

The CACHALOT

THE NEWSLETTER OF THE SOUTHAMPTON MASTER MARINERS' CLUB

No.14

December 2004

CAPTAIN'S LOG

The year continues apace and already Christmas preparations are well underway for us all. In the three months since my last log I have enjoyed a wide range of activities and it is hard to believe that my year as your Captain is fast coming to an end.

On the 3rd September, The Boatsteerer, Terry Clark and I enjoyed a "Sea Day" on HMS Southampton. We were welcomed on board by the Captain, Commander Hodgkinson, and following an initial safety briefing we sailed in company with HMS Manchester. The 27 guests were divided into small groups for a comprehensive tour of the vessel, which included the Operations Room, Engine Room, Galley and Bridge. During our time on board we watched a fly past by Jaguar aircraft and experienced a high-speed close pass with HMS Manchester, at a closing speed of 50 knots! We partook of an excellent curry lunch in the wardroom and then witnessed a test firing of the 4.5 inch Forecastle Gun and the simulated operation of the Phlanx Anti-Aircraft Missile System. We thoroughly enjoyed meeting many of the 240 Officers and Crew of "our ship" and were most impressed by their professionalism and by the high morale on board.

The same "intrepid trio" ventured abroad on 24th September as guests of the Merchant Mariners of Wight and were entertained to an excellent lunch at the New Holmwood Hotel at Cowes. The Guest Speaker was the well-known Marine Author, Captain Richard Woodman, whose speech on the "Trials and Tribulations of Authorship" was both witty and informative. I was privileged to be seated beside Captain Hedley Kett D.S.C., who is now 91 years young. Captain Kett had been a submariner involved in the Malta Convoys which is the subject of Richard's latest book. Also I was pleased to meet up with Captains Henry Wrigley and Graham Hall, colleagues from my P & O days.

75 Cachalots, their Ladies and Guests enjoyed good company, good food good wine and good music at our Autumn Dinner Dance at Brook House, Botley, on 2 October. The evening was voted a resounding success by all present and the ever-popular raffle raised over £300 for The Wessex Cancer Trust. Margaret was delighted to receive a beautiful bouquet of flowers from the Cachalots, presented by the dashing, debonair Boatsteerer.

At the invitation of Commodore R. Thornton RFA, I attended a "VIP Sea Day" on HMS Glasgow on 5th October when we watched an anti-hijacking exercise involving Royal Marines, Lynx helicopters and Nimrod aircraft and had a conducted tour of most parts of the ship. A very informative and enjoyable experience but sadly HMS Glasgow is now to be mothballed prior to disposal.

Margaret and I, together with Gerry and Anne Cartwright and Simon and Wyn Harwood, attended the Annual National Service for Seafarers at St. Paul's Cathedral on 13th October. A full congregation took part in a memorable and moving service which included an excellent sermon delivered by Cardinal Murphy-O'Connor, Archbishop of Westminster.

The Proms Band Concert at The Garrison Theatre, Tidworth, on 26th October was enjoyed by a large party of Cachalots, their wives and friends. The Lucknow Band of The Prince of Wales Regiment entertained us to a right royal performance and at the interval a most enjoyable supper, with wine, prepared us to be in good voice for the traditional renderings. Many thanks to John Smart for once again arranging this excellent event.

On Friday November 12th. the Annual Harpooners' Dinner was once again held at the Tudor Merchants Hall, situated within the Southampton City Walls. With over thirty present, a most convivial evening was enjoyed by all, the food was of the usual excellent standard and the post-prandial repertoires included a musical interlude from Bill McCrea.

I represented the Club at the Cenotaph in Southampton at the Annual Remembrance Day Service on Sunday 14th November. It was good to see a large contingent from all the Armed Services as well as veterans present at this service. The service was conducted by the Bishop of Southampton and representatives of all the churches and faith communities in the city took part in the ceremony.

Margaret and I, together with the Boatsteerer and Julie, were guests of the Watch Ashore at the Southampton City College restaurant on the 17th November. This restaurant is staffed by catering students and we enjoyed an excellent meal.

The Watch Ashore was originally set up as a meeting point for wives of seafarers and also ladies who had served at sea. The ladies entertained us royally and we look forward to seeing them again next year.

