

Gone Aloft

Peter John Sara, who went aloft on the 14th October, aged 71, joined the Club in 2006. He was a marine engineer who went to sea with the P&O Group as an Engine Cadet in 1967 before joining P&O Cruises as an Assistant Engineer Officer in 1971. During the years that followed, he worked his way up through the various Engineer Officer ranks before leaving P&O in 1980, having gained his Chief Engineer's Certificate by the time he left.

His various ships included – Oronsay, Canberra, Spirit of London / Sun Princess, Island Princess and Pacific Princess.

He then joined Warsash Maritime Academy as a Senior/Principal Lecturer and stayed there until December 1997, spending his last year as Acting Head of Engineering.

In January 1998 he joined the Maritime and Coastguard Agency as a Marine Surveyor in the Seafarers Safety and Health Branch with a remit on COSWP/Health and Safety issues. He really enjoyed producing the many safety leaflets that were issued to ships and colleges, and he'd go out to both to offer H&S reviews on board UK flag ships, and advise on improving working practices, advice that was frequently greatly valued as it came from somebody who had worked onboard ships and really understood the practical issues involved. He is still remembered fondly by many in industry for covering ships in tiger tape to highlight snap back zones and trip/fall/edge hazards.

In 2008 that role evaporated in Peter Cardy's big review of the MCA, and Peter found himself moved to Southampton Marine Office where his big contribution - again highly appreciated - was as an examiner and auditor, his education and safety background being very useful here too. He remained there until his retirement in 2011.

As well as being a Cachalot and a regular organiser of the Chandler's Ford charabanc to the Sea Pie Supper he helped out with the Missions to Seafarers, delivering goodie bags to ships in Southampton. It is so ironic that he was working to help seafarers trapped on board ship by fear of Covid, and yet in the end he became a casualty himself.

Peter was admitted to Winchester ICU in early October with severe Covid on his lungs then suffered two massive strokes, brought on by Covid, the following week.

Our condolences to his wife Debbie, his son Richard, also a marine engineer, and his daughter Louise, a master mariner and fellow Cachalot.