Town.

By 1955 she had been purchased by Rotterdamsche Kolencentrale NV., Rotterdam and traded for them for two years only as Atje-Ray-S. She was then acquired by Italian owners in 1957 and saw out her life trading as Gianfranco. She was scrapped at Vado Ligure with work commencing on 10 February 1965.

s.s. "LORD LLOYD GEORGE"

18th January 1955

Travelled to London Office and then on to East India Docks to join ss "Lord Lloyd George" as it's only Apprentice.

Don't remember much of the voyage or the members of Staff.

16th April 1955

Arrived back in Cardiff with a cargo of scrap iron. Paid off same day and went home on leave.

"LORD CHURCH"



Engineers "Tea Break"

Hatch No 4 conference



Ch. Officer 4-8 watch



Me "Relaxing in the W. Indies"

S.S. "LORD GLADSTONE"

- 7th October 1955 Used travel warrant sent by the Company to join at Newcastle. Train from Scarborough to York, York to Newcastle. Luxury of taxi from station to drydock.
- 10th October 1955 Sailed in ballast for U.S.A. (Norfolk/Newport News) to load full cargo of coal for Europe. (Germany).

Seem to recall being on this service, ballast out and coal home for the full period of time with many bad weather crossings.
- 13th June 1956 Arrived in Bremen where Articles of Agreement were terminated.
Signed on again the following day and pleasantly surprised to learn that I was now promoted to senior Apprentice as a junior had been appointed. William (Bill) McLellan also from Scarborough and an ex school mate.
- 15th June 1956 Sailed from Bremen and for the next five months we were once again employed in the coal trade from either Norfolk or Newport News to either Bremen or Bremerhaven.

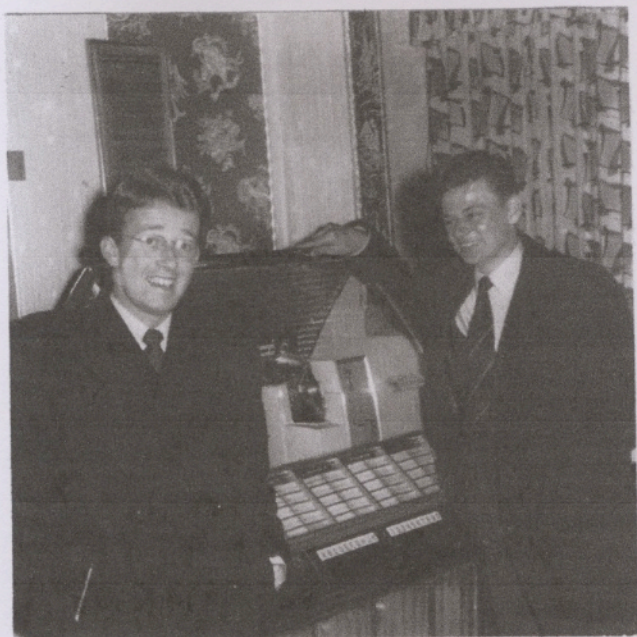
Good ship, grand bunch of lads and lots of runs ashore in Bremen in between working long hard hours with the crew and therefore not much time for study!!!
Nineteen years old by this time and an "old hand."
- 5th November 1956 Arrived back in Bremen to be told by Capt. Williamson that he thought that I had done a good job and under Company instructions I was to proceed (without leave) to Rotterdam by train, where I would be joining ss "Lake Michigan" as Acting Third Officer.
Some "fireworks" of a celebration that evening!!!!



Bill McLellan (Cadet)



Lord gladstone



Radio Officer
Jeff.

1956



"Nixen Klause"
Bar
BREMEN

Pantry Boy
"Foxy"



s.s. "LAKE MICHIGAN"

- 5th November 1956** Signed on as Uncertificated Third Mate with Captain George Wood in command.
Sailed a few days later after loading a part general cargo for discharge in the Mediterranean. Other loading ports included Hamburg and Antwerp.
- Thence in ballast to U.S.A. (Philadelphia I think?) and took on a full load of scrap metal for discharge in Italy.
- 23rd January 1957** Arrived in Genoa to commence discharge.
- 24th January 1957** Completed my first voyage as a Junior Officer and for reasons best known to the Company I was flown home the same day to take a short leave before my next appointment.



"LAKE MICHIGAN"



3rd Engr. Radio Off Me 2nd Mate
"A night out in Genoa"

s.s. "LORD GLADSTONE"

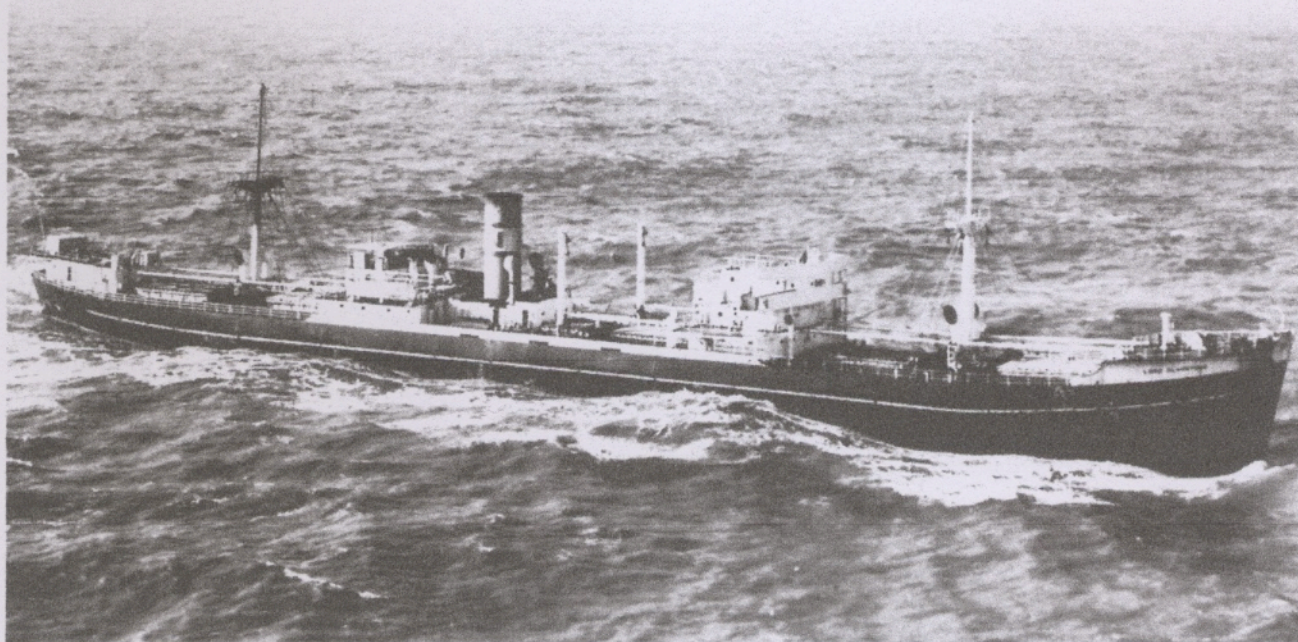
- 19th February 1957 Reappointed to "Lord Gladstone" to join in Bremen. Travelled on the overnight ferry (18th February) from Harwich and thence by train to Bremen.
- 21st February 1957 Sailed for North Africa in ballast. Loaded iron ore for U.K./Continent.
- 10th April 1957 Arrived Birkenhead to discharge.
- 11th – 15th April 1957 A few days at home.
- 16th April 1957 Rejoined "Lord Gladstone" at Liverpool for trip to Glasgow where vessel drydocked.
- 19th April 1957 Loaded general cargo around continent for Caribbean after which loaded bulk sugar for Europe. Discharged in Rotterdam.
- 11th July 1957 Arrived in Sunderland to await further orders. Signed off.
- 12th August 1957 Signed a Home Trade run Agreement to shift the vessel from Sunderland to West Hartlepool to await instructions.
- 13th August 1957 Arrived West Hartlepool. Vessel now waiting for further orders.
Occasional leave granted at the weekends to travel home at my own expense.
Bus home Friday evening, bus back Sunday night.
- 9th September 1957 Sailed from West Hartlepool for North Africa (Bone) loaded ore for Continent.
- 21st December 1957 After discharging in Rotterdam proceeded to West Hartlepool to await further orders.

Having now completed my four years Apprenticeship I was advised that should I pass my examinations for 2nd Mate then the Company would be in a position to offer me the job as 3rd Mate of "Lord Gladstone" (standing by) until such time as their new ship "Lord Byron was brought into service in 1958.

I declined the offer. I proceeded home on leave over the Christmas period with a view to commencing college at Boulevard, Hull, early in the New Year.

January 1958 to
November 1958 Nautical College, Boulevard, Hull.
Failed orals exam in July 1958. Resat in September 1958 and passed, thereby obtaining my 2nd Mates Certificate.

MV "LORD GLADSTONE"



LORD GLADSTONE

« Previous image · Slide Show · Next image »

Photo Details

CRANFIELD

Norwood S.S. Company's LORD GLADSTONE is seen in London docks in 1958 shortly before sale.

Senior Member

A standard B Type, built by Wm. Gray at West Hartlepool as EMPIRE MORTIMER in 1943, she became LORD GLADSTONE in 1947.

m.v. "LUXMI"

After 11 months ashore studying and celebrating my 21st birthday, mainly on the dole as all savings were now spent, a brand new 2nd Mates Ticket in my hand and nowhere to go, I took the bull by the horns and applied to Andrew Weir Shipping Company Ltd offering my services to their "Bank Line."
This was to change my life and determine my future.

November 1958 Application forms received from Bank Line to complete and return, with a view to joining the Company.

Accepted (subject to interview). Appointment to follow.

20th November 1958 Attended London Office for interview with Capt. Gale Provisionally appointed as 3rd Mate m.v. "Luxmi." Joining at Durban in about one week. Flew out about five days later.

30th November 1958 Signed on after awaiting arrival of vessel. Lived in the Apostleship of the Sea Mission for five days.

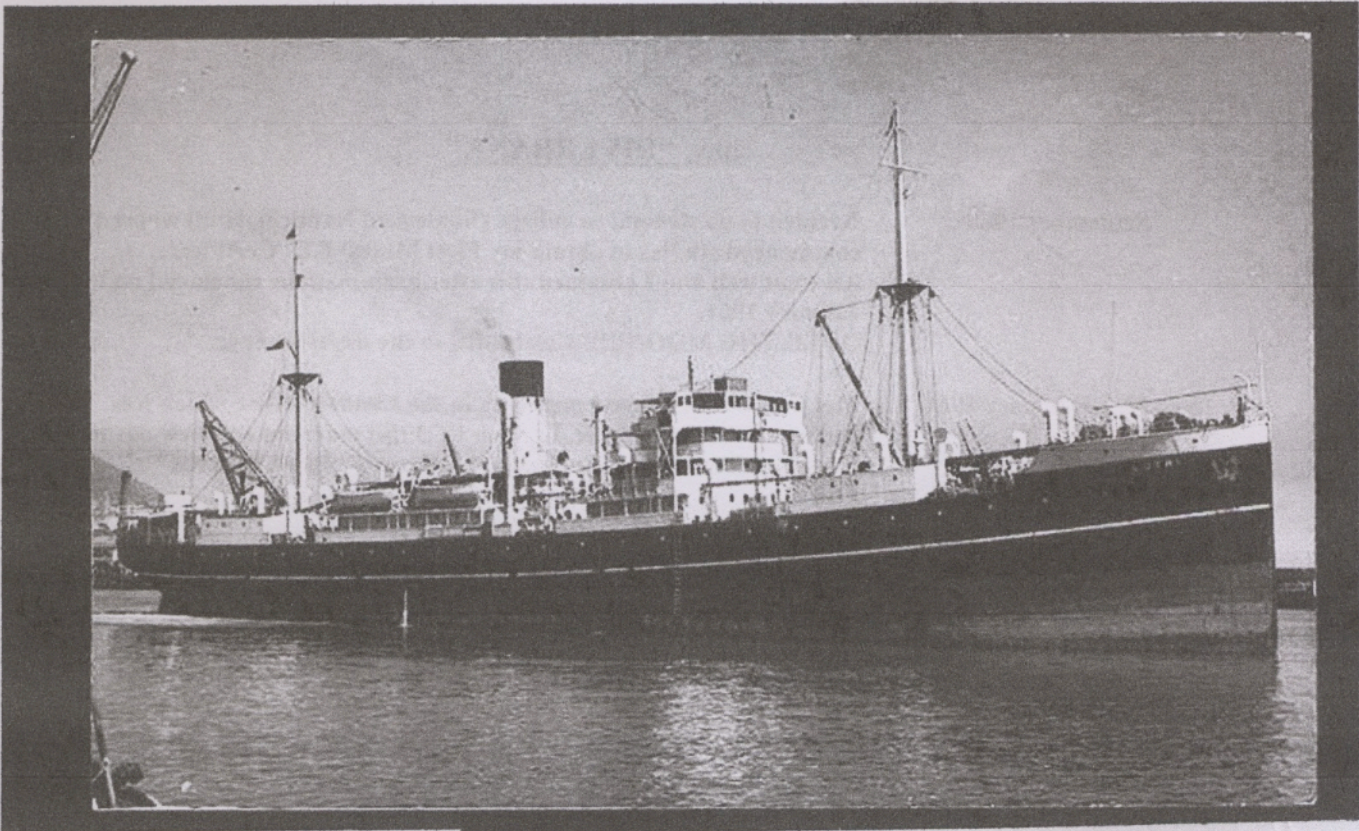
m.v. "Luxmi" was regularly engaged on Bank Lines' India/Africa service carrying bales of gunnies and Jute from Calcutta and Madras, and tea from Ceylon (now Sri Lanka) to Mombasa, Dar-es-Salaam, Beira, Lourenco Marques, Durban, East London, Port Elizabeth and Capetown. Thence East African produce to India.

10th March 1960 Articles of Agreement closed. Signed on again. Continued with service on the India/Africa Line. Had the occasional run to Hong Kong for drydock and crew change.

17th September 1960 Flew home from Calcutta. Missed the flight thanks to being delayed at the dock gate by Customs and spent the night at the Grand Hotel on Chowringee.

Very happy ship. Made lots of friends and enjoyed every minute of the nearly two years spent on board.

