

PETER CROCKFORD

Edited transcript of interview with Peter Crockford, BAS Marine Department, bosun on *John Biscoe* and *Bransfield*, filmed by Jack Tolson. BAS archives AD6/24/1/216. Transcribed by Allan Wearden, February, 2018.

Crockford: Pete Crockford I was born in Tenby on the 26th of March, 1942, and I moved to Newport 20-odd years ago when I got married and that's the reason why I stayed here! And it's one of my, I love Newport, I like the rugby and everything about it. It's close to the capital of Wales, Cardiff, which is a lovely city, and that's one of the reasons why I stayed here and I've got some very good friends as well.

[0:00:51] Tolson: Take me back to your earliest days where was mum and dad and siblings?

Crockford: I'm one of nine, and six boys and three girls and mum and dad. Dad was a fisherman and, well, mum was a mum! Because having nine children it was quite a feat the way we got, but we had a wonderful family life, we never had any money but we were always happy and we lived on fish! Because my dad used to fish out of Tenby, every day we came home we didn't ask mum what was for tea, because we knew what it was - it was fish - because that's all they could afford, but they gave us their best and we none of us went short, we were a very happy family! And my parents, bless their hearts they're not here now, they're missed, and they, as I say, they brought nine children up which was a feat in itself. And dad I think he went into the merchant service and he had an accident and had a steel plate put in his head so he couldn't think, and fishermen then was exempt in going to war, so he worked for his father on one of the fishing boats. And mum used to waitress in the evening to get some more money in, so they were very busy, hard working people! But I always remember seeing a doctor and he said 'Can you tell me what you was brought up on?' and I said 'Fish that's all we had!' and he said 'That's why your blood is so good because you had a fine diet!' and I said 'Well we didn't appreciate it then!' but it was - Tenby plaice was wonderful!

[0:02:58] Tolson: Talk me through your early days of schooling and friendships?

Crockford: Well I went to a primary school in Tenby, Tenby Primary School, and I didn't get any, I didn't get much farther than that, and I left school at 15 and my dad thought the post office is a sensible job to go into. And I went on there and I hated it, I absolutely hated it! And so I went up to Swansea to talk to the Shipping Federation, to see if I could get a job at sea, and they said 'Yes', and I went home and I said to my dad 'I'm going to sea!' and he said 'But you're at the Post Office!' I said 'No, I've resigned', and he went absolutely berserk because he thought the Post Office such a stable job! Anyway I left at, 18 I was then, and I went to sea and my father said 'I don't think you're going to like it son!' and things, and I went there and joined a ship called the *Clyde Chancellor*, she was an old T2 tanker, and our first trip was to Tenerife, and that was my first jaunt aboard and I stayed in the Merchant Navy then for about ten years, going all over the world fortunately. And then it came to the time where a cousin kept talking about the *Shackleton* and all his exploits down south, and friend of mine John Joseph and I wrote to BAS to ask if they'd give us a job?! We went to

Southampton and had an interview and we got a job, both of us as Able Bodied Seamen and that was our first introduction to the British Antarctic Survey on the RRS *John Biscoe*!

[0:05:05] Tolson: Tell me about the very first impressions.

Crockford: It was completely different to the Merchant Service, it was one of those situations where you thought 'Crumbs alive!' It had everything, all the proper gear, everything, and one thing you did do on the *Biscoe* was make its own rigging which was good because it brought us back into splicing wire ropes, making strops and things like that, and that was all good and Robbie Robson, the bosun, always used do the splicing, the bosun always did the splicing on the ship! And a year later or a couple of years later I took over from him as bosun I think, and that was my job all the way down to Montevideo just splicing wire and rope and getting everything done.

[0:06:05] Tolson: We're talking what sort of period?

Crockford: I think it was 1968, I'm not sure, I looked for my discharge book and I can't find it because it's so ancient now! But that's what I was trying to get - I think it's about round that date and John and I did our first trip there and we were away eight months, and it was brilliant, it was an experience we'd never ever forgot!

[0:06:38] Tolson: Tell me about some of those early characters. I know you have met many other wonderful characters since, but those early impressions of officers and crew.

Crockford: Well Falkland Islanders and things, I mean these guys could drink we weren't in their league at all, we just had to, we tried sometimes to keep up with them but just couldn't! In the end we gave in and, these guys were so impressionable that we wanted to copy them in so many things, so many ways, because the job was like so easy for them and in the end they taught us an awful lot! And they introduced me to the way that BAS people think and hopefully I got into it and was accepted I stayed, John left and I stayed with BAS, as I say I was made up to bosun, to take over from a chap called Robbie Robson who went to the *Bransfield*. And that was it, but the characters, the Falkland Islanders, I wish that I could remember some of their names because they were characters! And I remember a greaser there, an engine rating called Willie Cotes, and Willie was an amazing man, absolutely amazing! But all these guys they educated, they drank but they did the job and when they did the job they did it well, and they were a shining example to everybody! And we just followed them and hopefully then got as good as they did, and I must have impressed someone because John Cole asked me to be skipper, to be bosun on the *Biscoe* and that was great wonderful experience!

[0:08:51] Tolson: You sailed with John Cole, with Tom Woodfield, Malcolm Phelps of course.

Crockford: I sailed with Captain Woodfield, John Cole, Malcolm Phelps and they were the three skippers that I sailed with, and Stuart Lawrence, and below them they had people like Chris Elliot who then became skipper, then Nick Beer who became skipper. And they were all a good bunch I mean a lot of people. Chris Elliot was a very well spoken guy, but he

loved his sailing his yacht and in his gaff cutter and he was, after a while I got to really like Chris and he was a very genuinely nice guy! But he could have his times, if you didn't do the job properly then Chris would put you in your place and that's fair enough, and that was life, that was life onboard these ships because these guys knew the job we were but learners at the time! And then as time went on we got experienced into it, and once you got experienced you realised all the pitfalls that you would find down in the Antarctic and there are many! And if you haven't got your head about you it's, you shouldn't be there!

[0:10:25] Tolson: The life onboard *Biscoe* below decks it was obviously a very harmonious group of people.

Crockford: It had to be, it had to be!

[0:10:38] Tolson: I suppose by the time you became bosun what was it that you tried to do to help keep that harmony along with the crew, and the top deck too?