My sincere thanks to the Club Officers, Harpooners, Committee Members and our "long-suffering" Secretary, Judith, for their continued support and hard work which is vital to the smooth running of the Club. Margaret and I send our very best wishes to you, and your families, for Christmas and the New Year.

Captain Andrew Tinsley

250 Club 2004	
Dec	D.Gates (£100)
Jan.	R.Hellier
Feb.	D.E.Roberts
Mar.	N.Alford
Apr.	B.E.Peck
May	J.Driver
June	P. Levoguer
July	C.R. Kelso
Aug.	L.R. Smart
Sep.	G.Cartwright
Oct.	G.Draysey
Nov.	R.Hardie

CHANGING ROOMS

or,
where do we go from here?

*I am the daughter of earth and water,
And the nursling of the sky;
I pass through the pore of the ocean and shores;
I change but I cannot die.*

Old habits are comfortable. Few of us like change. Yet we each have a favourite season and anticipate the change that will reveal the beauty of another summer or fall. Like it or not change is all around us and as mariners we can hoist it onboard.

The concrete jungle around Old Bowling Green House, which itself has withstood centuries of War and Peace, knows no season and Cachalots will have noticed the Jurassic Park beasts devouring adjacent buildings with consummate ease. Indeed their ravenous appetite threatens our very existence.

We are an endangered species! It will be no surprise to hear that, just as our merchant shipping fleet has been sunk by commercial pressures, so also will be the landmark building of Jellicoe House known to us as the British and International Sailors Society. It has been targeted for development and will, somewhat paradoxically, fall in the spring. Your officers have for some time been targeting alternative Clubroom facilities. Parameters were established and approval given for a sub-committee to proceed with an element of freedom within constraints of location, privacy, security and cost. The sub-committee examined several facilities but found only one that closely satisfied the criteria demanded. We have been fortunate indeed to find a Clubroom within the Royal British Legion local branch situated in Eastgate Street, Back of the Walls. Your attention is drawn to the chartlet on the back of your Programme/Renewal Form accompanying this newsletter.

Some members may be alarmed to hear that we have been upgraded to the Bridge Deck whilst others may be more concerned that we have no private parking. Let me reassure you on both points. Firstly we are installing a chair lift to comfortably transport persons requiring assistance up the ladder and car parking is plentiful in the multi storey car park, entrance in Canal Street. Lest we forget, it is only a dog watch since we were located on a second floor with no parking.

Cachalots will know that if we do not ease sheets in the storm we will founder.

I anticipate your continued support and am confident that by adjusting routines we will soon feel at home in our new Club Room. Hopefully the chartlet will enable you to safely navigate the coastal waters between familiar landmarks of Bargate, Bowling Green and Houndwell. If you are unsure of the area please telephone the Boatsteerer for pilots advice.

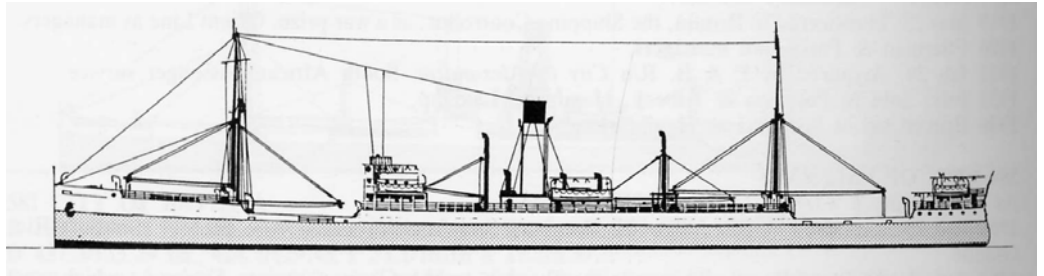
Naturally you will wish to know what, where and when so please be advised that administration will continue from the cabin until after SeaPie Supper in February 2005 so do please continue to send your cheques and renewals to the Storekeeper as customary. Social comforts will continue at B&ISS until the galley is wiped down on our departure on Friday 28th January.

I am delighted to tell you that our loyal land lady Mrs. Liz Robinson has agreed to make a pier head jump thus your favourite tipple will be shaken or stirred as only she knows how. Food is still subject to discussion but I am assured that sandwiches by order will develop as experience dictates.

All sailors are familiar with the maxim ... my last ship was much better ... but together we can maintain the ambiance of the Club, remembering the words of the old music hall compere, the success will be provided by "mainly yourselves."