Capt.	John Whiteside/Lionel Moody
Ch. Off.	Jim McCoy
4 th Engr	Fred Kleu (South African) Best of friends.
Apprentice	Jim Clinning
Radio Off.	G. Dunford (from Scarborough)



#18 "LUXMI"

"LUXMI BOYS"
"Frenchy" 3/E CH OFF 2/O 4/E 3RD OFF. Elected



Fred Kleu and me amusing the natives
Calcutta 1959



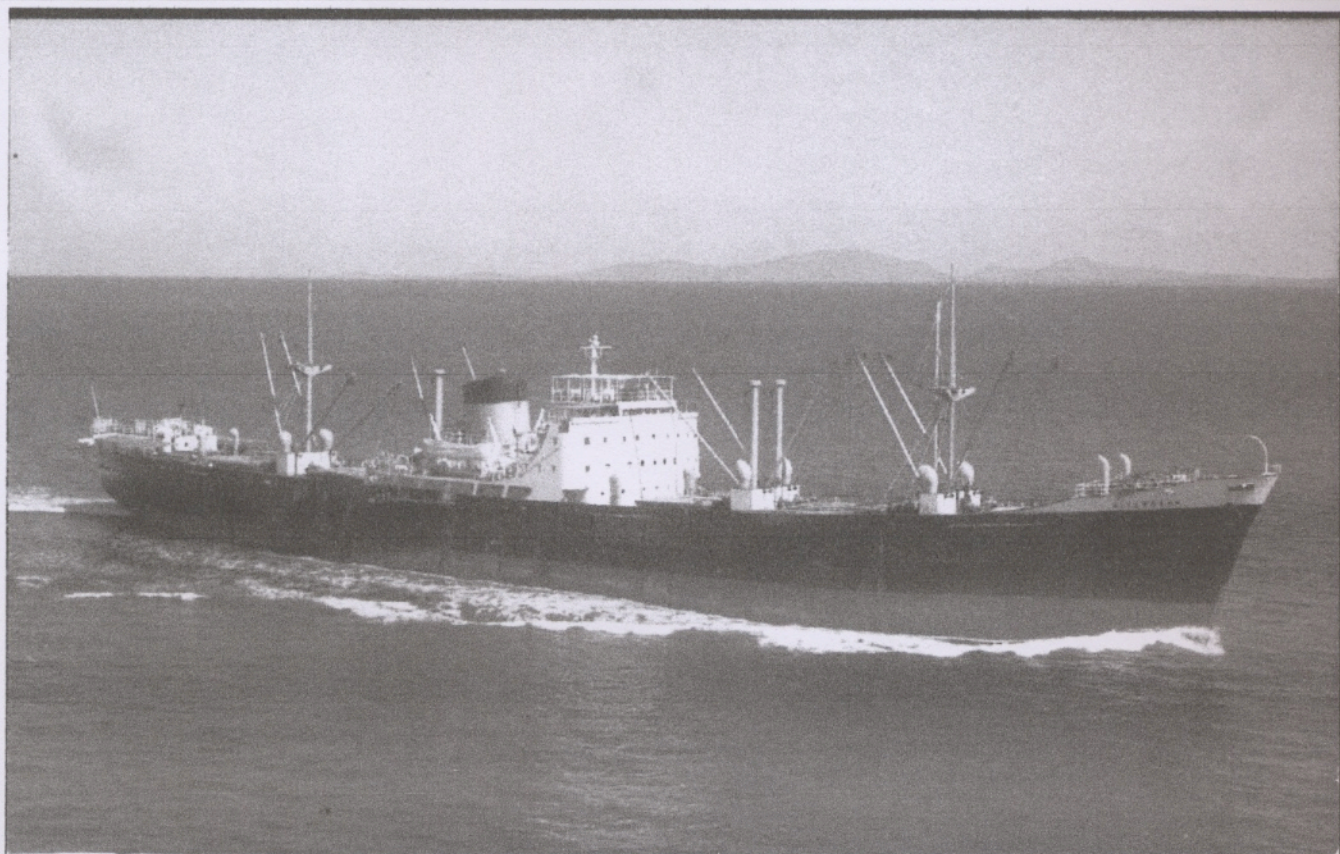
LEFT
3/O Simpson
App. Clinning



"Kleuless" and "Stim"

m.v. "RIVERBANK"

- September 1960 Decided to go straight to college (Boulevard Nautical, Hull) where I commenced studies to obtain my First Mates' F.G. Certificate. All went well and I obtained this after examinations concluded on 10th January 1961.
OVER THE MOON!!!! Celebrated in the usual manner.
- 18th February 1961 Met up with other crew members in the London Office which was located at 21 Bury Street, London EC3 this morning and flew out to Singapore the same day as Second Officer of "RIVERBANK"
This was to be my only voyage as Second Mate.
- 21st February 1961 Joined "RIVERBANK" which was engaged on the Oriental/Africa Service and was at that time the most modern vessel that I had served on, being only 4 years old.
The regular service included calls at Mauritius, Reunion, Beira, Lourenco Marques, Durban, East London, Port Elizabeth, Capetown, Dar-es-Salaam, Mombasa, Singapore, Bangkok, Saigon, Hong Kong, Kobe, Nagoya, Yokohama, Manila, Zamboanga, Borneo and Singapore again.
Lots of time spent chart correcting at sea and enjoying runs ashore in port whenever possible. These were the golden days at sea.
Chinese crew and lots of good fellow Officers, in particular remembering South African Bob Allen (3rd Mate) and still a friend to this day). Alec "Mac" McMorine, (Electrician), sadly passed away in 2013 and Peter "Piggy" Arrowsmith (2nd Engineer, later Chief Engineer). We were all kept in place by Captain Len Holden who more often than not kept himself to himself.
- 7th February 1963 After almost two years before the mast, up the mast and in the bilges etc. we flew home from Hong Kong. Those of us that is that came from the U.K. There were other individuals from Mauritius, Australia and South Africa.
A very happy ship with lots of interesting ports of call loading and unloading such diverse cargoes as pitch in drums, elephants in cases, logs and timber, rice, and whatever else you care to name.



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A Day out in Singapore
Feb. 1961

Bob Allen ^{3/10} →



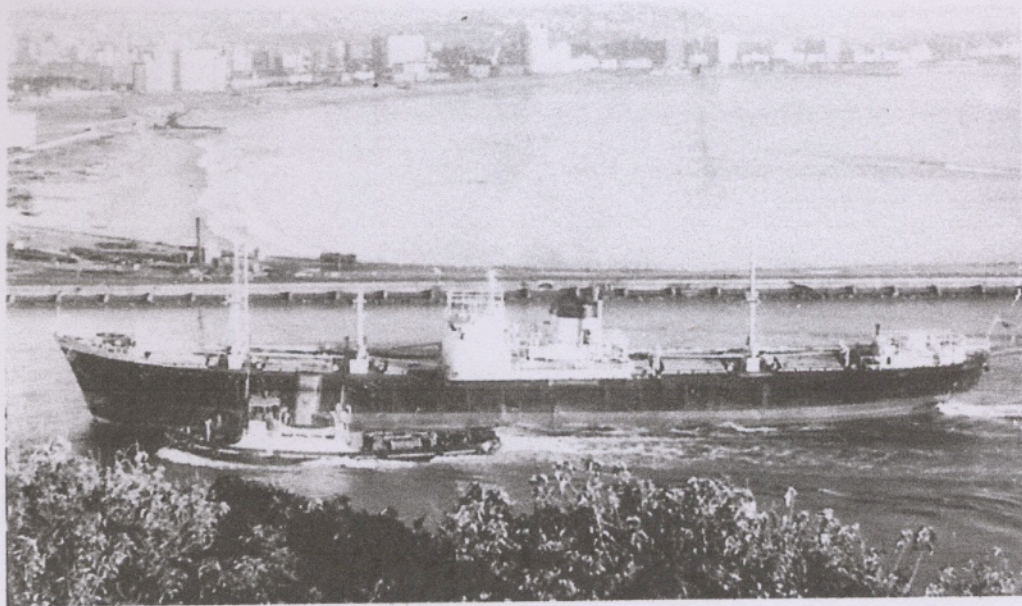
Ken Hills (Cadet)

3rd Engr Riverbank

P Simpson (2nd Off)

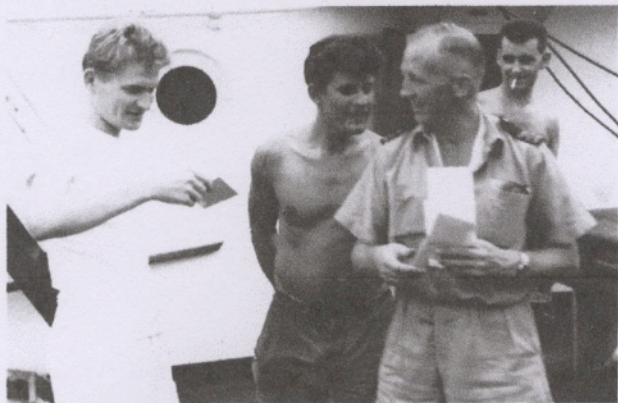
A few months later in 1961

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Riverbank

Entering Durban 1961/63



"Sparks" "Mail Call" "Mac"
2/E Ch.Off Julian Smith



Mac Piggy Me
Christmas Day 1961 or 1962



4/E Mac 2nd Off (Me)

After arriving home in February 1963 I decided that I would enjoy a bit of leave, having had two years away and some money saved in my pocket.

At 25 years of age I'd been there, done that and got the T shirt etc.

In June the novelty of not working wore off and I decided that I would start the course for my Masters' F.G. Certificate at Hull in September. Meantime the money was beginning to run low and to supplement this fact, I sought holiday employment with Scarborough Borough Council where with my vast sea-going experience I was appointed to Northstead Manor Gardens as an assistant in loading and unloading kids into miniature paddle boats along with Bob Walker, (another friend to this day).

For the next three months we had a whale of a time!!!

Study started in earnest in September 1963. Even to the extent of studying on the train backwards and forwards between Hull and Scarborough on a daily basis.

I took the written exam in December 1963 and the oral exam in January 1964 but I didn't get the results of either until the 13th January 1964, when I was advised that I had passed and was now a fully qualified Master Mariner. You could have knocked me over with a feather!!!!

m.v. "WILLOWBANK"

I advised Bank Line accordingly the next day and was immediately offered the job as Chief Officer of "WILLOWBANK" joining at Gibraltar on or about the 4th February. Naturally I accepted.

- | | |
|-------------------------------------|---|
| 4th February 1964 | Joined the above named vessel at Gibraltar along with Captain Webb and other Officers. |
| 6th February 1964 | Sailed for India via the Suez Canal. |
| March 1964 | Loading Jute and Gunnies in Madras and Calcutta. Tea in Colombo, all for the West Coast of South America. |
| May/June 1964 | Discharging in Punta Arenas, Talcahuano, Valparaiso, Antofagasta, Tocopilla, Iquique, Arica and Callao. |
| July 1964 ? | Callao. Captain Webb learned that his wife was seriously ill and that he was required at home asap. He packed his bags and left. I was promoted temporary Master in his absence and had to learn the ropes pretty damned quick. Good job that it was all still fresh in my mind. |
| August 1964 | Transited Panama Canal in ballast. Bound for U.S. Gulf. Captain Arthur Whiston joined the vessel at New Orleans and I reverted back to Chief Officer. |
| September 1964 | Loaded General cargo and Oil in New Orleans, Baton Rouge, Port Arthur, Houston and Brownsville for South Pacific Islands. |
| December 1964 | After completion of discharge, commenced loading for Europe calling at Port Pirie for Lead Ingots, Fiji, Rabaul, Kavieng and Honiara for Coffee, Oil, Copra and Cocoa. |
| 16 February 1965 | Arrived Liverpool and signed off. Went home on leave. |

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Willowbank

Three months leave earned and owed and now under contract to The Bank Line. During the course of this leave I was introduced to a young lady called Denise Fletcher who some four years later was to become Mrs. Denise Simpson. There is a story on it's own. The leave period flew by but ended on a high.

m.v. "CRESTBANK"

9th June 1965 Joined the vessel in Hull as Chief Officer, which made a change from flying half way around the world. Captain Alan Newton in command.

The vessel was discharging Copra and Cocoa from the South Pacific. Expected to do a similar round trip, taking under six months. This could turn out to be the shortest voyage I have made since joining the Company.

July 1965 Proceeded to New Orleans thence Baton Rouge, Galveston, Houston and Brownsville where we loaded General cargo, cars and Lube oils all for discharge at South Pacific ports and Australasia.

**August/September/
October 1965** Discharging at Tahiti, Apia, Suva, Tonga, Noumea, Auckland, Christchurch, Dunedin, Sydney, Melbourne and Adelaide.

November 1965 Commenced loading Lead Ingots at Port Pirie to be followed by Copra around New Guinea for the U.K./Continent.

It was during this period that the aforementioned Denise had second thoughts about her "sailor boyfriend" and stopped writing regular letters. She did however indicate that our relationship might be resumed on my return, but in the meantime she had her own future at college (teacher training) to consider.

November 1965 Loading Copra, Cocoa Beans, Coffee and Oil in Honiara and thence to Gizo. (Solomon Islands).

December 1965 Completed loading in Gizo about 16th December and the following morning set sail for Rabaul. However didn't get very far, as unfortunately whilst making a sharp turn in a narrow passage the vessel was set off course by a rogue current and ended up on a coral reef, holing the ships double bottom and No. 3 Hold below the waterline.

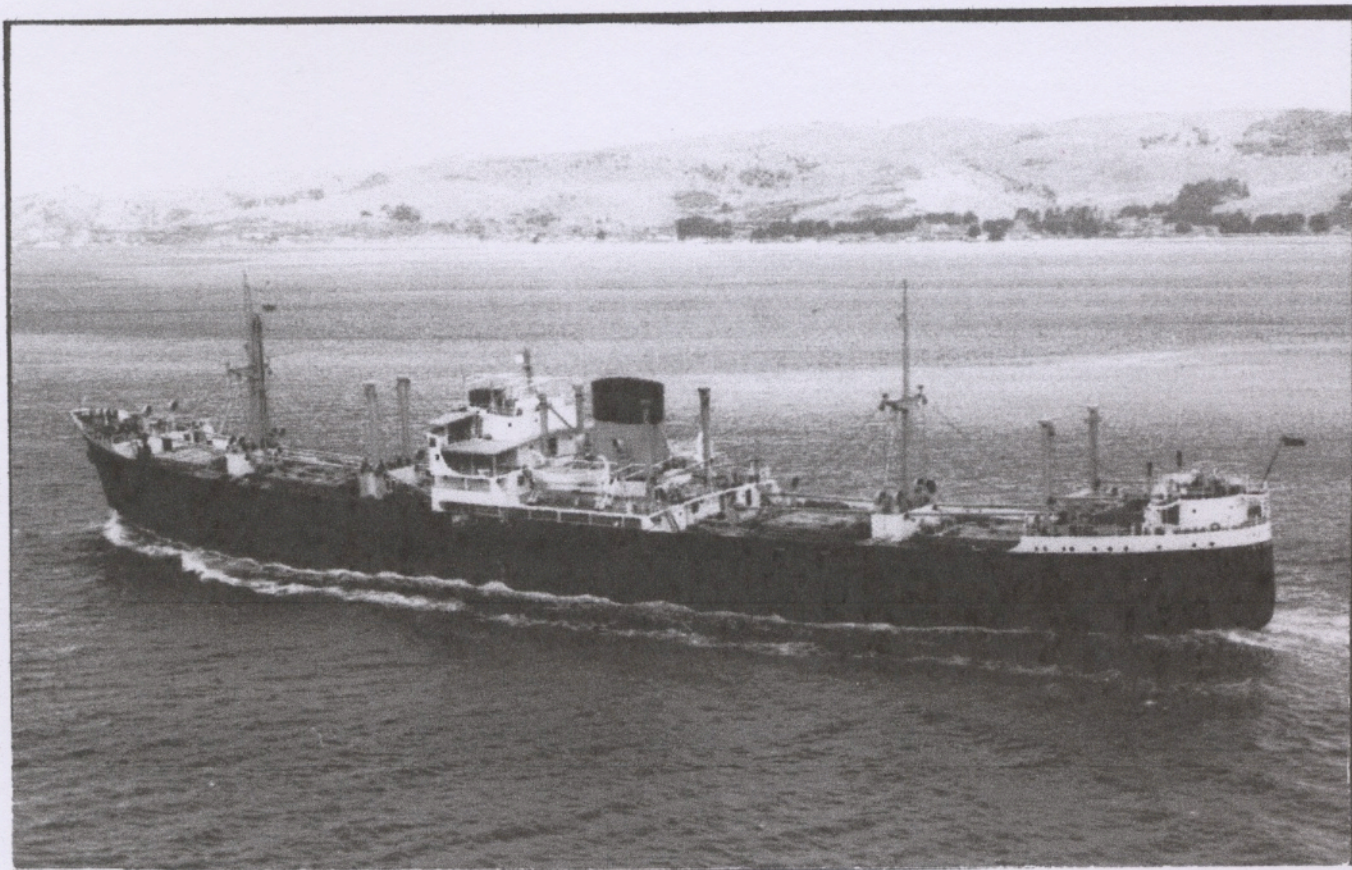
Soundings were taken of the bilges and approximately six feet of water was estimated to have entered the hold. All efforts were carried out to lighten the vessel and refloat to no immediate avail. Little or no facilities being available at Gizo, it made life difficult. Surveyors, Salvage experts and Superintendents (Captain Clem Mossop) all arrived on the scene within 48 hours to offer advice and co-ordinate refloating of the vessel. I was "piggy in the middle" doing all the donkey work, rigging gear and supervising the discharge overboard of Lead Ingots, clearing Cocoa Beans from the bilges personally, laying out anchors and reporting progress to the Master and other authorities.

