



### Derek Parfect (42-44)

Derek was born in 1927 in Essex and educated at Brentwood School until he was 14. When war broke out, Derek would often help the Home Guard as a runner. However, he was keen to pursue a career at sea, and joined Conway in 1942. His first year was spent at Gordonstoun, then located in Llandinum, Wales. In 1943, he moved onto the Ship, moored in the Menai Straits, making friendships that brought him happiness and lasted his lifetime. He joined the Air Class, as he hoped to join the Fleet Air Arm. However, when he attended interview at Greenwich for a Midshipman appointment, he was told they had no current requirement for pilots.

Further training at Greenwich led to his posting to the Pacific, where he joined HMS *King George V* for the assault on Japan in the final months of conflict. He saw the best and worst of that war: from escorting a young lady called Muff Patterson at a formal evening in Melbourne (a tale he would often recount with a twinkle in his eye); to seeing first-hand the havoc caused by kamikaze pilots and then the devastation at Hiroshima. He was in one of the first small groups of naval personnel to arrive in Hiroshima. It culminated in witnessing (through his binoculars) Admiral Nimitz receiving the final surrender of Japan aboard USS *Missouri*.

After several postings in South East Asia, he joined HMS *Duke of York*. Finally, moored up in Plymouth in 1946, Derek was again tasked with welcoming young ladies: this time the young Princesses, Elizabeth and Margaret. By coincidence, *KGV* was alongside. With a logic that only the military can appreciate, the crews of both ships swapped around and Derek found himself back on *KGV*, so starting and ending his time in the Navy on the same ship.

With the war over, he was offered the chance to transfer to a permanent role in the Royal Navy. However, his father wanted one of his sons to follow him into the industrial clothing company he was managing in Liverpool so sadly his naval career ended. Soon he was learning the ropes within John Peck and Co Ltd in Merseyside. But military life did not end entirely, as soon Brigadier Derek Mills-Roberts invited him to join a new Territorial Battalion of the Kings Regiment.

He led a busy life, travelling for the clothing company and serving in the Kings Regiment and in 1953 met Joan whilst at a clothing manufacturer's dinner in Tunbridge Wells. They married in February 1954, with two children, Susan and Martyn, soon arriving.

After some domestic Territorial postings, and having been awarded the Territorial Decoration in 1959, he decided to leave the military behind. In 1967 he was appointed Chairman and Joint Managing Director of John Peck and Co Ltd. Soon afterwards, the company was granted the Royal Warrant as a supplier to the Queen and Queen Mother's Households. In 1971 Derek was appointed a magistrate, sitting in criminal, family and youth courts. In addition to his civic roles, he was appointed as adviser to the Lord Chancellor for Commissioners of Inland Revenue, and was also a member of the Liverpool Area Health Authority.