Crockford: I think you've got to try and get that harmony through the ship from the skipper down. If you hadn't got the right skipper that you can talk to about the different problems that you may have on a ship. But we were fortunate we did have the right skippers, and we got people to intermingle with the scientists, through the Fids with the officers and people got to know each other and then they realised that he's not a bad guy after all! And that was one of the main reasons why the *Biscoe* was a very happy ship for a long- long time.- and it wasn't just my doing it was the whole crew's doing, and the officers as well. Being prepared to have days and night where you all got together, and if you didn't have that you haven't got a ship, and to get harmony on the ship that's one of the main things, I think I did bring to the *Bransfield* was togetherness which was very important! And to have quizzes and things like that, a little bit of banter here and there, and the people like Stuart Lawrence and Nick Beer willing to take a bit of ribbing off the lads! And then they realised then that when the job was in motion they had the respect of these lads, and in the end we had a very happy crew and we thought we just, it came down from the top, Stuart and Nick Beer clicked as people! And most of the crew, in fact all of them, liked them, they were very acceptable - they had their times but they had reasons to have times like that, and if they did they told you off and that's fine - anyone that can't accept a good telling off is not a man anyway! But it usually, when they did tell you off it was deserved and I've had my fair share and that, but I was very lucky and the support I got from Stuart and Nick was excellent and from Malcolm Phelps when I was on the *Biscoe*, Chris Elliot I mean it all helps to make the ship run and if you get the crew the officers and the scientist Fids working together then you have got a really good ship, and a happy ship that's very important!

[0:13:40] Tolson: On the way south you carried the Fids as we called them. [Crockford: Yeah] How did you manage to get the best out of them?

Crockford: I think they, I remember one guy he came, we were chipping on the fore deck and he came out in a suit! And I said 'Excuse me', I said, 'There's boiler suits supplied for you people', 'I'm not wearing a boiler suit!' he said, 'I've never worn a boiler suit in my life!' I said 'Well your suit's going to be in one hell of a mess!' And he lasted two days wearing a

suit and then he submitted and he came out and he said 'I'll have a bloody boiler suit!' And he got on and he was a smashing chap, he was a lovely guy, I do think he became Base Commander at one of the bases, but he was a smashing guy - whoever chose these guys to go south they chose good and well, because they were most, the majority of them, there's not many guys were sent home and for the time I was there I think these guys were brilliant! They were very well educated lads, but they never used to throw that at you at all, they'd mix in painting and they'd come off deck with paint, more paint on them than enough, but they were happy and they'd do their job and then they'd relax in the evening. But one thing that you could never get through to Fids was putting a cup in the right place if the ship starts rolling, the clatter that used to come from the scientists deck when the ship rolled just a little bit! That was it, the chief steward must have lost half his crockery that way, but they were very, they got educated to it but it took a while!

[0:15:48] Tolson: Your own very first impressions of Port Stanley when you first rolled in there?

Crockford: There's only, then I think there was only four pubs in Stanley there, the Upland Goose, the Globe, and there was one I think called the Victory, and I forget the other one, but we drank in the Globe with Chuck Clifton who was the landlord there, smashing guy! And everybody used to come in there and we met the Falkland Islanders that went, that drank there they were lovely people - if they befriended you, you had a friend for life, they were excellent they were smashing guys! Sensitive in some ways but once you befriended them you were fine, they'd invite you to their homes for a meal and the one thing you noticed when you went to visit these people, was how royally minded they were, they'd be a photo of the Queen, Duke of Edinburgh in every household over the mantelpiece and you'd really understand they were more British than we were(!), because they had, they just called it home, every time they mention the UK they called home! And they believed that, and that's what they believe to this day that is their home, and whatever troubles there are they want to be British, that's there will they want to be!

[0:17:28] And, I found the Falklands, ah some of them you could walk across to the old wreck I think it was the *Britannia*, I forget the name of the old wreck that used to be there [note: actually it was the *Lady Elizabeth*] When I first went there the *Great Britain* was there and we went out to Sparrow Cove to go onboard the SS *Great Britain*, and I started talking to the engineer that was going to float her, a German guy, and he said 'On Friday she will come in through the Narrows on a barge'! And it was blowing an absolute hoolie and I thought 'You're not going to do this, mate', but sure enough to his word she came in through the Narrows and went alongside, not the public jetty the other jetty, and it was just amazing. There she was up on this barge, this guy floated the barge underneath and it was amazing, the engineering must have been fantastic but he was true to his word, she came in through the Narrows when he said she was coming in! And that was a wonderful experience to see the SS *Great Britain* because when I came home I went down to Bristol to see her, and I just thought back to those days when she was a wreck in Sparrow Cove, amazing, amazing feat to do what they did!

[0:19:05] Tolson: Take me back to your own very first trip or trips south, before you'd gained any real experience going into the bases doing the cargo work, what was going through your mind?

Crockford: Well looking at these guys and thinking 'What the blooming heck, are you doing here?!' and all of them they just seemed to be on a mission to do their job and they loved it. They worked together and they, if you asked them to do any job they'd all do it, they'd all! Really no sluggards amongst them and I couldn't get over it how happy they were on these bases, because you used to walk up to the bases and you'd think 'Crums alive there's not a lot here!' and they was as happy as Larry there most of the time. They had a good Base Commander, and he'd make sure everything was done and they all had to do, no matter what their walk of life was, they all had to do, swab out the toilets and do everything! And they didn't mind at all and they always used to love the ship coming in because it brought replenishment for this and that, I was just amazed that at how happy they just all seemed quite content with their life, and they most probably went down as boys and came back grown men(!) because of the things they experienced, because at that time in Stonington they used to go out in the field all summer with their dogs. And I mean the things you learn about huskies was, if we were loading off the ice on to the huskies, on to the old sledges, if you put the bitches alongside the dogs, then the bitches would just tear the dogs apart! And one guy did it, he had the biggest rollicking out, but that's what he did he parked his team close to the dogs and the next thing the vet was sewing all these dogs up, it was quite funny really!

[0:21:26] Tolson: What did you on board the ship think about, as you went into ice into this fantastic scenery, I mean the emotional side of things it was going through in your mind?