Lionel W. Hall
Boatsteerer

City of Windsor



Further recollections by our Hon. Archivist, Hamish Roberts, of when he was a "first tripper" in 1945.

The final war-time voyage of the "City of Windsor" commenced in April 1945, her destination being Calcutta. On VE Day she was in the Atlantic, nearing Gibraltar. From Calcutta she sailed for South Africa, calling at Durban and Cape Town before crossing the South Atlantic to Buenos Aires, Montevideo and Rosario. VJ Day was celebrated in the River Plate region, after which a full cargo of wet salted hides was loaded for discharge at London, and it was upon her arrival in the Royal Albert Dock that I joined the vessel. The war having recently ended meant it was possible for the Glasgow office of City Line Ltd to tell me, after an interview, that the ship I would be appointed to was the Bucknell steamer "City of Windsor".

On arrival at Euston on the Royal Highlander train from Inverness, I made my way to Ellerman's Head office, then at Stone House, Bishopsgate in the City of London, where I was taken in tow by a friendly individual whose fate that day was to meet the "Windsor" on her afternoon arrival in the Royal Docks and, as a sideline to what must surely have been more pressing and important business concerning the husbandry and well being of the vessel, deliver me on board in reasonably good order and condition. I cannot recall who was my chaperone, nor his standing in the organisation. I do, however, recall, whilst on our way to a city sandwich bar, encountering the Chief Marine Superintendent of Ellerman Lines, to whom I was presented and, perhaps, cursorily assessed as not exactly God's gift to Ellermans. Having no idea of what a Chief Marine Super should look like, Captain Kenneth MacDonald OBE, to me seemed the epitome of the well dressed city gent.

Joining a ship, as a first trip cadet, is similar to setting out on a blind date. One does not know quite what to expect, but whatever it turns out to be, there is no alternative. Whilst important and enduring, first impressions are sometimes coloured as much by the surroundings, sights, sounds and circumstances prevailing at the time and place of the tryst, as by the good fortune of one's expectations being met by the "date". Pre-conceived expectations could be disappointing. I am now certain that I did not know what to expect, or whether I was satisfied by what met me on an Autumn afternoon in 1945, which was however destined to be, for the next twenty-five months, my constant companion and refuge, providing food in plenty, comfortable lodgings, work – not too arduous – adequate remuneration, companionship and tuition from real experts, together with the privilege of seeing nature at her very best and worst. On awakening, on most mornings, in a different part of the globe, variety ashore at foreign ports and, most important of all, the opportunity to commence a career in the British Merchant Navy, the world's biggest and best. All-in-all, an excellent partnership.

Awaiting the arrival of the ship alongside number 13 berth, Royal Albert Dock, in the late afternoon haze, stood what seemed to be a reception committee. A rather forlorn, non-descript bunch whose ranks were swelled by my chaperone and me without the slightest arousal of interest. This I discovered was a common feature surrounding the arrival of a merchant ship. The group might include, for example, representatives from the Company's and Agent's offices, stevedores, bunkering people, HM Customs, repair firms reps, gangs standing by to heave ashore and secure the ship's mooring ropes and, even, the man from the Mission, eager to find the "boys" room. Each one, no doubt, believed his reason for boarding to be of prime importance, but of all those waiting to clamber on board, the most momentous steps taken were my own.

The drabness of the afternoon seemed to be accentuated by the slow moving apparition gently approaching the dockside. The blunt bowed, heavily plated and riveted, battleship-grey hull, carrying equally dull grey upperworks and masts and exhibiting guns on platforms forward and aft, and on the wings of an armour plated bridge, with slots where windows should have been, was however easily identified as a "City boat" by the only splash of colour on board, the tall coal-burners "Woodbine" funnel, displaying the Ellerman colours, orange, white and black, which had replaced the wartime grey on the homeward passage after VJ Day. Also prominently visible was the Red Ensign, and the Ellerman & Bucknell house flag, the latter fluttering from a staff above the main top gallant mast truck and topped by a pedant carrying the initials "JRE", John Reeves Ellerman, the first Sir John Ellerman. The sailors' interpretation, I soon discovered, was "Jews Rule England" or "Jesus Redeemeth Everyone".