## Hatfield Davison Lawton (39-41)

Hatfield grew up in Cardiff. His Chief Engineer father, who in 1940 went down on the *Frederick S Fales*, gave him a love of the sea. At Conway, he won the Torr prize for history. On leaving, he was posted to MV *Rowallan Castle*, an ammunition and naval supply vessel on the Malta-Alexandria run. During the voyage, they were bombed and the bows damaged but they reached Malta where repairs took place despite heavy air attacks. They left for Alexandria in January 1942. Attacked by air, they made it safely through. In February, they left for Malta as part of Operation MF5, loaded with ammunition. They were heavily damaged during air attacks, and attempts to tow her to Malta were unsuccessful. Due to air attacks and threats from the Italian fleet, they abandoned ship and he was taken aboard the destroyer HMS *Lance*. The *Rowallan Castle* was then sunk. After returning to Alexandria aboard HMS *Cleopatra*, he was without a posting. However, he did a trip as navigating officer aboard an HM submarine, as the regular navigator had been hospitalised. They operated off the Italian coast and were attacked by an Italian destroyer while firing at a freight train. They managed to dive and remain submerged for some hours while being depth-charged, eventually sneaking away and making it back to Alexandria. While on *Rochester Castle*, he took part in the critical Operation Pedestal in August 1942. Having survived heavy bombing attacks, she was damaged by German and Italian torpedo boats, but made it to Malta, the first ship to enter Valetta. His next ship was *Roxburgh Castle* in the Atlantic. On 22nd February 1943, after being chased by U-107 for hours, they sank off the Azores and took to the lifeboats. The U-boat surfaced and the commander asked where the Master was. Hatfield replied he had last seen him on the bridge and assumed he had gone down with the ship (the Master was in the lifeboat with him). Satisfied, the U-Boat commander gave them chocolates and a compass heading. Later rescued by a Portuguese destroyer, they were interned on St Miguel before being repatriated via Lisbon. He served on the *Sandown Castle*, then RMHV *Carnavon Castle* as 4th Officer, carrying troops from the USA to the UK. He transferred to RMHV *Llangibby Castle* as 4th Officer and was involved in the trooping and landing craft operations during the invasion of Europe. They were heavily damaged in April 1945. He spent the rest of the war on RMS *Arundel Castle*, transporting troops to the Far East and Africa. He left her in June 1946 to return to Union Castle. He was awarded the Atlantic Star with bar, the Africa Star and the Malta Cross.

In 1950, he married Grace. By now, he was known as David as his wife hated the nickname Hatty, given him by his seafaring brethren. In 1953, by which time he was 2nd Officer, he left the sea to stay at home in Cape Town. Joining an international printing ink company, he became their lead purchasing manager. An avid gardener and an expert barbequer, he never lost interest in the sea and especially his pride in Conway. Extremely neat and self-disciplined, he lived by a code of honesty and integrity. He celebrated his 90th birthday in good health with many friends and his family, including seven grandchildren. His sudden death in June 2013 came as a shock. He is survived by Grace, a son and two daughters.



### Trevor Haworth (47-48)

The life of Trevor Haworth, founder of Captain Cook Cruises, was one of pioneering vision, great courage, adventure and achievement in building his iconic business and helping to shape Australian tourism. A man of high moral principles with true Christian ethics and a committed supporter of many charitable works, he is survived by wife Geraldine, three loving children Jackie, Anthony and Allison and seven grandchildren.

Trevor was born in Lancashire, the son of a Naval Deck Officer. His parents died when he was six and after briefly living with an aunt in Scotland, Trevor returned in 1939 to Blackburn to live with his grandparents. He boarded at Hutton Grammar School throughout WWII just as his father had throughout WWI.

After leaving Conway, Trevor joined the South American Saint Line where he worked for six years, rising to 3rd Mate. It was working with crew largely from Scotland - hard working, hard drinking, physical, tough men - that Trevor learnt his seamanship craft. He summarised its import through the words of Laurence Holt, Chairman Alfred Holt & Co, (Blue Funnel), also an OC: 'One does not need to be an academic to command a ship; what one needs is strength of character and common sense.' Trevor lived his life through these words.

Despite a promising career with Saint Line, Trevor elected to move to Australia in 1954, joining the Swire and Yuill group, operating between Australia, Japan and Hong Kong, where he stayed for the next six years, rising to Master of SS *Taiping* in 1960, the youngest Master the company had ever appointed.

In 1959 on a blind date in Sydney, Trevor met Geraldine Coates. They married in 1961. Trevor became a partner in a marine surveying company with Capt Michael Downs. Two children soon followed. But Trevor was not enjoying surveying and purchased a marina at Northbridge where he repaired, moored and sold vessels. He also started a ship delivery business, Ocean and Coastal Deliveries, with an intrepid sailor, master navigator Peter Mounsey.