24th December 1965 Vessel temporarily repaired and refloated. Sailed for Brisbane at reduced speed and drydock where permanent repairs would be carried out.

28th December 1965 Arrived Brisbane for drydocking. Expected to take about ten days or so.

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- Mid January 1966** Sailed for Gizo where vessel was scheduled to pick up all Lead Ingots that had been off-loaded onto the reef (approx 800 tons) and later recovered by barge, together with bagged Cocoa Beans that had been lightered.
Arrived and sailed without any further incident.
- February 1966** Loading Copra, Coconut Oil, Coffee and Cocoa in Rabaul, Kavieng and Port Moresby.
- 24th March 1966** Arrived Liverpool to commence discharge of Island Produce.
- 25th March 1966** Proceeded home on leave.



Crestbank (I)



Once again I decided that I would like to take the full leave owed to me, particularly as I wished to renew my acquaintanceship and friendship with Denise.

The early part of this leave was spent journeying backwards and forwards between Scarborough and London (St. Gabriel's College, Camberwell) where Denise had taken up residence to study for and obtain a teaching certificate.

One of our first dates on this occasion was to see Spike Milligan in "Son of Oblomov" at the Comedy Theatre.

During the month of May 1966 I received a phone call from Capt. Clem Mossop (Assistant Superintendent, London Office) enquiring as to how I was enjoying my leave? I couldn't for the life of me understand why he should be asking this question!!!

It transpired that for my sins on the "Crestbank" he had been briefed to offer me the job of standing by the fitting out of a new vessel named "Nairnbank" at Belfast, with a view to sailing as Chief Officer on her upon completion. This would mean curtailing my leave somewhat should I accept the position – a couple of weeks later I was on my way.

Denise flew over to Belfast one weekend in June and we spent time sliding a chocolate biscuit down the staircase in my digs. This is yet another story.

m.v. "NAIRNBANK"

1st July 1966 Signed Articles of Agreement at Belfast and later sailed for U.S.A. to load a full cargo of Grain for India.

One night during the ballast voyage to the U.S.A. the Fourth Engineer decided at the end of his watch to take in some fresh air.

He was never seen again !!!!!

September 1966 On passage from the U.S.A. with Grain for Indian ports discharge, one of the Indian crew (Donkeyman/Greaser) hung himself from a girder in the Engine-room. I assisted in cutting him down!!!!

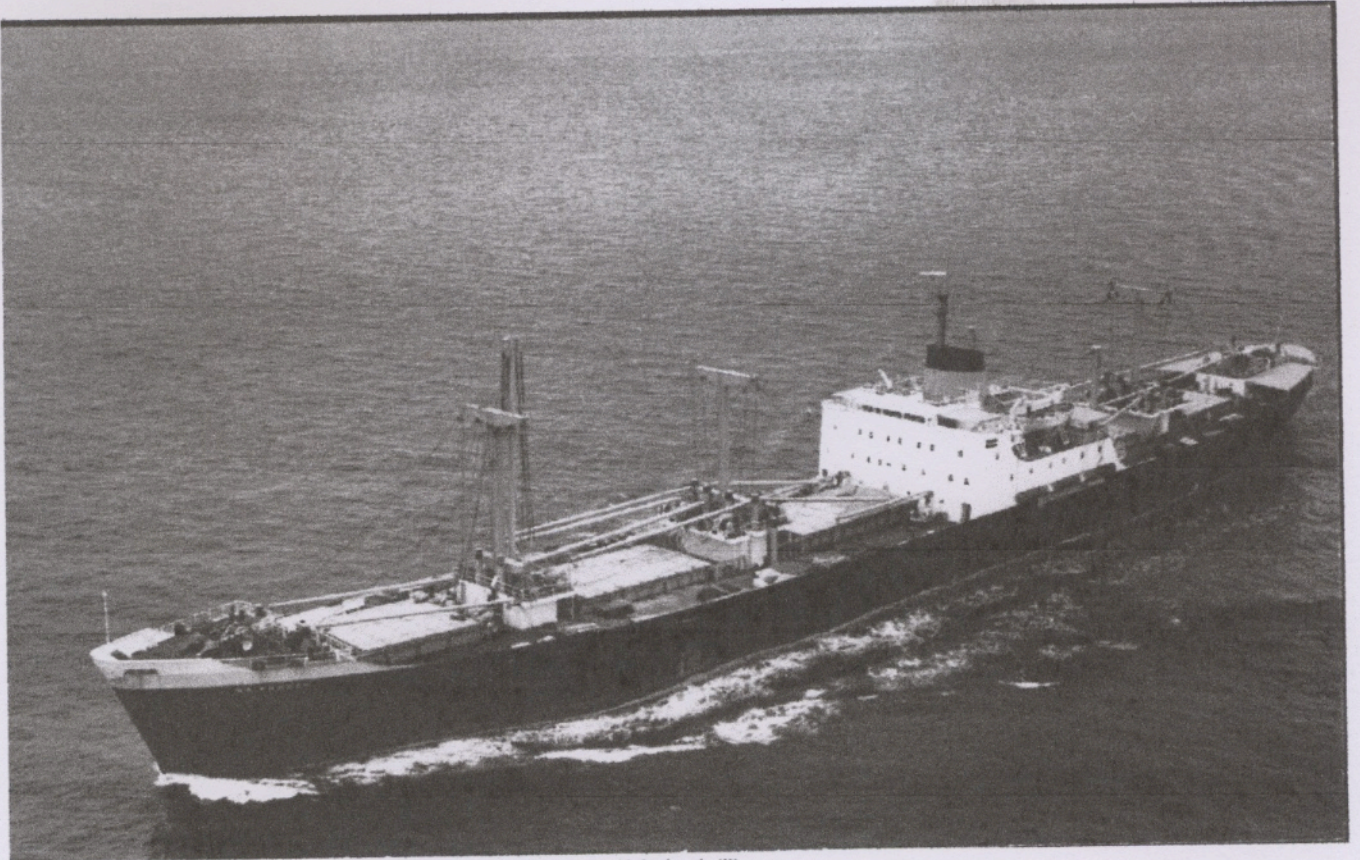
November 1966 Anchored off the river Hooghly awaiting entry to discharge the grain, a second crew member committed suicide. Permission to enter port to land the body was refused and we buried him at sea. I assisted in sewing the canvas shroud.

December 1966 Proceeded to Madras to discharge the grain.
Whilst in port one evening the Captain suffered a heart attack.
He was landed ashore for further treatment and unfortunately he passed away a few days later.
Captain Arthur Whiston flew out to take command. He was later relieved by Captain J.W. Todd.
Loading Jute and Gunnies in India and Bangladesh for discharge in East and South Africa.

Don't recall where we ended up after South Africa except to say that everyone on board was delighted when we heard the news that we would be loading for the U.K. and Continental ports in June 1967.

8th August 1967 Arrived in Amsterdam where the Articles of Agreement were terminated and I was relieved of my post.

As you can well appreciate, not the most pleasant of voyages.



Nairnbank (II)



m.v. "TWEEDBANK"

My leave was very exciting. In September 1967 I proposed marriage to Denise Fletcher and after doing the honourable thing of consulting with her mother and father we announced our engagement on the 17th September. (Denise's 21st birthday). She was still undergoing studies at St. Gabriel's College and teacher training, so we therefore planned our wedding would take place some two years hence.

Meantime, The Bank Line was still very much in touch and I was asked if I would kindly report to the London Office in November 1967 on my way out to Rotterdam where I would be relieving the Chief Officer of m.v. "TWEEDBANK" built at Sunderland in 1964. I had a short interview with Captain Rodgers, Marine Superintendent, then on to the overnight ferry to Rotterdam where I was met by our Agent and transported to the vessel.

I carried out the usual tasks of any Chief Officer of experience under the watchful eye of Captain John Willie Greig, loading and discharging as directed and enjoying life in general.

On completion of operations in Rotterdam we sailed for Antwerp, where once again general cargo duties were to the fore.

On the 12th December 1967 I was relieved and travelled home to enjoy Christmas with my family and my recently acquired Fiancee.

Little did I know that I was being watched every step of the way!!!!



Tweedbank (II)

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About a week into my leave and looking forward to Christmas I received a phone call from the Superintendents' Department asking me if I would be willing to proceed to East India Docks in London and relieve the Chief Officer for a few days home leave as he would be sailing out with the vessel around Christmas Eve.

I agreed to this and duly arrived on board a Bank Line vessel discharging/loading early one morning and was enjoying a quiet cup of tea with the Chief Officer (name I can't remember) discussing taking over from him, when Russ Ludlow (Crew Department) burst in and agitatedly asked whether or not I had "signed on" yet?

I hadn't. I was bundled into his car with my suitcase and transported to the London Office forthwith without knowing why or wherefore. Obviously some emergency had transpired and I was to be transferred elsewhere. Russ Ludlow didn't have an explanation.

On arrival at 21 Bury Street I was ushered into the lift and transported to Superintendents' where Captain Brian Rodgers (Senior Marine Superintendent) shook me by the hand, welcomed me to his private domain and offered me command of m.v. "Streambank." You could have knocked me down with a feather!!!! But I accepted.

Long discussion then took place, I was passed from department to department, renewing acquaintances and making new acquaintances, then finally, late into the afternoon, I was allowed to go home and await my appointment and enjoy my Christmas leave after all.

m.v. "STREAMBANK"

Falmouth Drydock features once again in my career.

- | | |
|-------------------------------|--|
| 16 th January 1968 | Having travelled down the night before, I joined early that morning and duly signed my own Articles of Agreement prior to signing on the rest of my Staff.
Jimmy Chapman, 20 years my senior in age, was to be my Chief Officer.
Alistair Watson, a Company man, was my Second Officer
Iain Blair, Third Officer
Clive Kettlewell, Radio Officer (from Scarborough) and
John Kitto (Apprentice, also from Scarborough) are the few names that I can recall. |
| 20 th January 1968 | Sailed for Rotterdam to load General Cargo for KNSM (on Charter). |
| March 1968 | Discharging in Caribbean ports. |
| April 1968 | Loading Gulf ports for South Pacific and Australasia. |
| July/November 1968 | Sugar from Queensland to Penang. (3 or 4 voyages) |
| December 1968 | Calcutta, Chalna, Chittagong, to load Jute and Gunnies for Buenos Aires. |
| February 1969 | Discharging Jute and Gunnies Buenos Aires. |
| March 1969 | Loading Wheat in bulk for Europe. |
| June 1969 | Arrived Hamburg for discharge.
First voyage as Master completed. |

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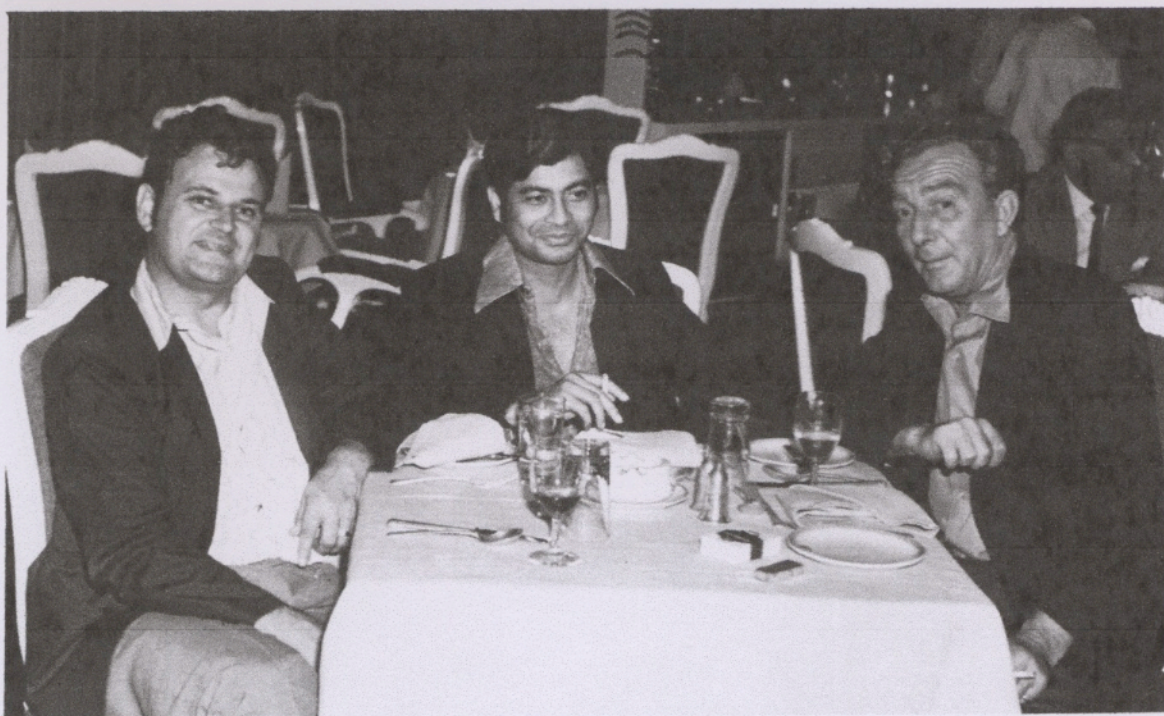


Streambank



A. N. Watson, Lecky, J. Chapman, C. Kettlewell, F. Simpson
2/o c/o R/O Capt.

A night out in Penang



CALCUTTA 1969

FIRST COMMAND



m.v. "LAGANBANK"

- 15th October 1969 For once in my life I didn't have far to travel to join. Marriage to Denise took place on 2nd August. Honeymoon in Greece. Joined in Hull together with newly acquired wife. Signed on and took over from Capt. Kent. Ben Masey was to be my chief Officer.
- 20th October 1969 Sailed from Hull into the teeth of a North Sea gale bound for Rotterdam.
- November 1969 Discharging Island Produce (Copra, Cocoa Beans, Coffee, etc.) at Rotterdam, Hamburg, Antwerp and commenced loading outwards at same ports for the South Pacific.
Sailed for U.S. Gulf ports.
- November 1969 Loading in New Orleans and Houston thence through the Panama Canal. Denise suspected of having food poisoning and saw a doctor at Cristobal. (should have known better – she was diagnosed pregnant.)
- December 1969 Discharging at Tahiti, Fiji, New Caledonia and Queensland. Christmas in Australia.
- January 1970 Denise flew home from Perth, as not considered a wise move to go back around S.P. Islands in her condition, particularly as a medical problem had arisen.
- February 1970 Loading Island Produce at Rabaul, Kavieng, Solomon Islands, for U.K./Cont.
- 9th April 1970 Arrived Liverpool. Signed off Staff and met by Denise who had come over, together with her mother and my sister. Managed to put them up for the night and they went home on the train the following day. Same day, proceeded on leave after some smart bloke/blokes had let all the tyres down on my car. Managed to sweet talk the Company into letting me stay home for the birth of our son (Jeremy) on 28 July before being appointed to my next command as my leave expired in late July.