After much whistle blowing and tooting of tugs, and orders being given which meant nothing to me, the whole length of the ship lay alongside number 13 berth, "starboard side to." A gangway appeared, over which the reception committee clambered on board and disintegrated. I must have been carried along with them and, finding myself on board a ship, I felt I really had arrived. Having been delivered into the seemingly unconcerned care of the Master, I was left completely to my own devices. The faceless people who had scrambled up the gangway had apparently bearded the senior officers, with whom they had business, in their cabins. Most of the junior officers, quarter-masters, naval and military gunners, were eager to go ashore to the phone or the pub, before packing their bags and bidding, in some cases, only a temporary sailors' farewell to the "City of Windsor".

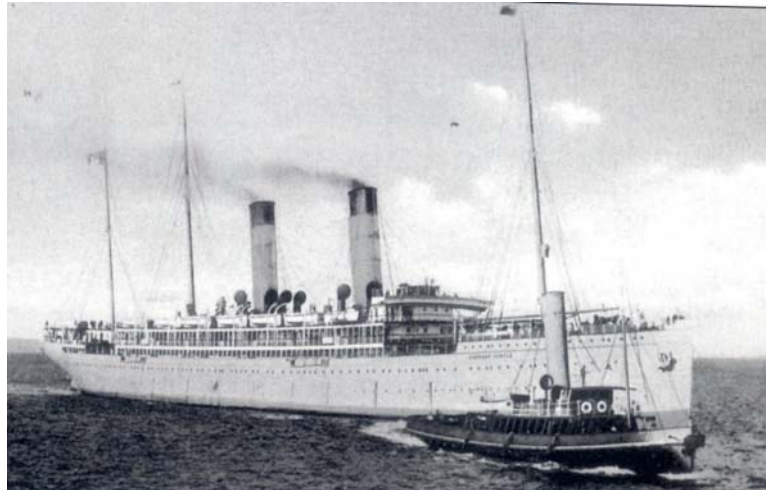
Soon I met another lost soul, the 21 year old 5th Engineer, usually called the "fiver", whose place in the engine room pecking order was roughly equivalent to mine on deck. He was also making his first voyage.

to be continued

The Cruise of H.M. Armed Merchantman "KINFAUNS CASTLE"

From 4th Aug.1914 to 20th Aug.1915

Continuing the account by Mr. **LEONARD ROGERS**,1888-1937



Jan. 1. 1915 Arrived at Zanzibar at daybreak. We took on board several 3-pounders and sailed at 11 a.m. direction north, and arrived at a point 20 mile north of Tanga, just on the border of the two territories. A British ship, like a transport was at anchor. A motor boat came off to us, and a Military Officer boarded us, and had an interview with the Captain. We are staying here all night.

Jan.2 Several dhows sailing between the transport and the shore. Sailed at 10 a.m. for Mombasa, and arrived there at 1 p.m.. Met *H.M.S.Chatham* coming out bound for England. After

communicating with the shore, at 2 p.m. we sailed south again, and arrived at Kikiyu near Tanga at sun-down. Anchored here all night. Hear that there are big movements of troops to take place.

Jan, 3 Received orders to proceed to Dar-es-Salaam. Called in at Zanzibar to pick up the captain of the '*Helmuth*'. We are to bombard Dar-es-Salaam, and a chart of the trenches along the approach to the entrance has been put up for our information, with the necessary ranges. Arrived at this place at 1 p.m. Weather very misty and rainy, almost impossible to see the coast line, so after cruising about awaiting a favourable clearance, we abandoned the shelling. Returned to Zanzibar to drop the captain of the '*Helmuth*'. During this operation, two trimmers were placed in irons for refusing duty whilst ship was going into action, and are now under arrest awaiting report.

Jan.4 Arrived at Mombasa. Staying here a few days. Hear that we are to take troops to Mafia Island and capture the place.

Jan.5 Taking on board advance guard of troops.

Jan.6 Completing all preparations for embarking troops.

Jan.7 Taking to Mafia Is. about 700 troops under 20 white officers. The orders have been posted up. We are to land the troops at Ras Kismani, the extreme point on Mafia Is., the approaches to be first shelled for half-an-hour. All our cutters are to be used, 30 men in each, and they are to be lowered, go astern, and form in two parallel lines, the two gigs, armed with Maxims, being in front. They approach the shore in this order, but upon signal, they spread out in a fan, the two gigs on the extreme ends opening fire when within range, and clearing the bush, the last few yards to be rowed with the utmost speed. Upon landing, the beach-masters are to assume control.