While in New York, on a Circle Line cruise of Manhattan, Trevor got the idea of starting a similar business in Sydney. About a year later, his youngest daughter Allison was born. Back in Sydney, he was asked by the owner of an old ex-navy Fairmile if he could start a sightseeing cruise business on Sydney Harbour. Trevor realised this was going to be a long process and offered to bare boat charter the vessel on a five-yearly basis. A deal was struck and Captain Cook Cruises Sydney Harbour was born on Australia Day 1970. Trevor knew location was everything and approached the relevant authorities to operate from Circular Quay. Initially rejected, dogged persistence paid off and the business was granted the berth from which it still operates. Captain Cook Cruises found the going tough. It survived because Trevor and Geraldine understood the importance of marketing, were able to subsidise the cruise operation from the profitable marina business, and because they didn't do too much too soon. By starting with only two cruises a week, costs could be contained.



The business' focus was international tourists so Trevor devoted enormous effort to promoting Australia. Over 40 years, he was involved in committees and tourism Boards; Vice Chairman Sydney Convention and Visitors Bureau; Chairman and Vice Chairman Inbound Tourism Organisation of Australia; Commissioner Australian Tourism Commission; Commissioner NSW Tourism Commission; Deputy Chairman Australian Tourism Industry Association; Life Member Pacific Asia Travel Association and board member of the Australian Institute of Company Directors. For his contribution to tourism, he received many awards, including the Australian Tourism Award for Outstanding Contribution by an Individual in 1994 and was awarded Member of the Order of Australia in 1985. With a commitment to re-investment and hard work, Trevor and Geraldine built the business from one boat with two cruises a week to 30 departures a day, building a fleet of 12 restaurant and sightseeing vessels, culminating in the 68-metre, 700-passenger flagship MV *Sydney 2000* in 1999.

But it wasn't all smooth sailing. In 1975, Trevor contracted endocarditis, necessitating a lifesaving heart valve replacement. And then just 2 years later in Hong Kong Trevor almost died in an accident where his taxi driver died and Trevor was hospitalised for four weeks. Trevor also had to navigate stormy waters during the company's history. Despite the greater financial power of the multinationals now buying into the Sydney cruise market, Captain Cook Cruises managed to grow and prosper. Success in Sydney allowed them to look for other opportunities. Trevor expanded onto the Murray River, and then was approached to go into partnership with Qantas in cruises on the Great Barrier Reef. With the purchase of a cruise business in Fiji, the business was becoming the leading small ship cruise line of Australia and the Pacific. At its peak, the Captain Cook Cruises group included over 25 ships in four destinations and carried over one million passengers per year on sightseeing and dining cruises, and over 40,000 passengers on overnight cruises. Fiji became Trevor's passion. He loved the islands, the people and the culture, and he continued to invest in the Fijian business through three military coups, subsidising significant losses with an unyielding belief in the magic of the product.

Trevor was also a tireless supporter of Rotary. A founding member of Sydney Cove Rotary Group in 1978, he made the company's vessels available every Friday for the club to meet. He was recognised with the Paul Harris Fellowship medal. He was also a Trustee of the Lizard Island Research Foundation. In 2008, Captain Cook Cruises provided the official vessels for the Papal Boatcade on Sydney Harbour, as part of World Youth Day. The Captain Cook flagship MV *Sydney 2000* was selected as the lead ship to carry Pope Benedict XVI from Rose Bay to the official Papal welcome at Barangaroo. Trevor considered this moment the pinnacle of his business career.

In 2011 Trevor sold the Sydney and Murray River operations of Captain Cook Cruises to Sealink Travel Group. The Haworth family still owns and operates the successful Fijian operation of Captain Cook Cruises with five vessels and an island.



## Obituaries

### Ron Abel (49-51)

Ron Abel was born in Liverpool in August 1933. His father was killed two weeks into WWII, by a hit-and-run driver. Despite the family having little money, Ron made it to Liverpool Collegiate. He joined Conway in the first entry at Plas Newydd, in September 1949, having been awarded one of four scholarships offered by the City of Liverpool annually. On board, Ron was in Hold Party. He left the Ship with an Extra Conway Certificate, before joining British Tankers. While serving as 3rd Mate, and on entering an African backwater port, he suffered an accident which resulted in a double hernia. He was operated on at the local hospital, in the open, with a local anaesthetic, so Ron was totally aware of what was happening. After a few days, he rejoined his ship, but because he was not recovering, transferred to a homeward-bound ship as a DBS. On arrival in the UK he went to see his doctor, who immediately referred him to a specialist. Ron told the specialist that he was due to get married in a few months, and asked if he should leave surgery until after the event? The surgeon suggested that, as Ron's muscles had been severely damaged, he should have the operation at once, get married and give up the sea as a career.