Laganbank (II)

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2ND AUGUST 1969



LOADING IN NEW ORLEANS

m.v. "FIRBANK"

- 1st September 1970 Joined this vessel at Hull.
Seem to recall that we loaded a full cargo of bagged fertiliser on the Continent (Antwerp?). Cargo destined for India.
Maurice MacKenzie as Third Engineer.
- November 1970 Loading bales of jute and gunnies at Calcutta and Chittagong for East and South Africa.
- December 1970 Loading coal at The Bluff (Durban) for Japan.
- March 1971 Ballast passage from Japan to New Westminster (Canada).
Denise and Jeremy flew out to join us in Canada, as we were not coming home but loading Grain for India.
Stripped the local supermarket of all it's baby food!!!
- May/June 1971 Drydocked in Calcutta for almost 1 month.
Denise and Jeremy stayed ashore with Fay and Alan Wright.
Jeremy took his first walking steps. "Boo-Boo" the bear presented to Jeremy by Dilip K. De (Agent and now lifelong friend).
Loading Jute and Gummies for East and South Africa.
- July 1971 Jeremy's 1st birthday spent in East Africa.
- 31st October 1971 Records show that we all signed off in Durban, South Africa. We must have been on a 15 month Agreement at this time.



Firbank

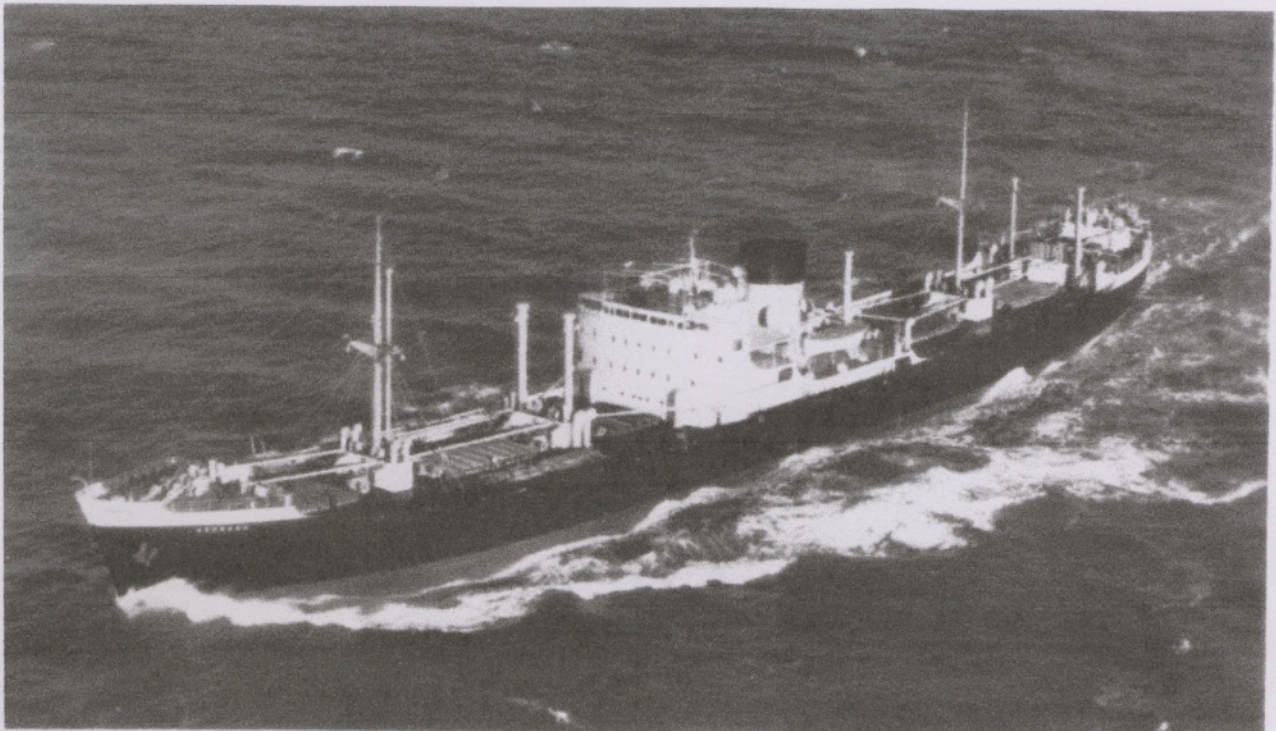
Four and a half months leave followed, with Christmas 1971 at home. A period when I got to know my wife and son a little better and enjoyed my Christmas leave. However, by early March 1972 I was once again in demand and put on "stand by" to join m.v. "Ashbank" in Mombasa (Kenya). Flew out with all crew in mid March 1972.

Turned out to be one of my most forgetful and unhappy voyages. This bad voyage in the main being due to a disrespectful Chief Officer and a drunken Chief Engineer. Both of whom were sacked at the end of it, after causing me no end of problems.

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m.v. "ASHBANK"

- 15th March 1972 Joined the vessel after flying out to Mombasa (via Nairobi), together with Denise and Jeremy (now 20 months old).
- April/May 1972 Continued discharging Jute and Gunnies from India and Bangladesh, calling at Tanga, Dar-es-Salaam, Mtwara, Beira and Lourenco Marques before carrying on to South Africa.
- June/July 1972 Discharging similar cargo in Durban, (where I introduced my family to Bob and Felicity Allen and their family). Thence on to East London, Port Elizabeth and Capetown.
Jeremy celebrated his 2nd birthday at sea in this area.
- August 1972 Loading Northbound on the India/Africa Line service.
Cargo consisted mainly of asbestos, pitch, drummed oil and other commodities.
Calling at Durban, Beira, Dar-es-Salaam and Mombasa, before proceeding to Colombo, Madras and Calcutta.
- September 1972 Loading Southbound on the same service, calling at Chittagong, Chalna, and Colombo where we loaded the usual Jute, Gunnies and Tea etc. for Mombasa, Beira, Lourenco Marques and Durban discharge.
- October 1972 Commenced loading on the Oriental/African Line for Hong Kong and Japan via East Africa.
- 10th November 1972 All Officers (including me, Denise and Jeremy) signed off in Mombasa to be repatriated to U.K. after 8 months service, as the vessel was heading outward for the Far East.
Flew home the following day.

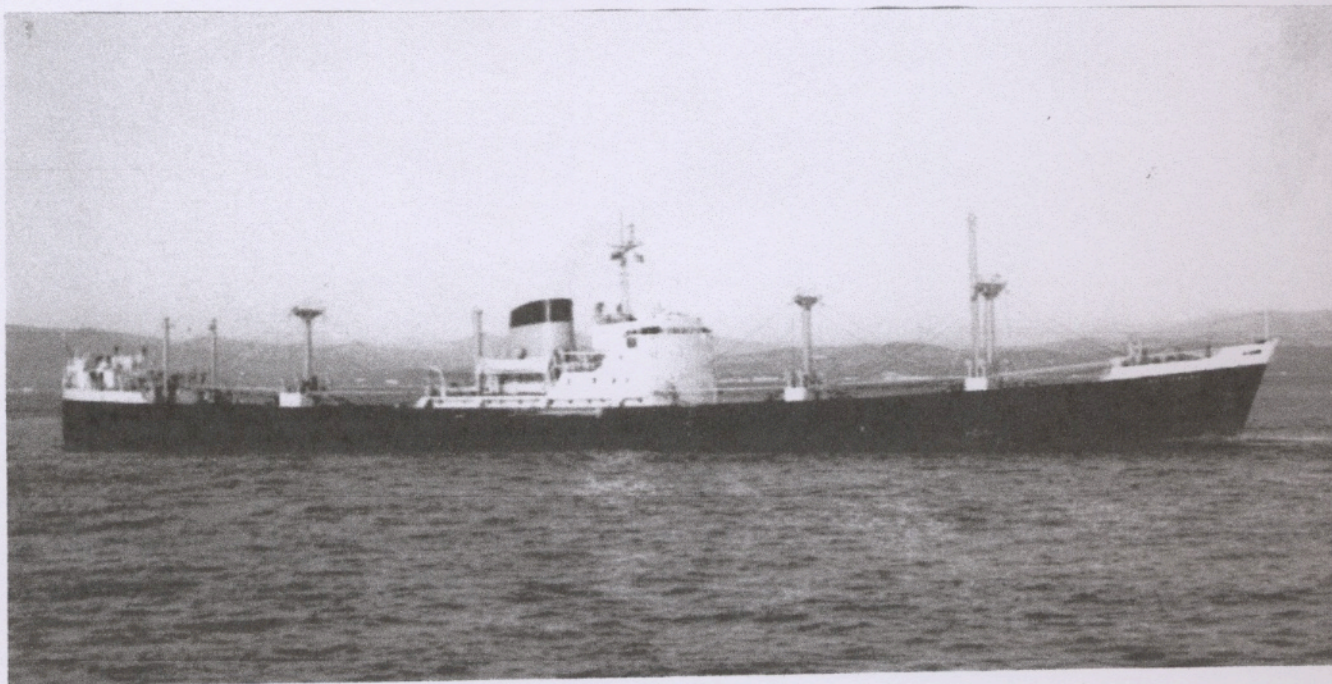


Owners
The Pak Line Ltd

m.v. ASHBANK

Managers
Andrew Watt & Company Ltd

Christmas at home with the family. Then followed one of my most memorable voyages as we all got on very well together and formed lasting friendships.



m.v. "LOSSIEBANK"

- 26th January 1973** Joined the vessel at Manchester (together with Denise and Jeremy), where we met up with Chief Officer Ruthven (Riv) Whisker and his wife Pat. Alec Alderdice (Aussie) was Chief Engineer and his wife Pat, already on board and had been for some months.
- February 1973** Ballast passage to U.S. Gulf to load in New Orleans, Baton Rouge, Galveston, Houston and Brownsville
- March/April 1973** Discharging at South Pacific ports Papeete, Noumea, Fiji and then on to Gove in the Northern Territories of Australia where the labour was on strike and all crew and Officers were employed in discharging by the mining company.
- May 1973** After a passage through the Great Barrier Reef (under the watchful eye of a reef pilot), we next loaded a full cargo of Raw Sugar in Queensland for discharge in St. John, New Brunswick. One of the many sugar charters taken up by Bank Line in the 70's.
- June/July 1973** Nominated to load on the U.S. Gulf to South Pacific and Australia. Commenced loading at New Orleans, thence Baton Rouge, Lake Charles for drummed and bulk lube oil, Galveston, Houston and Vera Cruz.
- August 1973** Discharging at Papeete, Noumea, Fiji, Tonga, Brisbane, Sydney, Melbourne, Adelaide and Fremantle.
- 9th September 1973** Loading Zinc Concentrates in bulk at Mackay, Queensland, for discharge at Tsuruga in Japan.
- October 1973** Discharging bulk cargo. Thence in ballast to the Pacific Islands.
- November/December** Loading Island Produce of Copra, Coconut Oil, Coffee and Cocoa to be discharged at U.K./Continental ports.
- 19th February 1974** Signed off after arriving at Liverpool. Over a 12 month voyage.(Received a few days on "double pay" because of this).



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MV "LOSSIEBANK"

At Leisure

m.v. "IVYBANK"

Once again I was under the mistaken impression that I was now due a full three months leave without interruption.

However, within two of the three months the phone went and who should be on the line but Superintendent's Department with yet another offer that I couldn't refuse.

I was offered the job as Master of the newly built and presently fitting out "IVYBANK."

If I accepted, I would be expected to join at Doxfords' shipbuilders, Sunderland towards the end of March and supervise the "fitting out" and final sea-going trials when complete.

She was launched at Sunderland on the 7th February.

I accepted the offer and duly took up the post early in April, staying at a local hotel during the working week and travelling home for weekend breaks.

Richard Collinson was to be my Chief Officer, Jiggs Brauen Chief Engineer, Mike Boss-Walker Second Officer and in due course Rob Lynn was appointed as the Radio Officer.

20th May 1974 Duly signed on all Officers and as the yard was officially on strike, final sea-going trials were held with yard management teams in control. Upon completion of trials later that day the vessel sailed for Immingham without returning to Sunderland, to break the strike and to take on the Indian crew and general storing arrangements. Denise and Jeremy also joined us at this time by climbing up a pilot ladder from a tug boat whilst the vessel was at anchor in the river.

22nd May Sailed for Rotterdam to commence employment on a K.N.S.M. charter to the West Indies.

May/June 1974 Loading General cargo at Rotterdam, Amsterdam, Antwerp, Dunkirk and Le Havre.

July 1974 Discharging K.N.S.M. cargo at Kingston, Port au Prince, Santo Domingo, Curacao, Caracas, Barbados, Trinidad and Georgetown (Guyana).

August 1974 In ballast to the U.S. Gulf to load for Australia and South Pacific. To call at Papeete, Fiji, Noumea, Auckland, Brisbane, Sydney, Melbourne and Adelaide.



October 1974 Commenced loading Lead Ingots at Port Pirie, Australia before proceeding to Honiara, Gizo, Rabaul, Madang and Port Moresby to load Island Produce.

25 November Mike Boss-Walker married Dianne Cooke in Rabaul, (whom he had met in Sydney two months earlier). Rob Lynne was Best Man and I gave the bride away.

29 November Sailed from Rabaul.

December 1974 Called at Singapore for bunkers with Christmas Day in the Indian Ocean bound for the Suez Canal.

Late December Mediterranean homeward bound.

January 1975 At Rotterdam discharging Copra and other Island Produce.

24 January Arrived Newcastle for guarantee drydocking.
Had a few days at home with the family before re-signing for a further round voyage.

After the drydocking period Richard Collinson left and Brian Miller took over as Chief Officer. Mike Boss-Walker stayed on. Most of the rest left the vessel.

February 1975 Sailed in ballast from Newcastle and took up a K.N.S.M. charter from the near continental ports of Rotterdam, Antwerp, Dunkirk and Le Havre, loading General cargo for discharge in the West Indies and South America.

April 1975 Discharging KNSM cargo in Kingston (Jamaica), Maracaibo, Curacao, Caracas, Trinidad and Georgetown (Guyana).

May 1975 In ballast to Gulf ports to load in New Orleans, Baton Rouge, Galveston and Houston for Australasia.

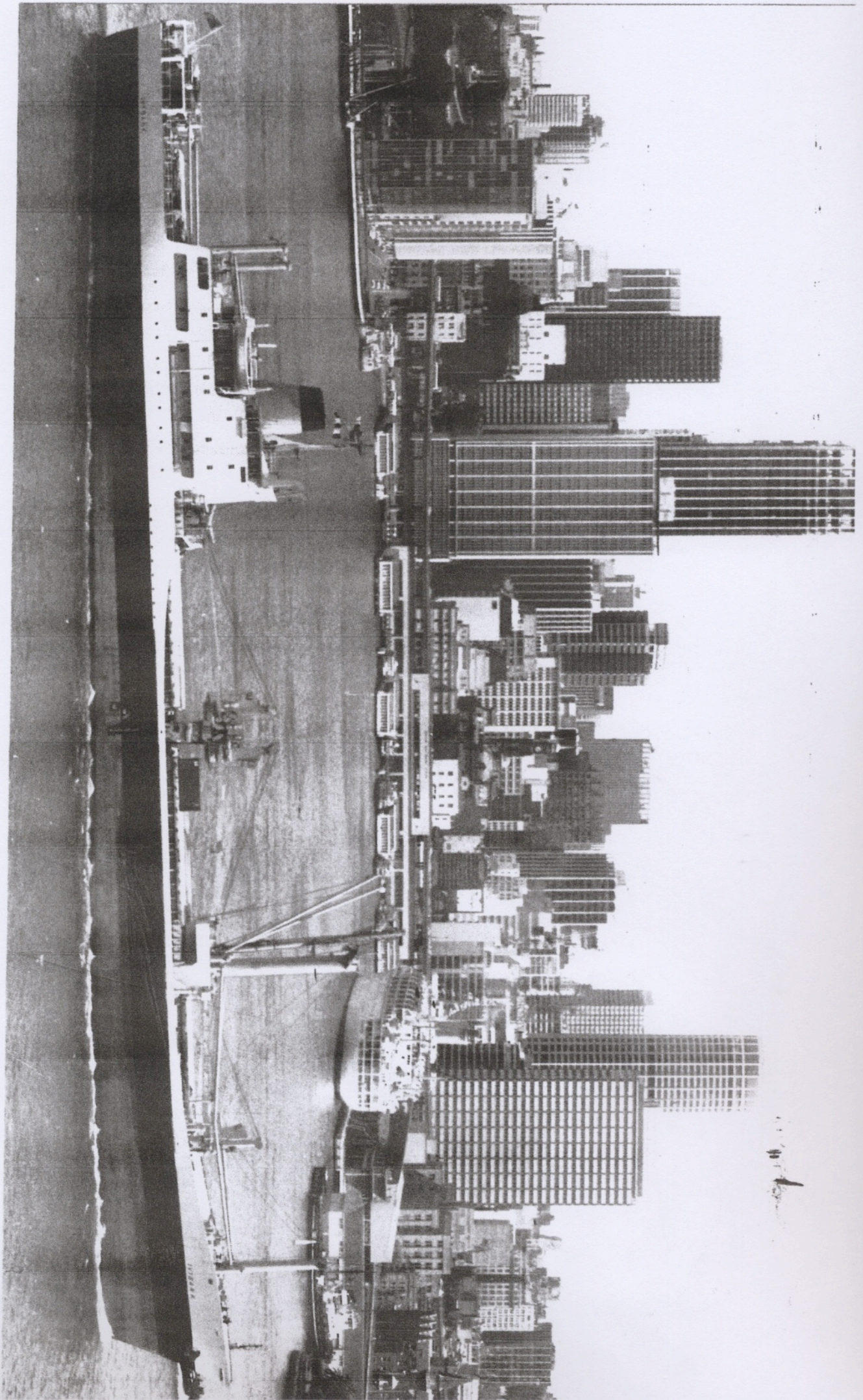
June 1975 Discharging cargo from the States and loaded Lead Ingots at Port Pirie (Australia) before proceeding to New Guinea to load Island Produce of Copra, Palm Oil, Cocoa Beans and Coffee Beans for U.K./Continent.