After landing our troops, we are to then proceed with the transport *Ellenga*, which will have arrived by that time. Before sailing, all the troops will be carefully coached in their respective parts.

Jan.8 Leaving today at 5-30 p.m. The first troops to come on board this morning were the 101st Grenadiers, an Indian regiment, soon followed by the King's African Rifles. These K.A.R. s are a fine body of men, chiefly recruited in Nyassaland, and they are absolutely fearless. Their skin is fine and clear, with 3 slashes under the eye for a tribal mark, and they seem as happy as the day is long. The Indians are also a fine body of men, and devoted to duty. As soon as the embarkation was complete, at about 6 p.m. we sailed. Called in at Zanzibar at early morning to pick up a motor boat, and left almost immediately.

Jan. 9 Arrived at Niororo Is. at noon. *H.M.S.Weymouth* there. Remained at anchor all day, and left in company at sundown. During the day, had stations with the troops, and all in readiness for the morrow. Arrived off Ras Kismani at dark, remained at stations all night. At daybreak *H.M.S.Fox* there, and we both edged in as close as possible, and at 6-30 commenced to fire at the chosen landing place. Fired for half-an-hour, mostly lyddite employed. According to plan we landed troops at 7 a.m. They were in the best of spirits, and as the boats approached the shore in one long line, the bugles sounded the 'Charge', and the last few yards were rowed at the utmost speed, the troops jumping out of the boats into wading distance, and with their rifles held above their heads, soon made good their landing. No resistance was shown. Troopship '*Ellenga*' arrived at 9 a.m. and we commenced to land her troops immediately. Finished landing at midday. The captain of the *Fox* signalled across, as Senior Naval Officer, his appreciation, and congratulated the ship's company on the exceptional smartness shown in landing 950 troops, with some tons of munitions in under 5 hours. Sailed at 3 p.m. for the Rufidji River, the troops having maintained their landing. On arrival we took our crew off the tug *Adjutant*, and left for Zanzibar, where we arrived early in the morning.

Jan 10 At Zanzibar, staying here all day.

Jan 11 Left at 8 p.m. for Kilindini. Believe that we are going to Bombay to re-fit.

Jan 12 Arrived at Kilindini at daybreak. Picked up our Lieu.Commander and sailed at 10 a.m. for Bombay. Believe that we shall be at Bombay for about a fortnight, but most of our future movements are very secret.

Jan 15 Passed two of the Australian Squadron *H.M.S. Pioneer* and *Pyrraeus* both bound for the Rufidji River. These ships did very good work in chasing the Arab blockade runners who were becoming a source of trouble.

Jan 18 Arriving at Bombay tomorrow, The voyage across has been very uneventful.

Jan 19 Arrived at Bombay at day-break. Alexandra Dock. Shall go into the Hughes Dry dock for overhaul, and shall probably be here about a month.

Jan 20 - Feb 8. Very busy re-fitting. Have sent home all the Merchant Service Ratings with the exception of seven in the Victualling Staff. Have replaced the stokehold ratings with Indian Marine men 103 Punjabis being taken in the place of 75 white men. Before leaving the ship, the time expired men were thanked by the Captain for the part they had played under sometimes very difficult conditions. It seems very strange to be without our former shipmates as we had got to know each other much better under war conditions than ever before, and the idea of going out under a new spell of service with an untried crew is rather depressing. The heat lately has been terrific, and very trying to us working against time.

Two sea-planes have arrived in *S.S.Persic*, they are of the Shortt (*sic*) pattern, and the latest. In charge are 2 flight lieutenants and 19 other ratings. Went out into the stream on the 6th., and took on board petrol and the machines.

Feb 9 Went back into dock. Ordered to fit up the planes, and make trial flights.

Feb 11 Very successful flights made, these are the first sea-plane flights made in India, and the success of the first flights looks well for the future.

Feb.13 Went out in the stream again, and took in more petrol, and sailed in the afternoon for Zanzibar.

Feb.14-19 Steaming at regular speed. On sea stations and routine every day, the Indian ratings have been licked into shape very satisfactorily.