So, aged 26, Ron came ashore and, after much searching, was offered a job with Lloyds Bank in Liverpool. He was told that, because of his age and lack of relevant qualifications, he was likely to remain a bank clerk. But Ron was very determined. He retired from Lloyds as a very senior manager in their Overseas Department!

On retirement to Corfe Mullen, Ron kept up his interest in the Ship and was my predecessor as Hon Treasurer of HMS Conway Trust. In later years, the ravages of his African experience caught up with him, and he died in January. He is survived by his wife Brenda, son Stephen and daughter Jan.

*John McCaughrean (50-51)*

### Capt Frederick GH Mansell-Hope (45-47)

Fred had a full and interesting life. Born in Quetta India, where his father was an officer in the British Army, Fred spent his early school years in the foothills of the Himalayas, before joining Conway. He became Cadet Captain in 1946. After spending eight years as a ship's officer, Fred joined BP, working in Iran and Aden, before moving to Das Island, offshore Abu Dhabi, where he spent 11 years. In 1973, he married Pamela and they lived in Abu Dhabi, where he was Head of Marine Services for ADMA (part of BP). He left BP in 1975 and moved to Dubai to become Vice President of International Marine Services. In 1985, he relocated to the Isle of Man, forming a ship management company with one ship on the books. By the time he retired, he had managed more than 30! In 2012, he was delighted to be invited to Abu Dhabi as a guest of honour by ADMA, in celebration of Fred docking the very first tanker into Das Island fifty years earlier. Fred leaves two daughters, Carole and Annette, and a son Alexander.

*Denis Goddard (46-47)*



## Antony Jestico (43-45)

In Conway, Antony attained his Extra Certificate, was a Cadet Captain and won various academic prizes, including an aneroid barometer for seamanship. After leaving, he became apprenticed to PSNC. His first ship was the *Orsita*, trooping to the Far East. He stayed in the PSNC throughout his seagoing career, obtaining Extra Master at 29 and command by 32. He left the sea to become a Lloyds marine surveyor and retired in 1988, having held the ultimate post of Chief Examiner, Masters and Mates London. During his career ashore, he learnt to 'fly' hovercraft and subsequently tested would-be pilots, and chaired various maritime international conferences, including SOLAS. After retirement, he was offered a two-year contract (extended to three) in Hong Kong, compiling the register of shipping for the handover to the Chinese. He refused to join the Club and confessed to me he hated his time on the Ship. However, he could not deny he would not have had the brilliant career he did have, without the grounding and experience that Conway gave him.

*Nigel Jestico (48-49)*

## Paul Eccles (42-44)

Born in Yorkshire, Paul went to school at the Venerable Bede Academy, Sunderland before joining Conway where he was Cadet Captain, Starboard Mizzen Watch. Signing on with the New Zealand Shipping Company as Cadet and junior officer, Paul came ashore in 1954 to study at the Warsash Maritime Academy to obtain his Extra Masters Certificate. Deciding to emigrate to Australia, he started his distinguished career with the Australian Government Department of Shipping and Transport as a Surveyor, at the ports of Melbourne and Adelaide, returning to Melbourne in 1960 and then became involved in general administration. In 1973, the Department moved to Canberra. By now, Paul had married Patricia with whom he had five sons. He soon rose to senior positions within the Department and his responsibilities included supervising the highly contentious de-manning of the country's lighthouses, advising on the formation of the Australian Maritime Safety Authority (AMSA) and acting at board level as the Government representative on the authorities forming the Australian Maritime College, Tasmania and the Great Barrier Reef Park Authority. He also led Australian delegations to International Maritime Organization (IMO) conferences. Retiring in 1989 as First Assistant Secretary, Paul was awarded the Order of Australia (OAM) in recognition of service to the Public Service.