22nd July 1975 Arrived Liverpool to commence discharge and to sign off the Officers on completion of the round voyage.
Proceeded home on leave.

28th Aug. 1975 Daughter Melanie was born.

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M/V IVBANK arriving in Sydney

m.v. "CORABANK"

Once again my generosity was called upon during the course of my well-earned leave when early in September I was approached and asked if I would kindly relieve the present Master at Liverpool on or about 20th September for a short leave.

I agreed to this and duly joined relieving Capt. MacDonald who would be returning to the vessel after about 10/12 days at home.

This was to be my only visit to "Corabank." I left her in Hamburg on 1st October 1975.



CORABANK

m.v. "CLOVERBANK"

A reward came my way for relieving on the previous ship – I earned both Christmas and New Year at home with my family.

Early in January I was summoned to the London Office, given the usual treatment, including a short visit with the Marine Superintendent and duly introduced to other Staff travelling out to Bandar Abbas to join the above named vessel, presently discharging on charter to Aryan National Lines.

- | | |
|------------------------------|--|
| 8 th January 1976 | Arrived at Bandar Abbas and joined, together with D.J. Houghton as my Chief Officer, again a man many years my senior. |
| January 1976 | Continued discharge at Bandar Abbas, Doha and Bahrein. |
| Feb/March 1976 | On Sumatrop charter loading timber and Malaysian produce at Kota Bharu (Malaysia), Singapore and Port Swettenham. |
| Late March | Bad weather whilst crossing Bay of Biscay when deck cargo of timber broke loose and was lost overboard. (Bit dicey!!!) |
| End March 1976 | Arrived Rotterdam to discharge. |
| 5 th April 1976 | Arrived Jarrow (Tyne) to drydock. Relieved on arrival for leave. |



Cloverbank

m.v. "FLEETBANK"

A three month voyage on my previous ship meant a short leave at the end of it. On the 18th May 1976 I made my way to Newport to join the above named vessel in drydock. Callum MacInnes was my Chief Officer after John Steel did a little bit of coastal work. Colin Notman (2/Off) and Jon Ward (3/Off). "Raggi" Raghunathan was Chief Engineer throughout. He was to become a close friend. A good bunch of professionals to work with.

June/July 1976 Commenced loading in the U.K. and at near continental ports on a P & O Charter to the Arabian Gulf.

August 1976 After transiting the Suez Canal, arrived in the Gulf to discharge General Cargo at Dubai, Umm Said, Bahrain, Dammam, Doha and Kuwait.

September 1976 Continued discharging in Arabian Gulf.

October 1976 Completed P & O Charter. Proceeded to Calcutta in ballast to commence loading on West Coast South America service. Calling at Calcutta, Chalna, Chittagong and Colombo.

29 November Arrived Colombo. U.K. Officers and myself were repatriated by air to London, as shorter voyages were now the order of the day.



Fleetbank



m.v. "IVYBANK"

Another Christmas leave at home this year. Wasn't I a lucky chappie?

All of December, January, February and March with no mention of ships or shipping. In fact I thought I had been forgotten.

Late March, Bank Line Superintendents' department on the phone with a job offer as Master of the "Ivybank" the only time in my sea-going career of returning to a vessel already sailed on since joining this Company.

- 4th April 1977 Another day in the office signing on and getting to meet my fellow Officers joining before travelling to Rotterdam to join. Another drydocking on the cards prior to departure.
Howard Pronk (Ch. Off) and Peter Stapleton (2nd Off) for the voyage.
- April 1977 Discharging Island Produce at Rotterdam, Hamburg, Dunkirk and Le Havre before heading out to the U.S. Gulf to load for the Islands and Aussie.
- May 1977 Loading at the usual Gulf ports of New Orleans, Baton Rouge, Lake Charles, Houston and Brownsville.
- June 1977 Panama Canal transit and South Pacific crossing to Papeete.
Commenced discharging rota.
- 26th July 1977 At Honiara loading produce homeward.
- August 1977 Completed loading Copra, Cocoa Beans, Coffee and Oil for Europe via the Suez Canal.
- 28th September 1977 Arrived Hamburg where I was relieved and allowed to go home.

m.v. "MEADOWBANK"

I think that I was then given back all the leave that was now owed to me. Plus yet another Christmas and New Year at home with my family. I couldn't complain and I didn't!!!

At the end of January 1978 I was called from the Head office and offered yet another "copra boat." These vessels were noted for their shorter than most voyages (approximately 5 months), on top of which a new service inaugurated as the "Bank/Savill Line had been operating since October 1977 and "Meadowbank" was to be part of that organisation being primarily involved in establishing a regular round trip liner service between the U.S. Gulf/Australasia/Central America and the Caribbean.

- | | |
|------------------|--|
| 10 February 1978 | Joined the vessel in Cardiff drydocks. |
| February 1978 | After completion of drydocking sailed in ballast for the U.S. Gulf with Dick Curtis as my Chief Officer and a renewed acquaintanceship with "Raghu" as my Chief Engineer. Willie Mather as 2 nd Officer, Vernon Mitchell as 3 rd Officer and Tad Kucharski as Radio Officer. |
| March 1978 | Loading for Australasia in New Orleans, Baton Rouge, Lake Charles, Galveston and Houston. |
| April/May 1978 | Through the Panama Canal to Papeete to commence discharge of general goods, lubricating oils, motor cars and John Deere tractors. |
| June 1978 | Discharging in Auckland and New Plymouth. Loading in Sydney, Melbourne, Pacific Islands, back across the Pacific to the Caribbean and thence to Houston to start all over again. |
| 12 July 1978 | U.K. Officers all signed off and flown home prior to departure for Australasia. |



Meadowbank

SUNDERLAND and MIDDLESBROUGH

After another couple of months of un-interrupted leave Head Office was on the phone again, this time it was Captain Jeff Mann (a shipmate from my "Nairnbank" days). He was now in charge of new tonnage (shipbuilding).

Jeff stated that Captain Rodgers (Chief Marine Superintendent) wished to have a word with me prior to my next appointment and that he would transfer the call as soon as he was free. They did not keep me waiting too long and after a few further pleasantries Captain Rodgers (affectionately known as FBR) came on the line.

You could have knocked me over with yet another feather when he told me that in the near future Bank Line would be building their first fully containerised/refrigerated vessel for service with the Bank/Savill Line and that he would like me to work with Captain Jeff Mann on the building of the vessel. Jeff would continue to operate from London and I was to be the man on the spot to oversee that all Company wishes and written agreements were carried out in full by Smith's Dock, Middlesbrough, who had been contracted to carry out the building. Should I accept!!!!

Accept I did and a couple of weeks later (in September 1978) I was called down to London to go over the plans, submit any ideas that I might have and generally "get to know" the rest of the office staff. Me, I was now an "office wallah!!!!

To aid my knowledge of shipbuilding I was to be seconded to Captain Willie Watson, presently ship building in Sunderland and on 2nd October 1978 I joined his team. Willie must have thought that I was to take over his responsibilities once he had shown me the ropes and he was rather reluctant to teach me. I was told that the best way to learn was to get down into the drydock and find out for myself. This I did. However, I did pick Willie's brains whenever I was able and we did have a couple of beers together on a regular basis whilst he sorted out the days' winners from the Racing Post at lunchtime.

During this time, Bank Line was then building six new vessels, all to be named after fish. They were to become known as "the fish class." Namely, Roach, Pike, Rudd, Dace, Trout and Tench. These were to be employed on the U.S. Gulf/South Africa trade as they came into service.



RUDDBANK, PIKEBANK and ROACHBANK. FITTING OUT AT SUNDERLAND.

NOVEMBER 1978



Launching of Ruddbank

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mv 'Roachbank'



mv 'Pikebank'



mv 'Ruddbank'



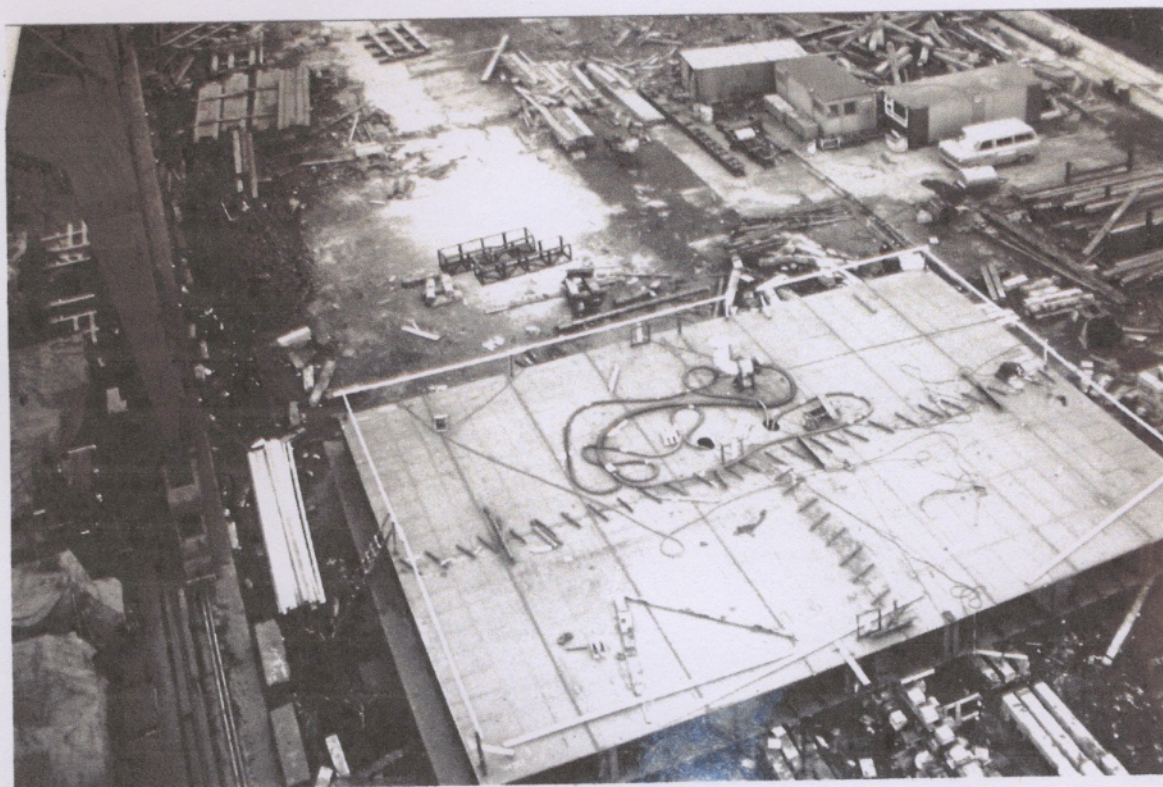
M.V. "TENCHBANK"

60TH SHIP FOR BANK LINE

OCTOBER 1979

MIDDLESBROUGH

Whilst learning the ropes at Sunderland with Willie Watson, I was also attending weekly meetings with Captain Jeff Mann at Smiths Dock, Middlesbrough, where the vessel was to be built and Haverton Hill, Middlesbrough, where the steel was being produced and seasoned for Ship No. 1345. These management meetings enlightened me enormously and together with meetings with the Lloyds Surveyor and various department managers I soon felt at home. In December 1978 I was given my own office at Smiths Dock and said goodbye to Sunderland, moving lock stock and barrel from the Tyne to the Tees. I was now on my own. Although the laying of the keel had not as yet taken place, Double Bottom sections were being assembled at Haverton Hill early in 1979 and on 5th March the first sections were laid in place on the slip.



This was a completely new concept to me as I had been taught in school that the keel was laid first and the vessel built up from that.

It appears that the modern method is to construct modules elsewhere, transport them and place in situ, then weld them together before adding other units.

This was going to prove very interesting.

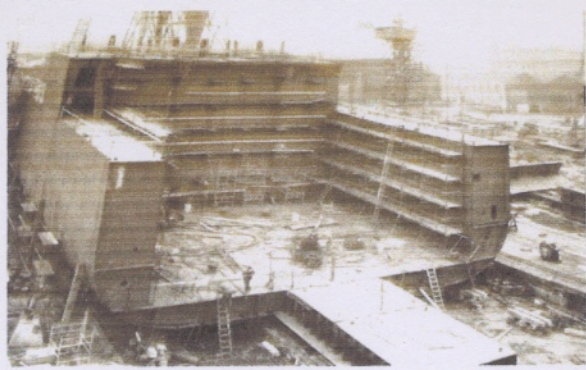
Throughout the Spring months further units were constructed, examined and passed or rejected if not to satisfaction and order, with a close watch being kept on the quality of the steel being used. It is quite easy (after a while) to spot "pitted" and sub-standard steel plating.

By the time of my 42nd birthday (16th May 1979) the mid-section was taking shape, some side tanks had been erected and a bulkhead was positioned.