Feb.20 Arrived at Zanzibar. *H.M.S.Weymouth* there from the mainland. Hear that the Tug *Adjutant* has been lost in the Rufidji River, and her crew captured. Three of the crew were killed, and several, including Lieut.Price, who we placed in command, seriously wounded. The *Weymouth* went in as far as possible, but could not assist very much, although she sank the tug by gun-fire, when all was lost, to stop the Germans from taking her. We are landing petrol here today to be kept as a reserve store. Both sea-planes are ready for service. Sailed at 11 p.m. for Niororo Is.

Feb.21. Arrived at Niororo at daybreak. Gave one of the planes a flight this morning, very successful.

Feb.22. More sea-plane flights. The Flag ship *Hyacinth* came over this morning.

Feb,23. Still off the island. Had the whaler *Pickle* and converted armed cable ship *Dupleix* alongside this morning. Nothing doing.

Feb.24. *H.M.S.Hyacinth* and *Pioneer* came over this morning. Plane 921 made a flight, but fell into the water. Lowered away boats to the rescue, and the other sea-plane flew over, as there is great danger of sharks. No one hurt, but the sea-plane wrecked.

Feb 25-26 Plane 921 hopelessly wrecked. The other plane is not flying enough. Evidently they are having the same trouble as Lieut. Cutler had, with the air pockets.

Feb 27-28. Plane 920 still not satisfactory, and during the afternoon it made a bad descent, and is now temporarily out of action. We put to sea at 6 p.m.

Mar.1 Arrived off Lenda, on the S.border of German E.Africa. The town seems deserted. Captured two dhows, but contained nothing.

Mar.1 Orders to patrol the coast, on the lookout for enemy dhows, as they are running stores into the German towns. Captured a dhow this evening, full of stores. She was from Kilwa trying to get into Lenda. Have got all three dhows in tow.

Mar 2 Arrived off Mafia Is. this forenoon, Union Jack flying. This is our first visit since we bombarded the

place, and landed troops. Col. Ward came off this afternoon and was with the captain for a chat. They had captured the island in about three days, a very creditable performance. We left the captured dhows here, and proceeded to Niororo Is. for the night. Plane 930 nearly ready for a flight.

Mar.3 Left at noon for Zanzibar with a sick seaman. Arrived at 6 p.m. The case turns out to be one of small pox, and he had been treated for fever. Sailed at midnight for Niororo Is.and arrived at 6 a.m. Plane No.921 not successful in her flight. Orders now for all hands to be vaccinated.

Mar 5-6 Still off the island, fixing up the planes, and general routine.

Mar.7 Admiral King-Hall arrived at Mafia in H.M.S.Goliath. We are proceeding there tomorrow.

Mar.8 Arrived at Mafia and received orders for Mombasa. Sailed for Pemba

Mar.9 Arrived off Chack-chara Pemba Is. at daybreak. Sea planes not successful

Mar.10 Under orders for steam. Sailed at 5-30 for mainland. Received news that two armed dhows put off to one of our whalers the 'Fly', which had gone ashore off Bijou Is. which lays between Mafia Is. and the Rufidji River. The 'Fly' sent news to the cruiser 'Pyramus', who proceeded to the spot, sank the dhows and captured the Germans and natives, 40 in number.

Mar.11 Arrived off Mafia this morning, and anchored at Kilindoni this morning. H.M.S. Goliath arrived and sailed for the Rufidji . We then sailed for Sofia, just off the mainland. Hear that the intention is to attack the Konigsberg tomorrow.

to be continued



Leonard doesn't describe the seaplanes, other than give them the numbers 920 and 921, and in fact spells the name wrong (Shortt). In his original note-book diary he does not mention the name at all so he must have added that when he typed up the account some ten years later. During that time his memory may have let him down a bit. According to one account on the internet, "The British Admiralty sent a Royal Naval Air Service Expeditionary Squadron under the command of Lt. Cull consisting of two Sopwith 920 seaplanes and twenty men". I could find no reference to a

Sopwith 920 in any of the other records I accessed but it does tie in with Leonards description. They may have been what were known as Bat Boats, the first amphibious air-planes to be built in Great Britain by Sir Thomas Octave Murdoch Sopwith. I could find no photographs and precious little other information regarding the Bat Boats, which were single engine "pusher" bi-planes, similar to the Curtiss. Apparently there is a full service record of them in the Oct '91 edition of "Aeroplane Monthly" but I was unable to access that on the internet. There is a lot more info on them for aero modellers, would you believe, so I include a picture of a model. The account goes on to say that after one of the planes was wrecked three additional decrepit Short Folder seaplanes arrived. This may be where the confusion arose, Shorts having produced, in 1913, a seaplane with folding wings that allowed the plane to be parked on a ship.