After retirement, Paul and Trish enlarged the family holiday home at Guerilla Bay on the south coast of New South Wales where they enjoyed an active retirement including extensive bush-walking, tennis and wine appreciation, amid a wide circle of friends. In 2012, cancer was diagnosed and despite a brave battle, Paul died in May 2013, sadly missed by a very close family and many friends.

*Alan Read (43-44)*



## Obituaries

### Richard Rose (52-54)

Richard Rose was born in Carshalton, Surrey but spent most of his childhood in Caterham except for some years during WWII when he was evacuated to Yorkshire. Richard returned to Caterham after the war and attended Caterham School. In his teenage years, his father told him it was time to get a job. Unsure what to do with himself, he saw an advert for a career in the Merchant Navy and Richard thought, 'That's the career for me.' After Conway, he was with the Merchant Navy for over ten years and travelled across the world, mainly on oil tankers and spent a lot of time in South America. He got his Master's ticket but with no ships to command and feeling the need to settle down, he left the Merchant Navy. He went into teaching, starting his teaching career in Bromley before working in Sevenoaks until his retirement in 1996. After retiring, Richard liked to go on holidays and he enjoyed spending time in his garden. Richard died in May and left behind his wife, Linda and their son, Andrew.

### Peter John Follenfant (55-56)

Peter was born in Amersham and died in November 2013. Aged 10, he, his parents and younger sister moved to Kenya. On their return to the UK in 1952, the family moved to Tankerton in Kent and Peter attended Kings School Canterbury. It was at Tankerton that Peter learnt to sail. He had a Cadet sailing dingy in which, if his sister and cousins were lucky, they were allowed to sail with him.

Peter joined Conway in 1955 and it was in Maintop division that I first met him. We became very good friends throughout our Conway time. Peter was made Junior Cadet Captain for the Summer Term 1956 and promoted to Senior Cadet Captain for the Autumn Term, leaving Conway in December 1956 to join Port Line. Peter was also Midshipman RNR, being promoted to Lieutenant in 1963.

In 1967 Peter married his first wife Kathy, a BOAC hostess. Their daughter Elizabeth was born four years later. Around 1971, Peter left the sea and joined Racal Decca (later taken over by Thales) with whom he spent some time in Holland before settling in Norfolk. Several years later, Peter was back in Holland where he met Ronnie, his PA at that time. They married in 1990. After a tour of Malaysia followed by time in Abu Dhabi, they eventually settled in Somerset. Peter was still working for Thales and travelling extensively to Russia and China.

In retirement, Peter enjoyed his golf and gardening and had taken up painting.

We at Conway knew Peter as 'Polly' and we shall miss him at our reunions for his quiet wit. I know he would appreciate it if I leave the words of goodbye to a fellow seafarer Lord Louis Mountbatten:

'I can't think of a more wonderful thanksgiving for the life I have had than that everyone should be jolly at my funeral.'

*Robin C McMillan (55-56)*



## Iain Douglas Watts (49-50)

Iain Watts died in October 2013 after a long illness. Born at Upton, on the Wirral, he was educated at various places during the war as the family followed his father who commanded a battery of anti-aircraft guns and was constantly on the move. After the war, the family returned to Upton and he attended Birkenhead School until he entered Conway. He was the eldest of three brothers who were on the Ship and led the way into the Anglo-Saxon Petroleum Company, shortly renamed Shell Tankers. He remained with the company until obtaining his Master's ticket. His next appointment was with the Sail Training Association as Chief Officer on the *Malcolm Miller* where he oversaw the completion of her building before sailing on her for the following 18 months. After leaving the sea, he worked for the Mersey Docks and Harbour Board as a surveyor, then transferred to the Manchester Ship Canal Company as a dock-master at Stanlow. His next appointment was as a lecturer at the Riversdale Nautical College in Liverpool until he retired.