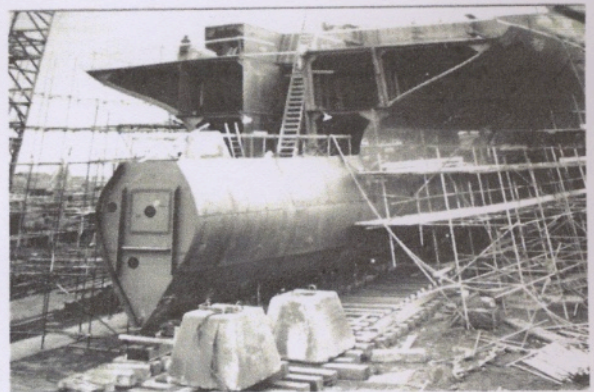
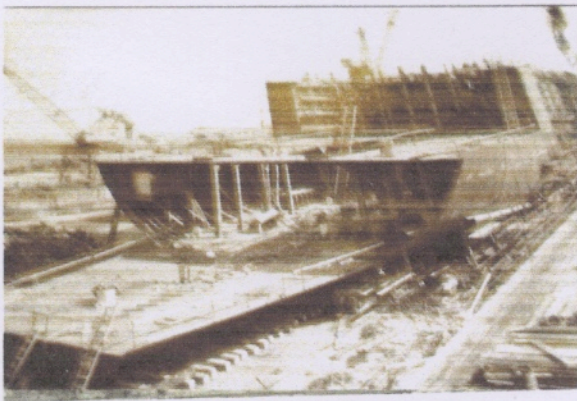
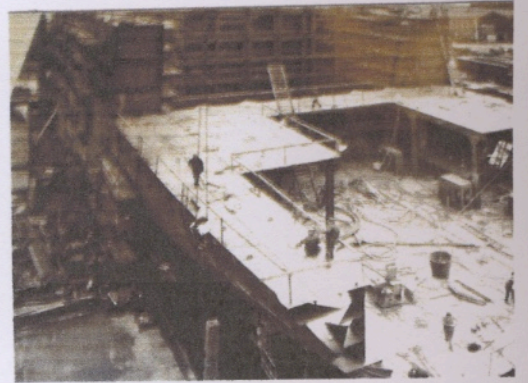
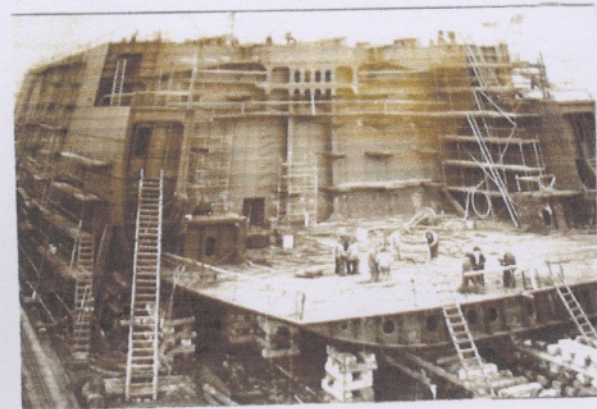
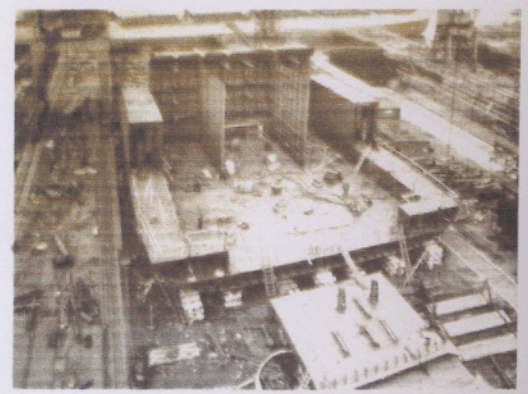
Two longitudinals were being fitted and a ship was being built.

The weather was reasonable, although as I recall, there were quite a number of wet days when things ground to a halt and progress seemed indeterminately slow.

These days were spent pouring over plans, trying to get the picture into my mind before the visit of Captain Rodgers, who was bound to ask leading questions. He was to make only three or four visits prior to launch, leaving the work progress to Captain Jeff Mann and myself.



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Work continued at a pace throughout the summer and through to the end of 1979.

Besides following the progress of the hull, there was the task of selecting suitable fabrics and furnishings, choosing floor coverings, etc.etc.

To aid and assist in the increased work load Peter Anthony (later Captain) had been chosen to sail on the vessel as Chief Officer and was sent to Middlesbrough as my side kick. He had all the dirty work to do (similar to my Sunderland experience), climbing in and out of tanks, checking all welding had been completed, examining paintwork and so on.

We worked well together and we are still the best of friends to this day, meeting up at re-unions and cards at Christmas.

There was no official launching of No.1345 she just quietly slipped into the water at a suitable date and tide time and was named WILLOWBANK at an official naming ceremony in March 1980. Lord and Lady Inverforth (Owners) were on hand on the occasion and hosted a suitable luncheon party.



Denise, Jeremy and Melanie at the launching ceremony.

The actual launch date was 19th February 1980 and from that date on it was time to meet up with Keith Atkinson who was looking after the engineering side of things for Andrew Weir. The engine builder was J.G. Kincaid & Co. of Greenock and Keith had spent most of his time there supervising the construction and testing of the main engine. It was now time to start transporting and fitting pumps, generators, cooling equipment and of course the main engine itself.

Maurice (Mo) MacKenzie was appointed as refrigeration engineer and after attending various courses at home and abroad he entered the scene at Middlesbrough. He also keeps in touch on a regular basis these days.

Stuart Mackay was appointed as Chief Engineer and that left one senior post to fill. That of the Master.

Times were getting hard in the U.K. shipbuilding industry and Captain Rodgers suggested to me that, as Bank Line would be winding down shipbuilding after "Willowbank" was completed, maybe I should re-consider my position ashore and accept command of "Willowbank" for as long as it was in their hands, a position that he was offering to me. After due consideration I accepted. Fitting out continued through March to June 1980 until completion. Followed by successful sea trials and the final handing over from builders to owners on the 1st July 1980.

SEA TRIALS



WILLOWBANK – THE EARLY YEARS

The next two weeks or so were spent on the Tyne at Newcastle finishing off various painting jobs, double checking all around for any faults and loading empty Bank Line containers for repositioning in the U.S.A. Signing on the Officers and crew and generally finishing off the "fitting out." "Willowbank" joins a long list of 85 other ships built for the Company in Britain since the Second World War. A first for the Company in this particular type, she is a fully-automated semi-refrigerated cargo/container ship capable of carrying nearly 800 TEU containers, including 358 refrigerated boxes.

18th July 1980

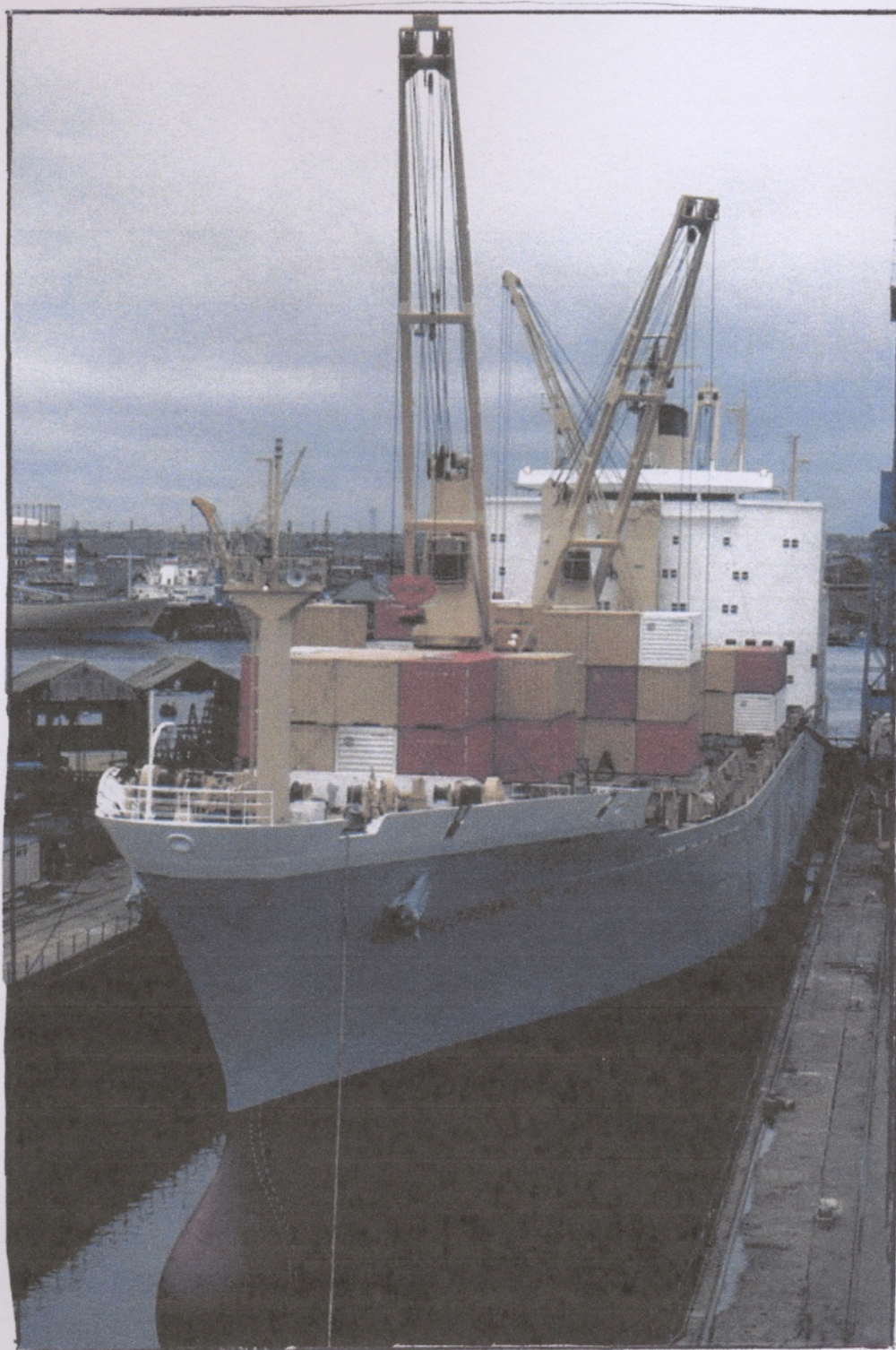
Sailed for New York. The following officers employed on the maiden voyage were as follows.

Ch. Officer	Peter Anthony
2 nd Officer (2)	Geoff Copping & John Lorking.
3 rd Officer	R. Penhalligon
Catering Officer	Ray Jones
Radio Officer	Neill Marwood
Ch. Engineer	Stuart Mackay
2 nd Engineer	Dave Wilson
Refridge Engineer	Mo Mackenzie
3 rd Engineer	I. Smith
4 th Engineer	R. Black
5 th Engineer	E. Clarke
Electrician	Tommy Ardley
Cadets	Wiltshire, Emberson, Bennett, Batt and Archibald.

After a brief call at New York, mainly to fly the flag and entertain shippers we proceeded to the U.S. Gulf to discharge empty containers and load our first containerised cargo for Australasia, being permanently employed by the Bank/Savill division. Joined on this service by the "Dunedin" (Shaw Savill) "NZ Caribbean" (Shipping Corp. of New Zealand) giving a regular service to and from Australasia from the U.S. Gulf area.

The first round voyage was completed at Houston (Texas) on 24th October 1980 and along with the rest of the Staff who had worked very hard representing the Company by carrying out their various recognised duties and sometimes beyond by attending various functions etc. we were repatriated home by air for some well earned leave. I had Christmas and New Year at home with my family and flew out to Houston on the 20th January 1981 with a new set of Officers (to become known as the "B Team").

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M.V. "WILLOWBANK"

In drydock on the Tyne 12 July 1981

UPON COMPLETION OF THE MAIDEN VOYAGE



After completion of the drydocking examination I was allowed to take some decent and well earned leave.

I handed over temporary command to Captain Peter Ireland and headed for home early in July 1981.

“Willowbank” was to become my “second home” again when I flew out to Houston Texas on 5th October 1981 along with my Chief Officer to be – Nigel Hunt. Peter Anthony had done such a good job whilst with me and I simply had to recommend him for promotion, so this meant me losing him. Bill Thomson was reserve Chief Engineer and along with the rest of the Officers we all travelled out together, joining the vessel as she was loading outbound for Australia and New Zealand.

The following voyages under my command then took place.

Joined	5 October	1981	Houston	Left	19 March	1982	Houston
	10 June	1982	Houston		5 November	1982	Houston
	13 January	1983	New Orleans		17 June	1983	Houston

These periods were spent running between

Auckland (N.Z.) New Plymouth (N.Z.) Wellington (N.Z.) Dunedin (N.Z.)

Sydney (Aust) Melbourne (Aust) and thence to Oakland (Calif.) New Orleans and Houston taking approximately 5 months for a round voyage with a couple of months or so for leave in between.

A very settled period of my life I might add.

The In-between Years

Once again it was time for a change as I had now done three full years of being associated with the "Willowbank" and my leave allowance had built up to almost five months owed.

I decided to ask for this change and take my full leave to spend more of my time with my growing-up family.

This caused some consternation in the Office as it meant me getting out of sequence (voyage on voyage off) and so I had to accept that I would not necessarily be heading back to the "Willowbank" upon completion of my leave.

On the 12th October 1983 I flew out to Houston to join m.v. "Dacebank." With Peter Mould as my Chief Officer and Cliff Cocker as Chief Engineer. Both these gentlemen were at that time many years senior in age to myself and greatly experienced.

"Dacebank" was of course one of the six vessels being built at Sunderland during my training period there and although I was very familiar with the building side I had never commanded one. This was to be a first.

She was at that time completing loading, I think a full load of grain for India. Then it would be one of the usual East Coast of Africa trips out of Calcutta but my memory fails me.

How we got back to Houston in March 1984 I can't say!!!!

Anyway, to cut a long story short this voyage was followed by

m.v. "Meadowbank" Joined Hamburg 31. 05. 84 Left Hamburg 04. 11. 84
with Brian Miller as my Chief Officer and Fred Grant as Chief Engineer. UK/Cont and U.S. Gulf to Australia and New Zealand then Island Produce home again.

m.v. "Clydebank" Joined Hull 25, 01. 85 Left Hull 17. 06.85
with Chris Baines as Chief Officer Doug Buck as Chief Engineer. Once again a round voyage from the UK/Continent and U.S. Gulf to Australia/New Zealand and Island Produce (Cocoa, Coffee, Copra and Palm Oil) home. A quick 72 hours in drydock at Hamburg after discharging and I left a freshly painted vessel on arrival at Hull on the 17th June 1985 for a further spell of leave.





Ch. Officer Peter Mould and Myself

"A night in the bar"



Ch. Engineer Cliff Cocker and Myself

"Putting the world to rights with wine"

m.v. "DACEBANK"

Curry Lunch for a few friends

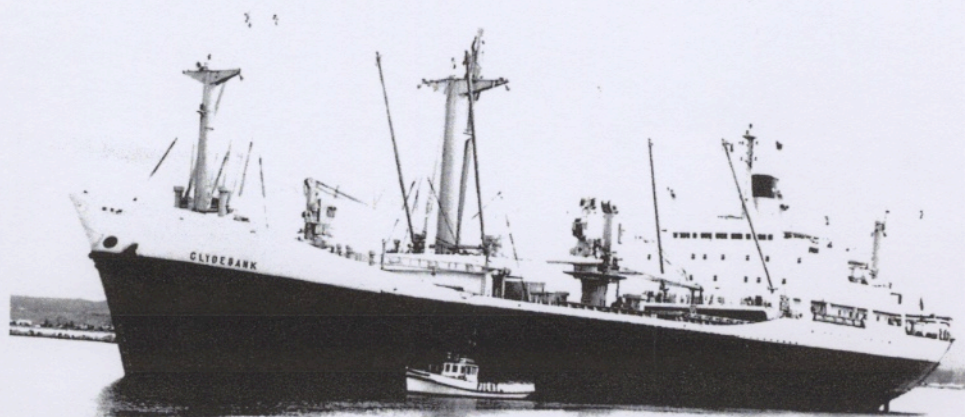


Bob Allen & Felicity with Bruce and Peter

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M.V. "MEADOWBANK"
31.5.84 to 4.11.84



M.V. CLYDEBANK
25.1.85 to 17.6.85

By September 1985 I had completed all my outstanding leave and the powers that be decided in their infinite wisdom that it was time for me to return to the mighty **"WILLOWBANK"** for a further spell of duty and a round voyage from Oakland (California) to Oakland (California).

Denise took the original telephone message from the London Office and somewhere along the way she decided that they had said Auckland to Auckland and that I would be joining on or about the 5th September. Good job that I rang them back to verify that I would be available otherwise I could well have found myself on my way to New Zealand!!!

Met up with a couple of shipmates from a previous voyage who would be travelling to join at the same time, namely Murdo MacKenzie (Chief Officer) and Fred Cunniff (Chief Engineer) – two likely lads who always worked hard and played hard – just my sort, so I could tell we were in for a pleasant voyage.

