



Captain Peter Jackson

Peter Jackson was born in Cleethorpes on July 6th. 1922 and, after attending school in Grimsby, he joined the Blue Funnel Line as a midshipman in 1938.

With the outbreak of war his ship ferried members of the BEF to France, supported the Norwegian campaign and later made repeated crossings to repatriate troops trapped on the French beaches. In 1942, while serving in "Mentor" the ship was sunk off Cuba by U106 and, after five days adrift, the survivors were picked up by the Blue Funnel "Antilochus" one of whose midshipmen was Robert Arnott, destined many years later to relieve Peter as Master of "QE2".

He left Blue Funnel after his apprenticeship -but always spoke of it with pride and affection - and, in 1948, with a Masters Certificate, he joined Cunard's "Franconia" as Junior 3rd. Officer.

Peter married Barbara in 1949, Marilyn was born in 1952 but, tragically, in 1953, Barbara, contracted polio and died, together with her unborn child.

His early career in Cunard followed the established pattern of rotating between cargo ships and passenger ships and in 1957, while serving in "Caronia" he had the good fortune to meet a young Nursing Sister called Pamela JACKSON. Never one to let the "grass grow under his feet", Peter swept Pamela off hers and they celebrated their Golden Wedding on August 17th. 2007.

His first command, in 1968, was "Franconia" and thereafter he progressed through the fleet and eventually reached the pinnacle of his career - command of the flagship "QE2" - in 1973 as Relief Master.

May 1982 and the Falklands War saw Captain Peter Jackson and his command - "QE2" - requisitioned for military service and, after supervising her conversion from luxury liner to troop carrier - he embarked some 3000 troops together with their arms and equipment and set sail from Southampton, unescorted, for the hostile waters of the S.Atlantic and the threat of Argentinean warships and aircraft. Despite the perils of fog, icebergs, marauding aircraft and a searching submarine, the ship landed her passengers and cargo safely in South Georgia - embarked some 650 survivors from the warships Antelope, Ardent and Coventry - and returned to Southampton and to her normal role as the luxury flagship for Cunard.

Peter retired from seafaring in 1983 after a career spanning 45 years but he never lost his interest in maritime affairs and, as a "Thursday" attendee at the Club he could be seen pouring over almost anything relating to Blue Funnel or Cunard and engaging in lively debate. An accomplished pianist, he played to a very high standard.

He died on Christmas Eve 2008 and his funeral on January 9th. 2009 was attended by club members, representatives of the shipping community, friends, neighbours and crew members from many of his commands. Pharic Gillibrand, a friend of many years, delivered a moving and eloquent tribute and I quote. *"Above all, Peter was a nice, kind, modest and good man who it was a true privilege to have known. He showed typical courage and fortitude during his final illness.*

It must be very difficult to have a really successful career at a high level without the sort of wonderful backup that Pamela provided throughout Peters' career and their marriage - and that wonderful loving support and care continued right up to the end.

Death is, of course, always a sadness but a life well-lived to the full, lived to the age of 86 and after a most distinguished career to leave behind nothing but good and happy memories is a cause for true celebration and joy"

To Pamela and to Marilyn we extend our deepest sympathy on the loss of a Husband, a Father, an Officer and a Gentleman.