Crockford: It's amazing when you first see it, it frightens you at the beginning because you don't know it's the unexpected, but as you grow into it you look at this white, it's white but it's not white it's different colours there! And I always remember seeing this one little penguin on this ice floe and the character of that penguin on that ice floe intrigued me, it was amazing just to see the antics of this guy this little thing was on, because there was a leopard seal on the floe as well and this leopard seal could just twist his head and just kill him outright if they want! But they used to jump, honestly it was like a stage show, brilliant! I remember taking a photograph of this one penguin on an ice floe, and this guy whose the photographer on the ships said, he said, 'You want to put that in competition?' I said 'I don't know anything about it I only took it with this little camera I've got' and I think he entered it and I think I came fourth and he was quite delighted at that. But the, the photos take themselves because you don't need a big huge camera as most people had, just to take a photograph because the scenery was there, and the blues and the things in the ice it was fantastic a wonderful experience!

[0:23:22] Tolson: But of course working in those conditions could be traumatic down there. You must have told some of the newer kids over the years how to behave and respect the Antarctic weather!

Crockford: You've got to respect everything, you've got to. I mean we've had guys jump off the ship into the water and freezing cold water, but they've soon got back onboard and soon realised that this is no place to be mucking around in, you could kill yourself in the Antarctic just like that! But they soon learned.- if you didn't then you wouldn't last. I mean whatever the people say about, we called it Ice Berg Alley was at Adelaide and they used to charge down, it must have been a skipper's nightmare because these growlers used to charge down, and you'd see them hurtling at people on the fo'c'sle end ready to pick the anchor up, and you were also then discharging cargo on to a scow and you just had to keep those in mind as well. Because you crush the scow and that's your means of transport gone as regards to getting all the cargo ashore, so there's so many things that you have to take in and it took me a good two years to appreciate the seriousness of the job! And if you didn't take it serious you shouldn't have been there, because you can kill someone! With cargo swinging all over the place, because it's never still and there's little sort of swells things like that, and if you're putting a hook over the side with a big net, heavy net, and you've got people under that you've got to have your wits about you! And I think everybody learned quite quickly that when you were working there was no room for jollity in any way at all, you had to keep your mind on that job because it was, it could be quite dangerous!

[0:25:43] Tolson: As bosun you had to have your eye on everything, what were you really trying to home in on because presumably weren't unloading or loading, you were monitoring the whole thing?

Crockford: My job basically was making sure the cargo that was lifted was lifted in the correct manner, and that the guide ropes on this to stop it swinging, and the people in the scow making sure that they're out the way when this cargo was coming down into the, so you had to have your eyes here there and everywhere! And you had the mate there with you and so together you worked as a team in everything you did, the mate would let you do all the ordering to the crew and if he thought there was something wrong, he'd mention it, he'd just come out and mention it to you and that's fine, but there can be only be one person to do that job and at that time the bosun was that man! And you took it on yourself and you just had to have eyes in the back of your head, because if someone said 'There's a growler coming down' you just had to make sure that the launch man was ready to take the scow out the way and then come back alongside. So all the time you was constantly looking at the safety angle which was most important, and the safety of the crew because, and the scientists because they all worked together. I mean there was no, 'Oh you don't do that because you're this or that', everybody worked - the one thing about British Antarctic Survey was everyone worked, and that was important!

[0:27:42] Tolson: You've mentioned Adelaide as being a particularly unpleasant base or on occasions, [Crockford: Frightening!], what other scenarios in other places do you recollect?

Crockford: You didn't have too much trouble in Argentine Islands, Signy was a place because that Signy Island that was you used to get a swell there and things like that, but ice bergs was the main worry at Stonington, you could go right into Stonington, there was no real hassle there but then if you went to Halley Bay, as we did on the *Bransfield* I mean you could

moor up alongside the ice and if that ice breaks and comes right down on your deck you feel the ship just go right over and things like that, and it's really hairy stuff! And if you're working cargo as well that's when you've really got to have your wits about you. It was quite dangerous but fortunately we got away with it, we didn't have people injured, that was very, very important because it was, it was their lives and the cargo, you can lose cargo, but if you got a person injured or whatever that would really hit you home! That was your main thing the safety of your crew, of all the lads there, and it wasn't just you they had to realise the dangers that was around and if they didn't then they'd come unstuck! So it just didn't a bosun it took a whole crew, and sometimes the crew has turned around and said 'Have you realised that's happening?' to me, and I'd thank them because I didn't, so the whole crew, it wasn't just the bosun and the mate it was the whole crew, everyone working together and everybody appreciating we were doing a dangerous job!

[0:29:49] Tolson: Another job that you all had to get involved in, one that we now, no longer have to do was supplying the dogs with their seal, tell me about sealing.

Crockford: Sealing was - I always remember the *Lindblad Explorer* came quite close and the lads were just on the ice killing the seal, it was humane it was a 303 rifle! And the Falkland Islanders usually did the killing because they were top shots, and one shot the seal was dead - there was none of this seven or eight shots these guys were really good at it - and of course these Americans on the *Lindblad Explorer* they thought we were macabre, they thought we were vultures and things like that! But sealing was, the number of seals in the Antarctic, we took 500 and we used to take it down to the bases at Stonington and Adelaide and the ship was stinking, absolutely stinking, the whole ship insides and out was stinking of seal! And I remember Brummy having one of the eyes of the seal and he put it on an eye bolt and he said 'That's a proper eye bolt now Pete!' and I looked at him and said 'Brummy there's only one of you!' And it was the things that go through their mind, but they're working in this blood and to see people gutting these seals, these Falkland Islanders, 30 seconds to open up a seal and completely gut it! And of course we guys that were new at the time, we got our chance to do it and in the end they were doing it at the same time as the Falkland Islanders, they were doing it in 30 seconds a Crabeater. A Weddell, was always the thing because it was flabby it always used to take longer. But I remember HMS *Endurance* was with us once, I don't think their captain was too happy with the way we were killing, but it was a humane way, it was the way of the thing and what people didn't realise was that they were for the huskies! And it was the way of life down there you fed the huskies on seal meat, and although they had their nutty and all they had for the dogs the seal meat was most important! And at that time, I know it changed later on when they went to ski-doo and everything like that, but the huskies used to take them out in the field and they got really close together, the teams that they had in Stonington especially was amazing! We took huskies down, they had come from Iceland originally and they're the most placid of dogs, but if you see them in a fight with a bitch you wouldn't recognize them as the same dog! But they were with humans they were fantastic and these guys that ran them, don't know if that's the right word but that's the one they used to love them. When they were leaving their team they'd be in tears because they got so close to them, and they'd know each one all the characteristics of these huskies, amazing! They

had a vet down there called Alan Hume I think his name was, and this guy that put the bitches alongside the dogs, he said 'You bloody idiot!' - but he did use stronger language than that - and he said 'I've got to sew all this lot up!' And it was quite, he did literally have to sew all these things up and with all due respect he wasn't a vet, he was a dentist, but he still did the job and that was the way they worked, everybody working to one, to one aim and that was to make sure that that base was replenished and it was fantastic, everybody worked together!