By now **"WILLOWBANK"** practically knew her own way backwards and forwards and around Aussie and New Zealand, Auckland, Wellington, Dunedin, Brisbane, Sydney, Adelaide, Melbourne with mechanical goods and lubricating oils out and frozen meats etc to the States (Oakland). Not much variation, apart from the occasional visit to the U.S. Gulf as we were now operating fully on the Bank/Saville Line not the usual Bank Line tramping.

However, I think that it was on this particular voyage that as we lay off Sydney waiting to berth a "sou'wester" blew up strong and I thought – well that's the end of us berthing today – when the VHF radio crackled and the pilot boat said make a decent lee for me and I will be on board in five minutes.

By now a full gale was blowing and we could see the pilot boat on his way out. I made him a decent lee and sure enough he scrambled up the ladder and was on the Bridge in no time. I did question berthing in such foul weather, which he poo-pooed as he had two tugs waiting just inside the Heads. All to no avail because the two tugs were still making fast alongside when we hit the wharf side-on, splitting the shell plating in the vicinity of fuel oil storage tanks causing oil to leak into the harbour. Unforgivable of course!! And, more to the point eventually delayed the vessel as repairs had to be carried out.

The Marine Superintendent (Capt. E.J. Ray) took a full report from me along with my offer of resignation as I knew that the proverbial would hit the fan in London when the boss arrived. It did. I was duly admonished even though it wasn't entirely my fault and fortunately for me, my resignation was refused. (The Gods must have been smiling on me that particular day).

All went well thereafter and we were back in Oakland by the middle of February 1986 My bags were packed in no time at all and I was heading for the airport for yet another spell of hard earned leave.



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m.v. "DACEBANK"

I managed my 49th birthday at home with the family and then came the phone call. Long gone was the dreaded telegram boy arriving at the door with an "offer I couldn't refuse." The powers that be were right there on the other end of the line.

It appeared that the Staff of the above vessel were getting very close to exceeding their tour of duty which was now down to 5 months maximum or double wages in lieu – avoided like the plague.

A whole gang of us, myself, Peter Moulds, Phil Hill, Gordon Iles, Gordon D'Sena and others were assembled in the London Office for a briefing then on the next available flight to Savannah (Georgia).

Joined on 25th May 1986 and on the U.S./Africa service prently discharging at Savannah and thence on to New York, providing facilities for the carriage of bulk, break-bulk and containerised cargo on a fortnightly service between ports on the East Coast and in the U.S. Gulf to various destinations in Africa such as Capetown, Port Elizabeth, East London, Durban, Lourenco Marques and Mombasa.

We arrived in Baltimore on the 18th October, having been forewarned that our time was up and that our respective reliefs will be awaiting our arrival. They were.

m.v. "MORAYBANK"

Lucky me!!! Another Christmas at home before being appointed to the above named vessel for a trip from Europe to the U.S. Gulf, Panama Canal, Tahiti, Fiji Islands, Tonga, New Caledonia, Papua New Guinea, Singapore, Suez Canal and home again.

Joined at Hamburg on 5th February together with Chris Baines as Chief Officer and Raghu as Chief Engineer.

An uneventful voyage as I recall, but a pleasant one with a good bunch of professionals.

Arrived back in Hull to discharge Copra on the 22nd June 1987 – Just in time for a summer vacation.



It was about now rumours started circulating that The Bank Line was considering selling off some of their vessels and as a result thereof Staff were to be made redundant.

The first vessels to be sold were the "fish class" (Rudd, Pike, Roach, Tench, Trout and Dace). All of them were under 10 years old which in itself was rather worrying, but times they were a-changing and we had to adapt ourselves to them. Fortunately, I was not included in the batch of redundancies declared by Head Office at that time and after my spell of leave was over I could again look forward to re-joining "Willowbank" which was still considered to be my personal ship.

m.v. "WILLOWBANK"

Once again a briefing over the phone and then early in October 1987 arrived in Oakland to await the arrival of "WILLOWBANK" – due to arrive on the 4th.

Paul Chase was to stay on as Chief Officer and Peter Stapleton was to join as 2nd Officer. On the Engineering side Fred Cunniff remained as Chief Engineer and Ron Stanley was to join as 2nd Engineer.

The voyage was the usual Bank/Savill Line one loading in the U.S. Gulf and U.S.A. East Coast for New Zealand and Australia, calling at New Orleans, Galveston Houston, Auckland, New Plymouth, Wellington, Dunedin, Brisbane, Sydney, Melbourne etc. thence back to Oakland, California.

Arrived back on or about 10th January 1988 –relieved by Captain Peter Anthony and proceeded home on leave.

During the course of my leave I received a call from Head Office to advise me that I would be re-joining "WILLOWBANK" in mid-April 1988 and confidentially informed that negotiations were under way regarding the sale of the vessel but that nothing more could be divulged at that time.

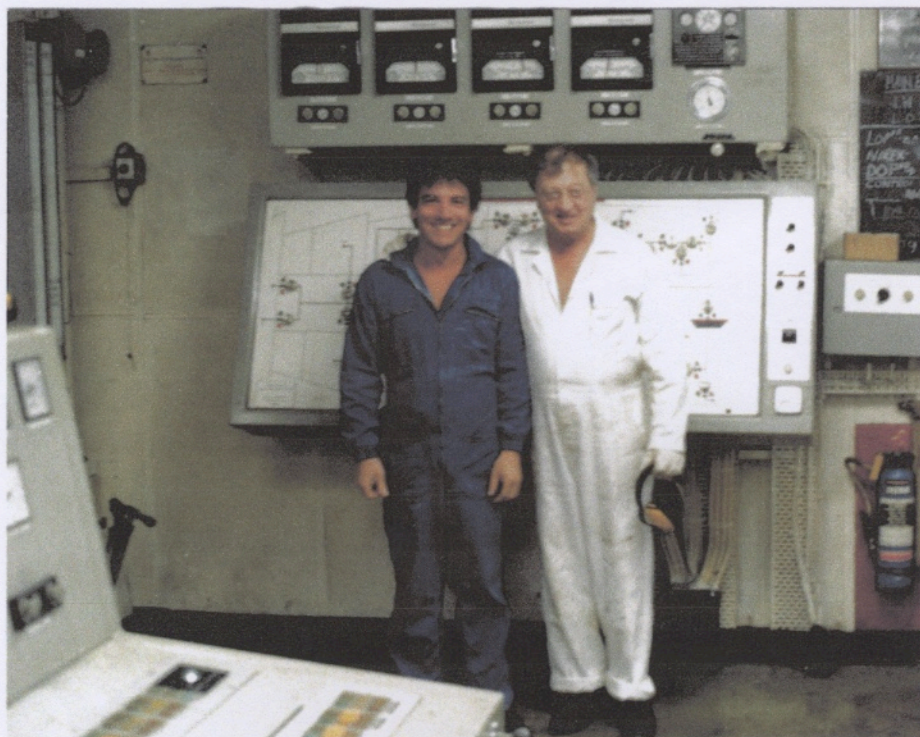
A quick call in the London Office before being put on yet another flight to Oakland on the 16th April prior to yet what was at that stage, "another round voyage."



Rumours did abound – as rumours do – and eventually official word reached us that the vessel was to be sold to Blue Star Line on completion of discharge at Sydney, subject to contract and agreement.

Again, unbeknown to us this news made the local (Australian) press and Graham Kennedy the local early evening TV newscaster happened to mention that although he had never sailed on a cargo/passenger vessel he would love to do so. Our Sydney office thought that this would create considerable and suitable publicity for the Company and after discussions with the Sydney TV Station Graham flew out to Wellington in late June for a voyage across the Tasman Sea. He was a laugh from start to finish and it was a pity that he couldn't have spent more than a few days with us. However, those who were free and able to attend his evening show whilst we were in Sydney were treated to a lavish supper and drinks in return. A good night was had by all.

GRAHAM KENNEDY AT THE WHEEL and IN THE ENGINE CONTROL ROOM



"WILLOWBANK" was handed over to her new Owners at Sydney on the 15th July 1988 and the following day all Staff and Crew were on their way home by air. The end of an era.

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THE LATTER YEARS 1988 - 1994

It was about this time that the fleet was once again decimalised and we were learning of more ship sales and of course redundancies. A further string to my bow was added when I was asked if I would be willing to command vessels belonging to United Baltic Corporation (U.B.C.) a subsidiary of Andrew Weir Shipping – consisting of mainly 4, 000 tonne container feeders operating in the Mediterranean. Naturally I said yes – times were hard in the shipping industry.

Having agreed to that. It was rather surprising to find that my next appointment on the 12th September 1988 was to **m.v. "FORTHBANK"** joining at Hamburg and bound for the U.S. Gulf thence to the South Pacific and Australia before loading Copra, Cocoa and Coffee around Papua New Guinea and back to Europe where I was relieved in Hamburg on the 20th January 1989. The usual run.

It looked like I was now to be employed between Bank Line (Copra Trade) and U.B.C. (Container feeders) as deemed necessary.



"FORTHBANK" On the Bridge



"FORTHBANK" Captains Office

To make ends meet, Bank Line also decided that the remaining fleet would be manned by Bibby Line and that the ships would be registered in the Isle of Man. It was a worrying time for one and all but the "lucky ones" did have redundancy pay to look forward to. I was one of the so-called lucky ones whereby I was made redundant one day and employed by Bibby Line the following day.

m.v. "BALTIC PROGRESS"

It was now time to switch over to U.B.C. where after handling Bank Line vessels of up to 18,000 tonnes and over 20 years in command, I was appointed "trainee master" of the above named vessel – a mere 5,000 tonnes, with a stern ramp and twin screw. What had I let myself in for?

I joined in Hull on 26th February 1989 with a view to doing a short voyage into the Baltic Sea, via the Kiel Canal and back to Hull, for training in ship handling, calling at Gdynia, Riga, Tallinn, Helsinki, Stockholm and thence back to Hull. All good experience and completely different from what I was used to. We were back in Hull by the 18th March 1989 – still in one piece.



BALTIC PROGRESS

I was not a particular "happy bunny" on this type of vessel and must have made my feelings known in the right circles as my next appointment was back onto the Bank Line "copra boats" with Staff and ships with which I was familiar.

On the 7th May 1989 I joined m.v. "CLYDEBANK" at Hull for yet another familiar voyage out to the U.S. Gulf to load for the South Pacific Islands and thence via Australia (Port Pirie), Solomon Islands and Papua New Guinea for Europe via Singapore and the Suez Canal. I felt that I had come home again!!!



Arrived home shortly before my wife's birthday and so we were able to go out and celebrate together. Not had many chances of this so far – but I can't complain about Christmas's as we have been very lucky there.

This time not to be as Bank Line vessels were being sold off fairly regularly and frequently and Staff made redundant as needs be. Andrew Weir (Bank Line) was amalgamating with United Baltic (U.B.C.) and my next appointment in late October 1989 when I was offered command of the

m.v. "PACHECO"

Joined the vessel at the French port of Fos (near Marseilles) to find that it was one of the smallest tonnage vessels that I had ever been in command of. She was employed in the Mediterranean re-positioning containers from small ports to the major ports for on-carriage by larger container vessels.

Around Christmas time we found ourselves in Limassol (Greece) where the vessel was taken on charter by Dutch shippers and her name changed to m.v. "SCANDUTCH CORSICA" – operating in the Eastern Mediterranean between Italy, Greece, Turkey and Cyprus. We completed our tour of duty at Istanbul on 23rd January 1990 when Staff were flown home

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m.v. "SCANDUTCH CORSICA"

Four month voyages were now the order of the day with six weeks leave between voyages.

Consequently my next appointment was back to the above named vessel still on charter to the Dutch, but somehow had found her way into the Western Mediterranean as I joined in Foss on the 16th March 1990, together with one or two regular shipmates from Bank Line who were still around like Paul Frost (Chief Officer), Gordon Iles (Chief Engineer), Colin Maskall (2nd Engineer), Tony Cowperthwaite and Kevin Lund, to name a few.

It was the usual ports of call in Italy, Greece, Cyprus and Turkey. Loading and discharging a small number of containers here and a small number there, ready for the "big boys" – I quite enjoyed it actually as it was a complete change from the Bank Line and meant a fair bit of ship handling and own pilotage in and out of port



Gordon Iles

? Gordon Iles Paul Frost ?



Flew home from Istanbul yet again on the 4th July 1990

BUCKINGHAM PALACE GARDEN PARTY

Upon arrival home for leave y wife presented me with a buff coloured envelope forwarded by the

LORD CHAMBERLAIN

Buckingham Palace.

NO ! It was not a secret O.B.E. nor M.B.E. but an invitation from Her Majesty for both of to attend her garden party at Buckingham Palace on Thursday 26th July 1990 in our best "bib & tucker"

Never did find out why we were invited but on the due day we booked into the Merchant Navy Hotel on Lancaster Gate and beforehand decided that we would stay until the Sunday before returning home, after high tea at The Ritz on the Saturday.

Cameras were not allowed inside the grounds, so we had an official photograph taken outside and our own snaps back at the Merchant Navy Hotel.

Weather-wise it was a fine day. We partook of cucumber sandwiches and fairy cakes etc. and took a walk around the grounds. We were not introduced to any Royals, but did see them speaking to the selected few. However it was a super experience and we were allowed to keep the invitation!!



*The Lord Chamberlain is
commanded by Her Majesty to invite*

Captain and Mrs. Peter Simpson
to a Garden Party at Buckingham Palace
on Thursday, 26th July, 1990 from 4 to 6 p.m.

Morning Dress, Uniform or Lounge Suit



LONDON

26TH JULY 1990





After an exciting leave that included a trip to Buckingham Palace and afternoon tea at "The Ritz" where we got a telling off for taking photos, a call from Captain Clem Mossop (Assistant Chief Superintendent) soon brought me down to earth again.

I was requested to carry out dry docking procedure of the m.v. "IVYBANK" at Hamburg and afterwards supervise loading outward of same through the continental ports of call.

I joined the vessel on 12th September 1990 at a lay-by berth close by H.D.W. dry-dock along with Murdo MacKenzie (Chief Officer), with Dave Ginder as his understudy and Kev Grant as Chief Engineer.

We entered the dry dock the following day and spent three days blasting and painting the under water sections before returning to the working berth to complete other jobs and then on to the loading berth.

Three days later we were on our way to Rotterdam, then Antwerp and Dunkirk before finishing up in Le Havre to complete our programme on this side of the Atlantic. Loading would be completed in the U.S. Gulf area, but we would all be going home before then and the outbound crew moved in on the 2nd October.

m.v. "IVYBANK"

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m.v. "FORTHBANK"

After a couple of months leave with family, it was time to head out again and I was asked to go to Hamburg early in December 1990 to supervise major dry-docking of the vessel prior to taking over as Master for yet another South Pacific voyage (yawn! yawn!)

Also the vessel was being converted to carry up to 6 fare paying passengers and two Germans were to join us before we sailed. "Willi & Inge" were a lovely couple and very easy going. We became firm friends throughout the voyage with "Willi taking on the role of "Senior Cadet" wishing to learn as much as humanly possible in the five months it would take us to get back to Hamburg. This friendship continued until their subsequent passing some years later with many exchange visits.

About 11th December Officers were selected and appointed and I was pleased to see and renew my acquaintance with Murdo MacKenzie (Chief Officer), Dave Ginder (2nd Off.) Graham Humphries (Chief Engineer) and Paul Phillips as Second Engineer, to name but a few.

Christmas soon arrived and was just as soon over, then it was back to work – get the vessel loaded and on our way.

Usual loading ports of Rotterdam, Antwerp and Le Havre before the U.S. Gulf ports, Panama Canal and South Pacific Islands via Papeete and Fiji.