I note that even before the end of the Great War the RNAS was claiming discovery of the Konigsberg, which would seem like a poke in the eye for the gallant and ill fated Mr. Denis Cutler, with his temporary commission as a sub-lieutenant and his own private Curtiss water-plane. According to Leonard's diary, Lt. Cutler located the Konigsberg on Nov.22nd but no doubt his commission was with the RNAS so technically they were right.

Some More Union Castle Memories

Reading the recent "new" history of the Club brought a few tales to mind.

In my porch I have a ships wheel. This came from the RIEBECK CASTLE back in '61. I joined in Gourock as Second Officer with a brand new Masters certificate, and preceded to inspect my new domain. The ship had the old telemotor steering replaced by a revolutionary device. The old wheel was lying in the chart room and I thought I should put it somewhere safe. Later I told the Chargehand Shipwright what I had done and was roundly cursed as he had had his eye on the wheel.

While serving in KENYA CASTLE as senior watch-keeper (2nd Mate) in '65 we met with one of the homeward bound cargo ships who wished to transfer a stowaway from Mombasa. Captain Charlie Lorrains had the ability to put the fear of God into his junior officers and had instructed his 3rd Mate to take the unfortunate stowaway in the ships boat, he would take a round turn and would then pick up the boat, and "don't you move!"

Captain Dai Rys was in command of KENYA CASTLE, and it is the only time I have ever seen a complete loss of temper. The boat appeared on our port bow, stopped, and unmoving.

"The ***** expects me to put this ship alongside a lifeboat!" Dai threw his cap on the deck and jumped on it. We did eventually complete the transfer without further damage to the cap.

The following year, in the same ship, another amusing incident occurred.

While on our homeward passage we were approaching Naples in the early afternoon, and I was enjoying a post prandial chat on the sundeck when I was astonished to see a carpenters mate running full tilt towards the bridge. I followed at a more sedate pace to find that we had a man overboard. It seemed that a night steward had suddenly climbed onto the poop rail, said "say a prayer for the Irish" and jumped. A life buoy was thrown after him and fortunately we were at reduced speed to make an ETA.

The accident boat was cleared away, while the ship was turned around. I took charge of the boat which turned out not as straight forward as it should have been. We did not have 'slip links' on the falls, the ship was not stopped when we hit the water and we ended up being towed on the forward fall. Fortunately no harm was done and we cleared the ships side to find our man.

The only problem was that he did not want to be rescued. Each time we approached he paddled away with his life buoy and attempted to upend himself. Difficult exercise as he had a low centre of gravity and a good centre of buoyancy. Eventually he was recovered into the boat and we returned to the ship. The steward was repatriated from Naples for psychiatric treatment and fortunately these were the only occasions I was involved in 'boat exercises' at sea.

Captain G H Draysey RD

BURNS' NIGHT SUPPER **Saturday 22nd January** **Kings Court Masonic Centre**

This year we return to Chandler's Ford for the popular Burns Supper and it's another change of roles for our Caledonian participants. Pipe Major Joe Fagan will be there again to entertain us musically. During the evening there will be a special raffle for a "RED LETTER DAY" prize to the value of £250, kindly donated by Mrs. Susanna Pederson. Price per head not yet finalised but around £25. Names to the board or to the office please.

1900 for 1930
Black Tie and Miniatures



Rope Ends

During the small hours I was thumbing through the list of members and noticed that two Cachalots share notability within our ranks. **Ron Anthoney** joined the Master Mariners' Club in January 1957 and **Gerry Dalton** joined us in February 1969 following his arrival from Liverpool. Both are now nonagenarian members who regularly attend at lunch times and dinners, rain or shine. What a fine example.

Boatsteerer.

Congratulations to Cachalot Wendy Maughan who has been elected a Younger Brother of Trinity House as from 18th November.

Also elected at that time were the Princess Royal and Captain Barbara Campbell, Master of the *Lord Nelson*.

The differences in nautical terms and nomenclature between ourselves and our American cousins is illustrated in this tale told to me recently by Cachalot Tony Ireland. Tony was recently in the Club on a trip back from his home in Spain and we were swinging the lamp with regard to our mutual backgrounds in Pilotage. He recounted how one day he was conducting an American Naval vessel into Gibraltar and was discussing the disposition of the tugs with the Captain.

