



Captain Peter Marriott
1939 - 2014
Club Captain 2007

Past Captain Peter Marriott went aloft on 8th November 2014.

Peter was born in 1939 and attended Finchley Catholic Boys Grammar School and King Edward V11 Nautical College in London.

He went to sea in 1956, apprenticed to the British Tankers Co. Ltd, where he served afloat for 22 years, including Command.

There followed several years in various operational and safety roles ashore with BP including secondment to the Oil Companies International Marine Forum as Technical Advisor. As BP Gas fleet Operations Superintendent he was a member of the Society of International Gas Tanker and Terminal Operators and at the forefront of the global industry of the maritime transport of liquefied gas.

In 1988 he joined the Civil Service as the first Chief Inspector of Marine Accidents and the following year he set up and became the first head of the MAIB. Staff Captain Jeremy Smart, who was on secondment to MAIB in 1992, recalls that 'he was great to work for, he used the tea point as a meeting place and many a problem was resolved in that small kitchenette. He not only represented MAIB at significant national and international fora, but also in the infamous MAIB / Southampton Marine Office (MCA) cricket matches, where his efforts and enthusiasm were appreciated, but unfortunately not exactly memorable!!!'

Peter's appointment was for 7 years but he agreed to remain in post until he completed his report on the *Sea Empress* incident and submit it to The Secretary of State.

He was relieved by Rear Admiral John Lang in 1997 and, announcing that appointment, Sir George Young, Secretary of State for Transport, said, "I am extremely grateful for Captain Marriott's excellent work in establishing the MAIB as the UK's national marine accident investigation authority - thanks to Captain Marriott the MAIB is now much respected for its expertise, hard work and independence."

Peter then worked as a consultant in Marine Risk Assessment at the Warsash Maritime Centre (now Academy). One contract that he ran was with a major marine insurance company and involved vetting every ship that requested cover. This involved flying out to many different ports, observing how the company operated both its office and ships. He then had to write a report based upon criteria, agreed upon by the WMA and the Insurance company, and advising whether to recommend that the company should provide the required cover and any terms that should apply to that cover or not as the case may have been. Peter was a very good choice. He had three members of staff working with him and always produced excellent reports that were accurate, concise and to the point. His team saved the Marine Insurance Company £ Millions.

One of Peter's last tasks "in the field" was to help Post Captain John Noble in monitoring the trials programme of the new Wightlink ferries that were introduced amid some controversy a few years ago. John, who had the highest regard for Peter and his work ethic, states that Peter 'conducted his duties diligently and with aplomb'.

Peter, who retired in 2001, had joined the Club in 1990 and was appointed Club Captain in 2007. The previous year, as Staff Captain, he stood in for then Club Captain George Angas during George's three month stay in hospital and was instrumental in cajoling other Cachalots to help with the decoration and fitting out of our new Club Rooms and helping to oversee the move from the RBL premises to our current home. George, who had worked closely with Peter at the WMA, says, 'Peter was, first and foremost, a gentleman. He was also a very nice person who was never too busy to talk to anybody. His experience as a ship's Captain, A Marine Superintendent and the first CEO of the MAIB enabled him to undertake a wide range of maritime jobs with a sure knowledge and a high level of competence and ability'.

With the introduction of the Bursary award in 2008, Peter was elected Chairman of the Bursary Committee and fulfilled that role with his usual thoroughness and efficiency. When he considered that the award was perhaps no longer meeting its original intentions he instigated a change of direction of the scheme, the results of which can be seen on the opposite page in Peter's final report, completed just two weeks before he died. Peter had been battling illness for a long time and, in spite of his failing health, was determined to see this last project through and it is, perhaps, a mark of the man that he achieved this in a way that is rewarding to all.

He will be sadly missed by us all.

Peter married Janet in 1967 and our sincerest condolences go to her, their daughter Vicki, son Nick and grandchildren Bethany and Joseph.