[0:34:29] Tolson: Was the sealing operation a certain number of days set aside specifically?

Crockford: Yes, yeah we knew when we were going sealing because the ship would get ready and you'd make sure you had the right hooks for lifting the seal aboard and everything just like that. Then the ship would prepare for a day for the seal and then you'd go out and you'd go out up to the Jones Ice Shelf or wherever it was you were getting your seal from. And I always remember that they brought this big flock, I don't know if flock is the right word but about 30 or 40 seal from about a mile away down to the ice edge, and this little seal he led the field all the way down, and I remember this Falkland Islander saying, 'Ah let him go', and he went back in the water and they kicked him out of the way, because he's led this lot right down! But that was their job, there was no getting sentimental about it, that was their job, and they were used to feed the huskies and that was the main aim and we there about five or six days sealing. And I mean once we got rid of all the seal you were washing the ship down forever, trying to get rid of the smell, it was in your body everything!

[0:36:01] But it was a job that had to be done and while we were doing it, if you weren't fit you were fit after it because it was heavy, heavy weight you were pulling. You had your seal hooks when pulling on the deck and getting tidy on deck, I mean we ended up with 500 on the Biscoe and on the small deck for'ard quite a lot of seal! But it was, there was characters around as I said about Brummy. I mean there's no excuse for Brummy, he used to see things in his head that nobody else saw, and when he did that eye bolt thing I was in stitches, I just succumbed, stopped everything, just stop the winches stop everything, and I curled up because it was so funny at the time! At that's what you need, you need someone there with a bit of humour and things like that to break the ice. Sometimes you can get too involved in it and once you realise there was a little light heartedness there, it relaxed everybody and that's why we keep on about him, but he was such a funny character and he - it's a sad thing to say but only Brummy would do something like that, jumping in a river and saying 'I'll swim to the other side'. Unfortunately they lost him, I think it was Pointe Barinas in Venezuela that he died! But it showed how much people liked him because everybody turned up for his memorial service at Winston Green in Birmingham and it was a sad day, when you think of the young life being taken! Everybody was affected by that because he might have been a fool to himself but he was a lovably guy, everybody loved him. I remember in the Falklands, we went in and we had some do there, and the vicar was walking around and he said 'Your friend has lost a million pound note' 'Oh', I said, 'I'm sorry about this' I said, 'Don't take any notice of him!' 'No' he said, 'Leave it to me, I'll pacify' and things like that he said, so I said 'Brummy come here' I said, 'You're telling people you've lost a million pound note?' and he said 'I have Pete' and he was serious, and thought 'Oh god there's no answering this', but these were the characters. He and his mate, Henry Duncan his name was, his best mate

and the two of them they got into so many different things as they could, but the ship needed it!

[0:39:12] Tolson: Did Brummy and Doctor Milne?

Crockford: Oh Dr Milne - now I think he could have been the end of Dr Milne, Brummy, because I remember we had a lecture before we went into Montevideo and Alan was a sort of straight laced guy, and he told all these guys about the in and outs of what you could catch in Montevideo with certain women of the bars! And everybody was nodding their head and things like that, we knew there was a couple there that wasn't going take in anything at all. True to his word Brummy came back again, he used to come in my cabin for some reason, he'd take out his equipment and say 'Do think I've got a?' and I'd say 'Yes, you know where to go!' and he said 'Oh you go first, I don't want to see him he'll be annoyed!' And he was annoyed, but Alan realised then that some of his talk's health and this and that went in deaf ears for many people! But it wasn't just Brummy, some of the Fids thought they knew it all, but they didn't so it was something they would remember for the rest of their lives you know! But he was, I liked Alan, Alan he was a nice guy and I got on well with him.

[0:40:46] Tolson: You had a wonderful encounter with Sir Vivian Fuchs didn't you and tell me about?

Crockford: Well the Director came onboard and he must have thought, 'Well I'll a chat to the bosun of the ship because he's with the crew just to see, to learn something from it' So he came down to my cabin and I gave him a gin and we sat down having a talk about the job and about what our role was, and how important we felt our jobs were? Kept drinking and I'd been given two leopard seal teeth and I treasured them and I was going to get one and put round my neck. And as the evening went on we drank some more gin and Sir Vivian could drink a lot more gin than I could, I was only a youngster then probably, and I gave him these leopard seal's teeth and I regretted it from the time I woke up and realised! I had one thick head and when I went on deck there was Sir Vivian 'Good morning!' bright and breezy, didn't affect him at all and I felt like death! And I thought 'You've got two things of mine', and to this day I've regretted it. But I think he appreciated the chat we had because when we got back to Southampton he came down to my cabin, my mum and dad was there to meet me and my mum was very, when she went back to Tenby, 'I've met Sir Vivian Fuchs', and dad said 'Seems ordinary type of guy' and things like that, and I said 'Yeah they are', and he was a gentleman, he came down and he did say 'Hello' to my parents. And where the people think of these explorers he was a really nice person, but he really had his heart into BAS, he was, I thought, a very good director for what I knew about it. I mean we had other people like William Carse [note: Duncan Carse] who used to, he did exploring, he put himself down as an explorer, but some the things because he was in this *Dick Barton Special Agent*, and we had him going in the cabin once when he's had a few drinks, 'Scotty, stop it!' And we'd have him going through all the things, the skipper thought he was nuts! But he was put up on some shelf, some ice shelf and they had to get him out the thing, he was in these ice holes and he stayed there for three days, how he survived I don't know, but he did! But you met some many interesting people. We had a chap, from South Africa, Professor Cecil King, he was a

very interesting guy. The one thing about the officers on certain of the ships they used to get these guys to give a talk, and it's very interesting, and if you realised then the job you're doing helps towards an end for some scientific job and things like that, it's very important and it made the guys appreciate the job then, that we were doing! They didn't feel like, 'Oh we're just deck hands doing this and doing that', it felt they were playing their part in getting an end result. On the *Biscoe* we had the same crew for five years and that is good because you then realise at the end of four or five years you could rely on these people, they knew exactly what was happening. When you had ice bergs all around you they knew when to go sort of thing, it made my job really so much easier, but they were a good crew, a good bunch of guys!