Iain loved sailing and canoeing, always helping anyone new to the sport. He also spent time as a scout master. He met his wife, Judith, during this time as she was a Cub Scout Assistant Leader. He will be greatly missed by Judith, daughter Elizabeth and stepson Rae.

*Space constraints meant this obituary sadly was omitted from the last Cadet.*

## John Colin Edwards (44-46)

Colin Edwards joined Conway for the September term 1944 as I did. I remember him as a quiet but efficient Cadet and well organised. If I'm correct, he was a New Chum in Starbd Fore and I in Port Fore. I remember he was quite bright but do not remember if he shone at Sports. He was a Senior Cadet Captain and left after two years joining Union Castle. While with Union Castle, he passed his Master's Ticket and met and married his wife, a passenger on board.

Soon after they were married, he left Union Castle and joined his wife's family, farming in the Karoo. After years farming there, they moved to a farm near Plettenberg Bay, where I met them, probably about 15 or 16 years ago. Thereafter we had occasional contact by phone. Many times I tried to get him to join the Club, but each time he had some excuse not to sign up then and there! He was a lay preacher at St Peter's Anglican Church in Plettenberg Bay, and in 2008, was ordained and became a priest there.

His son William has taken over the business, Farmers Choice, estate agents for farms and small holdings.

*Guy S Brooke-Smith (44-46)*



## Obituaries

### Peter William Austin (35-37)

A most unlikely combination of beer and a Conway Cadetship formed the basis of Peter's long career as a giant of the brewery industry who, from a small plant, took on the six giants in national brewing and was more than a force with which to be reckoned.

Peter was born in Edmonton, North London. His first love was boats and he cut his teeth on sailing in Poole Harbour at an early age. He joined P&O from Conway, but contracted TB and was invalided home from Australia. Peter's family were closely associated with the brewing industry and, not being fit enough to fight in WWII, he moved into brewing, completing his pupillage in Guildford, a spell at Morrells in Oxford and over 30 years in the Hull Brewery which he left after a take over.

Peter moved to Hampshire where he was approached by Terry Jones (*Monty Python*) and Richard Boston (*Guardian* writer) to design a microbrewery. Together they built a tiny brewery in Herefordshire. In 1978, he moved to Ringwood and with a business partner, produced Ringwood best bitter, Fortyniner, XXXX porter, and Old Thumper which won Champion Beer of Britain Award from Camra in 1988. Peter and his partner moved to bigger premises in 1986, and after that move, Peter sold his share to his business partner and became a consultant, adviser and builder to aspiring brewers. His tenure as the first Chairman of the Small Independent Brewers Association (now the Society of Independent Brewers) also provided those who consulted him with a wealth of sound advice. His expertise was sought worldwide, where his biggest impact was in the United States where he helped set up 74 breweries. Peter's brewing system is also in use at a recently-opened brewery in Victoria, British Columbia. Today, some 4,000 breweries worldwide owe their existence and success to Peter, and the greatest choice of beers is also down to him. Throughout his life, Peter owned a multitude of small boats and he didn't give up sailing until he was in his 80s. His first wife predeceased him as did his second, and also a son. He is survived by four children and two stepchildren.

### George Miller Rigg (42-44)

Born in Kendal, George went to Kendal Grammar School from the age of seven and joined Conway during WWII. His dream of joining the Navy was dashed when he was diagnosed as colour blind, and he instead joined the Royal Marine Commandos, serving in Holland and Germany during and after the war. After leaving the service, he returned to Kendal and ran Rigg's the Bakers, with a bakery, shop and café in the town. In later years, he ran a bookshop before retiring. On the opening of the bookshop, the acclaimed guidebook writer, Alfred Wainwright, presented him with a pair of his walking boots. The boots were in the window of the shop for years but were donated back to Mr Wainwright's widow Betty and are now in Kendal Museum. Married to Helen, Mr Rigg had four children Kathryn, Gillian, Tim and Simon, as well as five grandchildren.



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