Called at Society Islands (Tahiti), Friendly Islands, (Tonga), Solomon Islands (Honiara), Papua New Guinea (Port Moresby) thence to Singapore, and finally homeward bound again via the Indian Ocean and the Suez Canal, arriving in Hull on the 14th May 1991.





Willi & Inge Heinsohn

MV FORTHBANK

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A haircut for the "boss"



Captain & Ch. Officer
sharing an "off-duty"
moment



m.v. "MORAYBANK"

Three full months leave before my next command materialised so no complaints from me so long as the bankers order arrived on time and life went on.

My early years with The Bank Line usually meant long voyages and short leave – this was a complete change around.

However joining in Hull was a bit of a luxury and was always welcome news and the "bosses" even allowed Denise and I chance to celebrate our 22nd wedding anniversary together on the 2nd August 1991 before despatching me off the following day.

Joined MORAYBANK at Hull on the 3rd August 1991 along with the following Officers.

Ch. Officer	Murdo MacKenzie
2 nd Officer	Gareth Armstrong
Ch. Engineer	Graham Humphries
2 nd Engineer	Paul Phillips

After discharging Copra, Coffee Beans and Cocoa we then did the regulation tour of the continental ports (Rotterdam, Hamburg, Antwerp, Le Havre) discharging and back loading at the same time, before setting off for the U.S. Gulf loading ports of New Orleans, Baton Rouge, Port Arthur, Galveston, Houston and Brownsville.

Through the Panama Canal and then onwards for the next ten days without sight of land to Papeete and all around the South Pacific Islands as directed. This usually included a call to South Australia, namely Port Pirie, for a 2,000 tonne parcel of lead ingots before filling up with Island produce of Copra, Coffee and Cocoa. All now familiar territory.



A balmy evening awaiting a berth in Papua New Guinea

After Port Pirie it was a trek up to the Solomon Islands (Gizo and Honiara), then Papua New Guinea (Yandina, Port Moresby and Madang) clearing out all the Copra and bagged Cocoa and Coffee Beans.

Singapore for bunkers and Sawn Timber then homeward via Suez and the Mediterranean, arriving in Hull on the 18th December 1991 and lucky me – Christmas at home!!!!

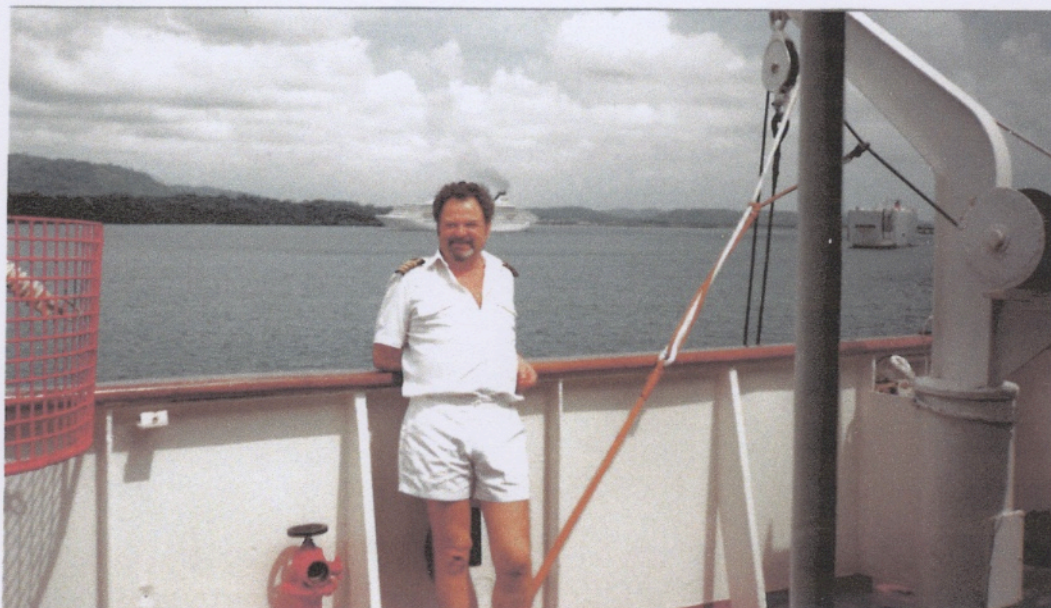
m.v. "IVYBANK"

Another visit to Hull and another voyage on the "IVYBANK" joining on the 20th February 1992 together with an "up-and-coming" Chief Officer who was destined to go further in the near future.

Graham Humphries was appointed as Chief Engineer and a few other familiar faces showed up throughout the day as we prepared for yet another South Seas adventure.

Following familiar routine by now, the outward voyage consisted of Rotterdam, Hamburg, Antwerp and Le Havre. Thence across the North Atlantic to New Orleans, Baton Rouge, Port Arthur, Galveston, Houston and Brownsville, where we loaded crated machinery, luxury cars, lubricating oil and various other unknown commodities in containers without checking against the loading lists.

Through the Panama Canal and a long sea passage (10 days) to Papeete followed by Suva (Fiji Islands), Noumea (New Caledonia), Sydney (Australia), Honiara and Gizo (Solomon Islands) both discharging and back-loading before heading over to Papua New Guinea to fill up with Copra and the usual Islands Produce.



Captain relaxing on the Bridge wing shortly after arrival in Noumea.

The usual voyage home via Singapore, the Suez Canal and Mediterranean, arriving Rotterdam on 22nd June 1992, with a flight to Leeds/Bradford Airport booked for me later that day after handing over ships affairs to my relief.

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m.v. "MORAYBANK"

A couple of months summer leave in '92 culminating with a visit to the London Office prior to a flight to Rotterdam on the 7th September

Regular shipmates by this time were Paul Chase as Chief Officer and Graham Humphreys as Chief Engineer.

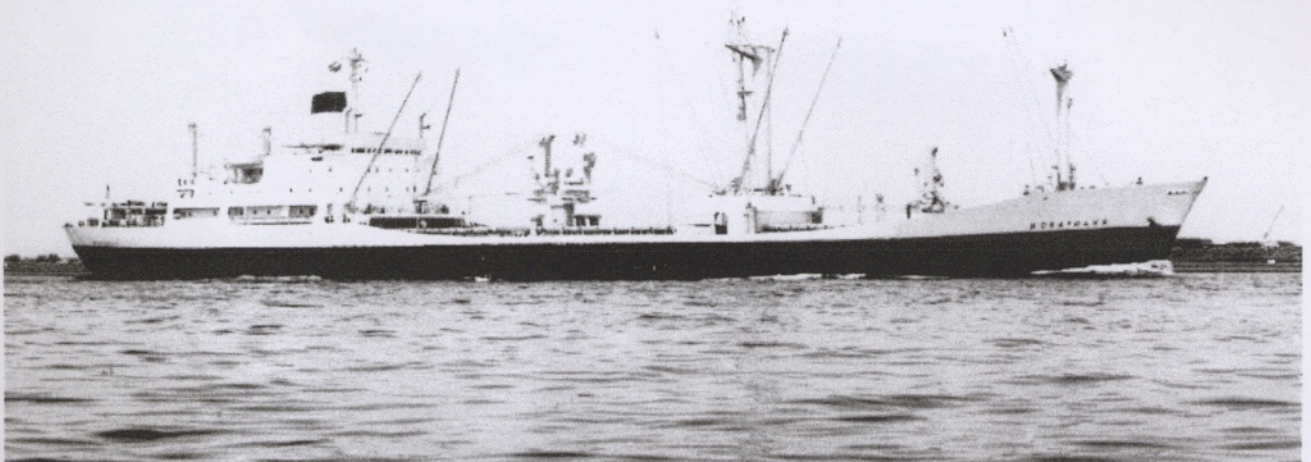
I seem to have landed yet another trip around the South Pacific Islands. However, to be fair, Andrew Weir Shipping and Trading Co. (Bank Line) had now transitioned from a large fleet of 56 vessels to a limited number of foreign flag (Douglas I.O.M.) ships on scheduled voyages and employment not guaranteed. So another South Pacific trip lay in wait.

Continental loading ports were Rotterdam, Antwerp, Hamburg, Bremen, Dunkirk and Le Havre. Then onwards across the North Atlantic calling at Charleston, New Orleans, Baton Rouge, Galveston, Houston and Brownsville.

Through the Panama Canal with Papeete being the first port of call for discharge, followed by Fiji Islands, Tongan Islands, Society Islands, Auckland and Lyttelton (New Zealand), Sydney and Brisbane (Australia).

Thence Papua New Guinea, Solomon Islands, Singapore and homeward bound again for Hull.

Arrived in Hull on the 6th January 1993 after having completed 35 years with Bank Line, of which the last 25 years were in Command. Home again to spend another couple of months with the family and to contemplate my future.



m.v. "MORAYBANK" fully laden and at speed heading for Hamburg.

m.v. "IVYBANK"

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"IVYBANK" in the NORTH SEA off FLUSHING

As stated previously there was not a lot of choice left by 1993 and after the regulatory two months leave the call came once again to report to the London Office for briefing prior to proceeding to Rotterdam to join the above vessel.

Another "Copra Boat" as they were commonly called, due to the fact that the homeward cargo was more often than not all the Copra that was available was to be uplifted, leaving the sheds at the various but usual ports empty and ready for the next crop.

General cargo was loaded in Rotterdam, Hamburg, Antwerp, Dunkirk and Le Havre. Then it was over to the U.S, Gulf for engineering materials, cars, lubricating oils and whatever else was available including heavy lifts of up to 25 tonnes.

Again the usual ports of discharge such as Papeete, Suva, Honiara, Gizo, Auckland, Sydney, Port Pirie, Melbourne and onwards to Papua New Guinea, back to the Solomon Islands and Apia – you name it- we would go there sooner or later.

Homeward bound by mid -June 1993 and back in Antwerp by late July 1993 with yet another voyage completed.

Rumours abounded that yet more ships were to be sold and further changes made, with Senior Staff being offered "early retirement" and full pension rights should they so wish, as this would cost the Company less in the long run as opposed to full scale redundancy.

I was now 56 years of age and the early retirement offer was to all senior Staff aged 57 and over, which was 5 years off compulsory retirement age. One more voyage should do it!!!!

m.v. "MORAYBANK"

This is it (or is it?), the final voyage!!

Towards the end of September 1993 I was in talks with the London Office and advised them that I would be taking their "early retirement" offer at the end of my next appointment. Believe it or not there was great disappointment on hearing this news, as I was thought to be part of the fittings by now. 35 years of service, man and boy.

I had seen The Bank Line prosper with nearly 60 ships in service throughout the "sixty's" and the "seventy's" with me going from Junior Third Officer to Senior Master in that time. What an experience.

Anyway enough of me.

However, I was asked if I would be willing to perform one last duty.

Unfortunately, Captain Peter Ireland (my WILLOWBANK relieving Master) had passed away earlier in the year and wished for his ashes to be scattered at sea from the deck of a "Bank Boat" – would I be willing to perform?

m.v. "MORAYBANK"

4th October 1993 Joined the above vessel at Rotterdam during her discharge programme, taking over quite comfortably by now and the urn containing Peters' ashes received and stowed away for the time being.

Paul Chase was to be my Chief Officer for the voyage prior to his promotion to Master (if he kept his nose clean!!)

The usual port of call on the continent and we were on our way back to the U.S.A. Gulf of Mexico a couple of weeks later.

19th October 1993 "Stopped" the vessel in safe waters at 1100 hours and carried out the moving ceremony of committing Peters ashes to the deep





The remainder of the voyage was uneventful with yet another trot across the Atlantic behind us and a full cargo of grain for India this is the norm.

Along the way it was necessary to scrape, prepare and paint the ageing lady and staging was set up by the crew at regular intervals to make her look spic and span

Calcutta was our destination and from there it was a load of Jute and Gunnies to East Africa and finally a voyage home to Le Havre, having said my good-byes to the many friends and various acquaintances along the way and parties of farewell we arrived on the 28th February 1994.

I was then entitled now to take whatever leave was due to me and this when calculated surpassed the 16th May 1994. The date of my 57th birthday.

I said my final goodbyes to one and all. There had been hard times, but these were far exceeded by the good times and if I had my time to live over again, there wouldn't be many changes. I would do it all again.

However, there has to be a post script.





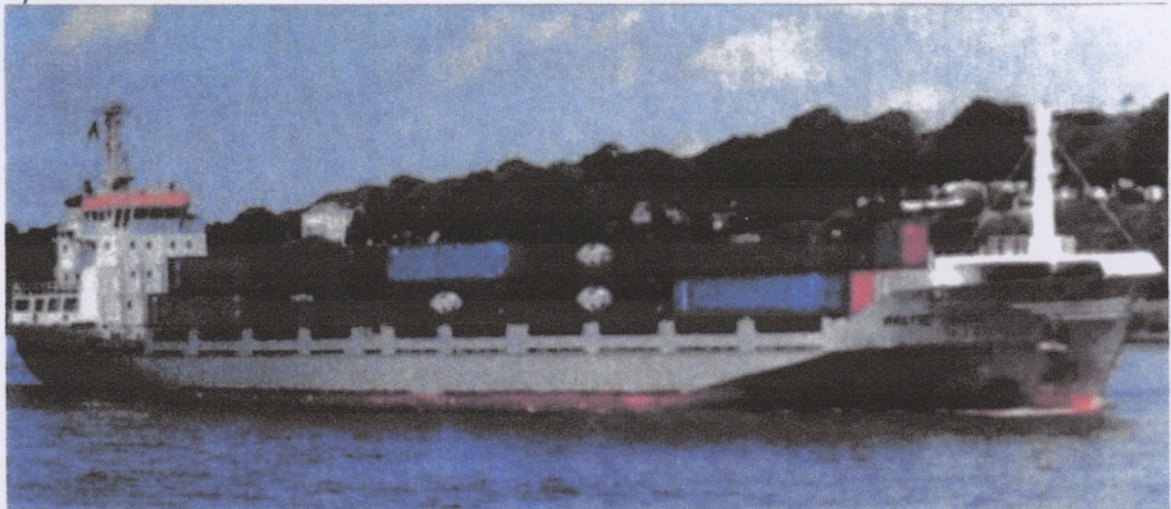
My final Christmas at sea on board m.v. "MORAYBANK" Homeward bound 1993

"BALTIC TERN"

Late in September 1994 whilst lounging around in my pyjamas and slippers, I received a phone call from the London Office, asking me if I would be interested and kind enough to help out yet again.

Just a short voyage on the "Baltic Tern" (United Baltic Corporation) and operated by Andrew Weir Shipping from Felixstowe to Baltic ports including Gothenburg (Sweden), Aarhus (Denmark), Nykoping (Sweden), Oxelsund (Sweden) and Gdynia (Poland) and back to Felixstowe. Whilst at Gdynia I learnt the sad news that my father-in-law (Cyril Fletcher) had passed away suddenly, after a heart attack.

I was immediately flown home on compassionate leave on 7th October 1994 in time to attend his funeral and then later that year I had a heart scare myself and ended up in hospital thereby ending my career at sea.



Fortunately, I recovered well after surgery and have since gone on to get myself involved in various maritime ventures including :-

Chairman	Wilson's Mariners Homes
Trustee	Trinity House Scarborough
Trustee	Scarborough Maritime History Museum
Treasurer	Scarborough Merchant Navy Association

October 2018



A Celebration of the Life of
Peter Simpson

16th May 1937 - 16th May 2024

Denise and the family would like to thank you for your support and attendance today, and invite you to North Cliff Golf Club to share refreshments and memories of happy times with Peter.

Donations, if desired, would be gratefully accepted for
Scarborough Maritime Heritage Centre
and the
RNLI.

B Bernard & Sons
454 Scalby Road,
Scarborough YO12 6ZA

Call: 01723 332 406
Email: bbernard.scalby@dignityfunerals.co.uk
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Woodlands Crematorium, Scarborough
Friday 31st May 2024 at 10.00 am