[0:45:07] Tolson: You were working with your brother Pat as well?

Crockford: Yeah, and my cousin Roger!

[0:45:14] Tolson: Did this influence anybody thinking 'We've got a bit of a Tenby Mafia here!'?

Crockford: One time they did think that. Malcolm Phelps came out with that. 'Crumbs alive' he said, 'how many more people from Tenby are we having!?' Because John Joseph came with me first trip on the *Biscoe*, and then Patrick came and then Roger came, and they thought they were going to get more people from Tenby in the end! And it was a situation where, when we went into the Falklands the three of us decided that we were going to have a Lifeboat Day and were going to have a dance in the evening in the town hall, and we collected £43 or something like that for the lifeboat, and when we got back to Southampton, the *Western Mail*, the local paper here in Wales, came and took photographs of us for collecting this money in the Falklands. And so things like that that kept you going. Tenby did have a thing, because Mike Crockford was radio officer on the *Shackleton*, and myself, my brother and Roger, Johnny Jo, Roger Pace, so they'd all done trips into the Antarctic! Some people did think it was Tenby orientated at one time but the main people I think was the Falkland Islanders, they were tip top they were, I thought they were excellent, they taught me a lot. I watched I listened, my dad always said when I was a youngster 'Always be a good listener son!' You had to be a good listener, if you were you could pick up the good things that these guys did and they did a lot of good things, and safety things. First thing you ever did when you got to the Falkland Islands was to go to Des Peck's at the end of the jetty, and you'd buy your Eskilstuna! And they say that what you do, you stick them in the earth for a year and when you came back the following year, they'd give this Eskilstuna and once you sharpen the blade and the blade would stay and for cutting seal they were the only knives ever used! And you used to get one of the Falkland Islanders to make you a sheathe, then, you could always walk up to the Globe which is the local pub just off the jetty, but you had to take your knives off as you go in - it's a like going in with a holster on! Off came the knives and Chuck Clifton would put them all at the side and then when you went out you, it was like walking down the jetty with knives on, an amazing thing! But it was an wonderful life. I was fortunately enough to be able to run my dad's boat in the summer in Tenby, and then I had the Antarctic in the winter, and I always thought if I ever wrote a book it would be called

The Best of Both Seasons! because I did have a wonderful season on the boats in Tenby in the summer, and in the winter I was down in one of the most picturesque places in the world, somewhere a lot of people have not been! And so when you came back and you talked to people about it they were interested, because it was a place, I believe now they are doing cruises into the Antarctic all the time now, one time it was just the *Lindblad Explorer* that did it. The people that go there now are amazed at the wonderful scenery around there, fantastic, and we loved it, I never got sick of it, I never turned round and said 'I'm fed up of the Antarctic!' I was never fed up because your mind was occupied all the time.

[0:49:32] Tolson: It kind of doesn't let you, one moment it's beautifully placid and sunny and the next it's, well...!

Crockford: I remember we did a trip from South Georgia to Chile. Our chef, our cook, was dying, and Chris Elliot actually did a blood transfusion, but I helped him with the advice of an Argentine doctor on another ship, and we got the cook over to the Magellan Straits, put him ashore, and unfortunately he didn't make it! But he was another Welshman, a mad cook, he just liked a can alongside all the time and that was the way, and he was happy enough, just sad for his family. We used to go in the galley he was quite happy as long as he had his can alongside and the poor devil died through cirrhosis of the liver and God knows what else! But he was happy in his own way. I always remember we had a Welsh cook onboard there when I first joined the *Biscoe*, and he thought he could speak Welsh and he couldn't really, so I said 'Excuse me' I said, 'What's police in Welsh then?' And he said 'Policiee', and I said 'Don't be so dull' like! And he said 'Oh you're questioning my thing?' and I said 'No, I know damned well' I said, 'I don't speak Welsh but I know it's no policiee!'

[0:51:19] Tolson: Tell me about Gerry Cutland.

Crockford: Gerry was, think he was the 'Del Boy' of the ship, if any deals were being done Gerry would be in the head of it! He used to come out with so many things, but he always got things done, he'd come out on deck and say, 'Pete can you get this done for me?' Say 'Gerry, I'm down by the head with - I've got to get this done!' But in the end you do it because he would be pestering you so much and things. He'd been there a long time and he knew the score he knew the things. I mean he used to love it when the Fids used to come down and they were out of, three miles off and wherever, and they'd all buy their zoom lenses, and you'd see Gerry with a smile on his face and you'd say 'Good business, Gerry'? And he's say 'Oh Peter its wonderful business to sell to these people, they love their camera!' We used to get so things as soon as we saw the ice bergs the Fids would come out with all the big zoom lenses and things like that, and Gerry would be going 'Oh Kodak shares have gone up 20p already!' And it was true. I mean the number of cameras and the size of them was frightening, because then you had the big zoom lenses and everything, and these guys bought the lot and they'd take photographs of anything! But that was their thing and they were great guys whatever people say. Whoever chose them the people that selected them chose well because they were lovely people! I don't think I've had a cross word with one like that, if I asked them to do something, they put their heart and soul into it if it was a menial task like chipping or painting, things like that, they all did it and they didn't mind it at all.

[0:53:32] Tolson: I suppose to some extent Gerry, Gerry Cutland's, other side was looking after the catering aspect, and that actually on a ship is a pretty important thing. Was it good food or awful?

Crockford: Well yes we had steak every Saturday night, every Saturday we had steak and it was a good sirloin steak, filet steak as well, and the cook used to go out of his way to make sure it was a good meal on Saturday night! If we weren't working we had this big steak and a few drinks and everybody get together have a chat, and you had your friends in with the Fids and things like that. I remember once we were in Deception Island and the HMS *Endurance* was there over Christmas with us, and her number is 151, [actually is 171] so we thought a '½' alongside of it, of 151, would go down very well! So we went across in the night and put a '½' alongside of the 151, so it was '151½'! And I had the pleasure of going over and getting their captain, who was invited by Malcolm or John Cole to come onboard for a meal. So I was running the launch at the time and we was sailing back, coming back to the *John Biscoe*, and he looked back and he went 'OH MY GOD WHAT HAVE YOU DONE TO MY SHIP?! Turn around get back there!' The next thing we saw was 20 matelots over the side painting this '½' out! But they got their own back, they put a Plimsoll line on our funnel! Which was we didn't think was, so it was all good banter it was nothing,. I remember that skipper, he turned around 'OH MY GOD!' he said, '151½, who put that there?' And I just thought my hand wasn't that steady at the time!

[0:55:49] Tolson: Other great characters you had onboard not quite as Fids, but as super adviser people, Big Al, Big Al Smith?

Crockford: Oh yeah his claim to fame was he was Harvey Smith's brother, but this guy he could work. I mean we went into Argentine Islands and he was, we looked at him and we said 'Then we're not going to get that generator ashore' - it was a huge box - 'We're not going to get that up the rocks!' And that's how they had to do it, and he kept saying to the Fids, 'There is nothing, there is nothing that a Fid cannot do!' And you see these guys straining every sinew in their body to get this thing, and they got this generator to the top and then into where they wanted to put it! And these Fids believed they could do anything and that's the way Alan worked them, they'd do anything for him. - he's a big guy himself - because he put his back into it as well. But that was his famous saying - 'There is nothing that Fids cannot do! You can move mountains if you wish, but you can do it!' and they believed him. He was, I mean they was all characters but they were all willing to work hard.

[0:57:23] Tolson: On the *Bransfield* when did you actually transfer from the *Biscoe* to the *Bransfield* roughly?

Crockford: It was my last two years. I did ten years in all down, ten months of each year in the Antarctic and I transferred when Robbie Peck moved off, went off and I became, I was bosun then on the *Bransfield*. It was a heck change really because the *Biscoe* was quite small in that the *Bransfield* seemed quite big! And to get I was fortunately enough to get back early because they wanted all the safety equipment put in place and I did that, so I got to know the ship before the crew arrived and then when the crew came, they must have thought 'Who the

Hell's this bloke?' you know, because none of them sailed on the *John Biscoe* with me and things like that. So I think we had to go across to America to get stuff for Palmer Station and there comes a time where you just have to make a stand yourself, if you're going to be a leader of men! Then you've got to make a stand, and I always remember jumping up on the crane, we were loading some quite big boat that was going down into the hold and I'd never been in this crane before, and I just wanted it to go perfectly, and it went down, put it down the hold and landed it, and I always remember walking down the alleyway and two of the crew, they didn't realise I was there, said 'Christ, he did a job there, a good job'!

[0:59:22] And from that time on they were, you have your ups and downs nothing that would really upset you know, and that's when I think Nick Beer realised that I was serious about getting this job done properly and things like that. I remember when we got back into Southampton or we anchored behind the Isle of Wight before we went in the next day, because we used to have all the parents and thing on the jetty, I mean everybody, and Stuart Lawrence had kindness to say 'You're one of the reasons why we're back here this time' he said! They were very pleased with the job that we did and I always said it was 'We, not me. We as a crew did it', and that's why she came back early and the reason why was because the crew had done the job! Because you're number one of the crew they praise you, but it's not, it's everybody it takes. When you're in the Antarctic you're reliant on everyone, there's no individuals if you're an individual and come out one way or the other but it's a team, you've got to have that team.- if you haven't got that team you haven't got that crew, that's most important!

[1:00:55] Tolson: Absolutely yeah! On the *Bransfield* being the bigger, a bigger ship you say it took a little bit of getting used to for you. [Crockford: Right yeah.] And a lot more cargo work wasn't there?

Crockford: Oh yeah of course.

[1:01:13] Tolson: Than the *Biscoe* years?

Crockford: Yeah. You realise, you just realise just how vast she was compared to the *Biscoe*! And you know with the modern gear that she had at the time, she had that speed crane aft who could load more or less everything. Once you got used to the crane you could load more everything quite quickly. And that crane for'ard you could, it took half the time as, because the *Biscoe* had two derricks for'ard and two derricks aft, but she didn't have much cargo. The for'ard cargo deck on the *Biscoe* was minute compared to the *Bransfield*, and it was an experience at the beginning, but once you got into to it, it was like any other job, you did it and that was it and it was a pleasure actually. The only thing I didn't like was the phone in my cabin! because it was so accessible - get a phone call, 'Mr Beer here would like to come up and have a drink' [laughter] And you'd think 'Oh Christ!' I used to take it off the hook sometimes but no, the accommodation in general, the Fids' deck was the middle and then you had the officers up top, and generally she was a more, she was an easier ship to run than the *Biscoe*, because the *Biscoe* was a bit antiquated! Fine ship, absolutely made for the Antarctic

because the big swells that you get in the Antarctic and she just sank down into it, back up and you could put your head into the weather and you could stay there all day! But the *Bransfield* was more adept, as she should have been because she was a modern ship, to get things done and we got a lot of work done on the *Bransfield*!

[1:03:18] Tolson: When you first moved over did you find a significant change in the way people worked between the officers, the Fids?

Crockford: Yeah there was little feeling I thought and it's one not only I, but everybody worked towards trying to nullify because it was important that the, I always think back to the *Biscoe* as we had everybody working, everybody got on with everybody you know. There was times when the officer had to be an officer and the thing and you appreciated that, but there were times when you've got to get together and if you're going to work together you've got to know each other! And we used to have darts matches against the Fids or darts matches against the officers, and it was the skippers and the mates that let that happen. And in the end you have crew members coming up and saying, 'Coo they're not too bad are they?!' and things like that, and they did and in the end you had harmony and I think because of that, we had the complements like when Stuart said when we got back to Southampton that this ships back early because of you lot! And it was everybody, I think it was a good set of officers there, and there was a really good crew. I was sorry to leave it, I didn't realise I was going then but when I got home I realised my future mother-in-law and my fiancée and the time gave me the ultimate things and it was something a decision I had to make! And it took me a long time to get over the Antarctic, because I'd lived it for 10 years, that sort of life and spent the summer in Tenby and then summer in the Antarctic and it took me a long time to get over that! I'd...to go back into the merchant service it's completed different, and you've to sort of start again. And I was lucky I had a good boss in the MOD and they thought I was bosun material, so they made me up and I got on bosun in command and I got my own little boat! And I was quite happy skipper of my own fleet tender and I was quite happy with that!

[1:06:07] Tolson: I was going to ask you, Peter, when you decided to leave BAS, how did it occur that you got this job, what was the chain?

Crockford: Well I had a phone call from a friend of mine and he said 'If you get in touch with a chap called Mr [Tup?] he's the captain down in Pembroke docks' he said, 'You'll have an interview' he said, 'And you'll go to Bath for your interview and you'll get the job!' I thought 'Crums alive, it's not that easy', but I did, I had my interview and two weeks later I was employed! And it was completely strange, to go off something like the *Bransfield* or the *Biscoe* I was like a fish out of water. I just thought 'I've got to re-educate myself again into the ways and wherefores of this ship, these ships', because they used to do the buoys around the coastline, they used to lift these buoys up and that's a dangerous job in itself, so you had to learn that! And you come back and your mind, forget about the Antarctic, different job altogether, and then you had to get used to these jobs and it took awhile! And people look at you and say 'You've been at sea along time?' and you say 'It doesn't matter you're learning all the time!' because I got on. When I got on off the *Bransfield* and got this job I couldn't believe the difference that the BAS jobs were brilliant! For any bloke, any young guy that

hadn't got too much responsibility, to get a job with BAS is brilliant because there a different breed altogether, and then when you go back into the merchant service you realise it, how different the breed is! And it was an experience in itself, but there we are!

[1:08:25] Tolson: Did you go to the Falkland Islands with this MOD job?

Crockford: Once!

[1:08:31] Tolson: When and what was that?

Crockford: I can't remember. I was thinking back to, it was just they had a tug and to take something back after the war they just a tow job back .I didn't, it was literally in and out you, went in, picked up the cargo, I never had time to go ashore or see anybody like that! But it seemed all like different - I didn't like the way the squaddies spoke to the Falkland Islanders it upset me a bit, but politics is not my great venture so I keep out of that, but it was I would like go to the Falklands and see people and things.- we'll see time. will tell.

[1:09:22] Tolson: But of course after you left BAS it wasn't goodbye to BAS altogether because you were on the beach at Tenby wearing a certain jersey and a certain person came up to you?

Crockford: Well I wasn't on the beach I was running my father's boat the *Sue- Gina* and we used to run from Tenby to Caldey Island from Tenby, and this Trinity House launch went ahead of me alongside the jetty and he dropped some people off. I brought my boat the *Sue- Gina* in alongside with 50 passengers onboard and I stepped on to the jetty and I heard this voice say to me, 'Ah, that's where our sweaters go!' And I had 'RRS *John Biscoe* Port Stanley' on my sweater and it was none other than Captain Woodfield, first skipper I ever sailed with down to the Antarctic! He's a nice guy and then he was joking me but he did remind me where this sweater came from, I felt quite guilty for about five minutes but he was very good about it, he joked about it really!

[1:10:45] Tolson: All of the skippers that you sailed with in BAS they've all been different to a certain extent, [Crockford: Yeah], some disciplinarian, some down to yourself you suggest perhaps they tighten their act up? What - don't mention names - what trends did like and didn't like amongst them? I didn't understand Captain Woodfield in the beginning, he was a good skipper but I didn't think he had the whole ship at heart you know? I think there was just a certain function that was his way. John Cole was a good skipper but he enjoyed a bit of fun and he could relax, Malcolm Phelps was a good skipper but he was very conscientious and he sometimes had to be reminded of things. But Stuart Lawrence well, was Stuart Lawrence - he's a character all of himself - but I liked him and I'm not saying out of all the skippers, Tom Woodfield was a good skipper he knew the job he was a good skipper, he wasn't my cup of tea because he didn't engulf the crews as the other skippers used to and it was a pleasure, sometimes, to go ashore in Stanley. You could see the skipper there and things like that and have drink with him and things like that, but no bad feeling or anything like that and that was good! That was the nice part about BAS I think these skippers, all of them I thought, played a part in that, it was very important to because to keep a crew happy is

the most important thing of all, the whole of the crew and the officers with the Fids, the crew, everybody!

[1:12:59] You've got a happy ship it makes that job twice as easy and that's what BAS was, BAS had that lovely knack of making people feel a part of it and everybody that bought that badge that you put on your blazer at that time, you don't see it so much now, they felt really proud to be wearing it! And I always remember when we got back to Tenby the first time my mum said 'They've got a do for you up in the lifeboat tower in Tenby', and we had these badges sewn on and things like that, and we went in there and you felt a million dollars! Because this badge seemed far bigger than any other badge you saw around, and John both John and I, John Joseph and myself wore this badge and we were so proud of it! You think it was like an expedition you have been to and you've come back, and going down the Antarctic is that at the beginning when you're learning that's what it is! It's a reality then and there and when you wore this badge you walked in this thing with this badge, you thought 'Ah I've done a whole season in the Antarctic!' And John gave up because he was getting married or so, but I went back and I was happy to go back and for ten years I was a very happy man, very happy with the way things went, I enjoyed the job! I didn't ever worry about the end of the season in Tenby, 'Oh God I've got to go back there!', I didn't ever feel that, it was a new challenge a new experience and every season was that, a new experience a new challenge!

[1:15:02] Tolson: Probably a very difficult question to ask, or get an answer for, do you have a happiest moment or happiest period?

Crockford: I think the happiest moment I ever had was when Hugh O'Gorman gave me my telephone bill for speaking to my fiancé. I didn't realise that with the old satellite nav and all that it was £3 a minute and he gave me this bill for a hundred odd quid and at that time it was a lot, lot of money! I think that's the happiest I ever felt! [laughter]

[1:15:40] Tolson: What about perhaps some of your most fearful moments?

Crockford: I think at Halley Bay when the ice cap spilled over a bit. Going from South Georgia to the South American coast to Chile we hit a real hurricane type storm going there, and that was a bit hairy! because we had 45 gallon drums on deck on the *Biscoe*, and however well you lashed them on there you couldn't lash them properly - I didn't sleep a thing, I remember the water was everywhere it was everywhere, I just thought 'Well if they're, going to go they're going to go!' That's it, you can't do anything, there was times where the *Bransfield* was off Port Stanley for three days just putting our head into the weather, just riding it out and things like that, that wasn't frightening that was quite comfortable really! But I think the most frightening time I had was that *Biscoe* run from South Georgia to the South American coast, that was hairy! When we got there we were all glad to get there, even the skipper I think.

[1:17:07] Tolson: That was hairy because of what bad weather?

Crockford: Oh it was just, well all you see is waves, coming this way that way and every way! And it was a nasty trip - if anything was going to go, it would have gone and it's a credit to the crew for lashing down, as I say if anything was going to go it would have gone!

[1:17:35] Tolson: I remember those drums always breaking loose, [Crockford: No, no], you could never be sure.

Crockford: She wasn't meant for that anyway but she was a fine ship, I always felt safe on the *John Biscoe*, always felt, she was riveted but she was as solid as a rock! She went into waves and she just sank into them and when you used to batter the ice going in, steam into it then reverse then steam back in, she was as solid as a rock, brilliant!

[1:18:18] Tolson: That nasty moment then in Halley, tell me a bit more about that.

Crockford: Well it was an experience that I wouldn't like to think because you saw in front of your eyes what could have happened, if you'd have had people on deck probably, you had the crane driver, the ship goes over like that [shows on film with his hands the ship going over, one way then the other] then back and it takes a while for it to steady up! You wouldn't have, you just think what could have happened.

[1:18:53] Tolson: But what did happen to make it do that?

Crockford: Well the weight of the ice just come off the ice cap and just down on to the deck! And you're discharging cargo and when that happens it's frightening - it doesn't look a lot of thing, but it's heavy enough to upset your equilibrium, you go over, it's frightening!

[1:19:22] Tolson: So you were actually doing cargo discharging at the time?

Crockford: Yes, yeah and you just think to yourself 'I could have put someone there, I could have put someone'. I remember going to the cabin and thinking 'Thank God for that!' We'd finished cargo and then I thought 'Christ, what could have happened there?' and you see it before you. You see you never forget what you saw and though it wasn't your fault you still wouldn't have forgiven yourself if anything had happened, but that's the type of thing you had to face in the Antarctic and that's why it's such a demanding job! No one goes down the Antarctic thinking they're on a jolly, because it's not a jolly. There are times where it's tough and if you're willing to accept that, that's fine, but if you think you're going down on a jolly don't go! But it's the wrong place to go, it can frighten you to death and you can be as experienced as you like but it will still frighten you, and you know many times I've seen situations and I've thought 'Oh God alive', and that's the way it was. It could be quite tough, and the Masters have all the responsibility you can but just admire them! I mean me in a smaller capacity as long as everything was lashed down properly and safely, then that was my job done - when you think the Master had the whole thing to think of, I admire them for taking that responsibility and they took it on so well!

[1:21:44] Tolson: I just want to ask you about one or two of your other little extra duties. You had a very interesting time with David Lewis's *Ice Bird*. Take me, just me, through the entire scenario of how and what happened?

Crockford: We got into Palmer Station and, er, had the pleasure of meeting Dr David Lewis and he sailed from Australia to the Antarctic capsizing three times! And I always remember he went alongside Palmer Station, and this is the funny story, David said, he said 'This door opened and this negro looked out and saw me', and he said 'That's the first time I saw a negro go white!' And he was a comical guy, I mean he's a tough character, when you see the size of the ice bergs you realise how tough it must have been! And we took him to South America when we went and he flew home from there and joined us the following season, and going down he said 'Could you do me a favour, and could you make my rigging for me?' And I thought 'Crumbs, make rigging for your yacht, I've never done that before', and I said 'Well, as long as you're prepared to check it over and things like that'. So in the evening time I started making this thing and he was putting his rigging up and eventually we finished, and had everything done and David then told me he was writing a book, and once finished he'd send me one and it did have a little, small passage of 'Pete the Welsh bosun, did all the rigging for me', which I appreciated! That was very kind of him, very nice, he he, was a tough guy. And once you've got the sails up and rigging done, everything ready, he went down the Lemaire Channel for a sail and then he went back and his son was going to take it back for him, and that was our meeting with Dr David Lewis!

[1:23:40] Tolson: You're very much a man of the old style hands on BAS, you've seen, have you, the modern BAS ship, the *James Clark Ross* and would you have had any wishes to sail on her?

Crockford: No, no no. We...as you say we were the old school and the old school did things different! More scientific now and everything, and the, urgh, I took one look and I thought. 'Oh God!' I was looking at the bosun and his job and things like that, with more to do with scientific field than practical field. I mean on the *Biscoe* we used to make your own rigging but it was the old way, but I liked that way. On the *Bransfield* you used to do a lot of things different but it was the old way, but I liked that way. I don't think I could accept the new way. And every dog has their day, and it wasn't my day to go into, I'd never go back anyway, I'd never go back to a situation. I've always tried to...make rules - 'Once I leave, leave!' But I, um, no I don't think I'm cut out for modern scientific way. I don't think I'd have been very popular at all. I think I might have been a grumpy old sod!

[1:25:54] Tolson: Your lasting sort of memories of the place how could you sum it up, you're telling somebody that has never been there before?

Crockford: If you're going to the Antarctic...you're going to experience something you've never experienced in your life, a wonderful place with so much beauty as it's all white, but there's so much beauty there you wouldn't, you've got to go there to see it, you'd never believe everything you see! And you see the wildlife there, the whales, the killer whales and leopard seals and seals and the penguins. They're all there and they're all stinkers, urgh, when you cross the Equator and you come into the Southern Ocean you see albatrosses then you go to South Georgia to Bird Island you see the albatrosses on the nest, it's a wonderful, wonderful experience and then to see these guys that spend months, years down there you can but admire. And that's a lasting thing, to think of these guys I think, Christ, in a little tent

somewhere, wherever doing their job and happy to do it, so that's my lasting thing of the Antarctic, and the friendship of the Falkland Islanders, they were lovely people, very, very easy to get along with friendly, lovely company, characters, lovely people!

[1:28:02] Tolson: Peter Crockford, thank you very much for your memories and thoughts.

Crockford: Thank you very much. It's been nice to reminisce about things. It happened a long time ago!

Interesting clips:

- A Fid paint chipping in his suit after refusing to wear a boiler suit! [0:13:40]
- The SS *Great Britain* being floated on a barge through the Narrows in a storm! [0:17:28]
- Unloading the ship - Ice Berg Alley at Adelaide Island. [0:23:22]
- Sealing on the *John Biscoe*. [0:29:49]
- Giving Sir Vivian Fuchs his prized leopard seal teeth after a few gins! [0:40:46]
- Leaving your sealing knives behind the bar in the Globe Hotel in Stanley while drinking! [0:45:14]
- The '½' being added to the HMS *Endurance*'s number one night, then their captain seeing it next day! [0:53:32]
- On leaving BAS and joining the MOD. [1:06:07]
- Ending up making the rigging for Dr David Lewis's yacht *Ice Bird*! [1:21:44]