"I would like the for'd tug's line passed through the centre fairlead forward, please Captain," said Tony.

"Centre fairlead?" queried the Captain, "Ah! I know; we call that the Bull-nose."

"And I would like the after tug's line passed through the similar fairlead aft," continued Tony, "whatever part of the Bull you call that."

SPECIALS

Next year's Dinner event will be to celebrate the 200th Anniversary of Trafalgar on Fri. 21st Oct. 2005, at the Royal Air Force Y.C at Hamble.

To avoid a clash of functions our Dinner Dance will now be a Summer one, at Brook House, Botley, on Sat. June 25th.

Congratulations

Also go to
Captain Robbie Robertson
& his wife Jane
who celebrated their
Diamond Wedding Anniversary
earlier this year.

Robbie and Jane were pleased to receive a congratulatory message from H.M. The Queen.

N.B. Due to alteration works being carried out at the Flying Angel there will be no Dockland New Year Service this year, but hopefully there will be a service in March once improvements have been completed..

Enclosed with this edition you should find a copy of the programme for next year, complete with a cut-off strip for return with your subscriptions and "250" Club contributions. You are reminded that you should enclose a S.A.E. with any correspondence requiring a reply, wine lists, SeaPie Supper tickets etc.

**Merry
Christmas**

NEW
CACHALOTS

We welcome the following new members to the Club

S.Bligh
N.Dunn
S.Young
J.R.Onslow

HOUSE WARMING

You are invited to *Rendez-vous*
at the
Southampton Royal British Legion
Club
at 1900 on
Wednesday 19th January.
Wine and canapes
will be served.
The bar will also be open.
You will be able to acquaint
yourselves with our new premises
upstairs.

Members who wish to attend are requested to kindly inform the office beforehand so that we have a good idea of numbers.

Our last day at the B&ISS will be
Friday 28th January
&
We will be moving to the RBL
on Tuesday 1st February.

Gone Aloft

M. Tate
W. McEwan
D. George

Don't forget that, **until the end of January 2005**, your Club is routinely open four days a week at lunch time. It serves sandwiches, snacks, salads or cooked meals. There is a cooked special each day and the price has recently only been £2.75. Don't forget that, when dining, a bottle of house wine can be bought for only £5 - a far cry from the usual hotel or restaurant prices. If you are in town at lunch time, Tuesday to Friday, Liz will be only too happy to serve you a drink and take your food orders.

Suggestions for events, for improvements, offers of help, articles and anecdotes for inclusion in this newsletter will all be received with pleasure. We are even prepared to receive complaints if they are constructive.

The Club's address is:

The Southampton Master Mariners' Club,
The Southampton Seafarers' Centre,
2/3 Orchard Place,
SOUTHAMPTON, SO14 3BR

Tel/Fax: 023 8022 6155

E.mail: cachelots@smmclub.fsnet.co.uk

Editor: t.e.clark@which.net

Dates for your Diary

Sat DEC 11 Christmas Lunch.
Kings Court Masonic Centre.
Tue JAN 4 Club reopens
Thu JAN 13 A.G.M.
Wed JAN 19 **Introductory reception at RBL.**
Sat JAN 22 Burns Night Supper.
Kings Court Masonic Centre.
Fri JAN 28 Last day at B&ISS
Tue FEB 1 First day at RBL
Fri FEB 4 Sea Pie Supper
Sat FEB 5 Post SeaPie meeting
Sat MAR 19 Curry Lunch at P.O.S.H. restaurant.
Fri APR 1 Skittles Evening, Southampton (Old)
Green Bowling Club.
Sat APR ?? Wine tasting and buffet lunch, RBL.
Tue APR 26 Tidworth Concert.
Fri APR 29 Continental coach weekend.
or MAY 6
Wed MAY 18 Technical Seminar.
Wed MAY 18 Entertain Watch Ashore to lunch.
Sat MAY 21 Fish & Chip Supper/Quiz (T.B.C.)
Thu JUN 16 Shipping Festival Service.
Sat JUN 25 Summer Dinner Dance, Brook
House Masonic Hall, Botley.
Tue JUN 28 Fleet Review, Son et Lumiere &
Fireworks, Evening cruise, Shieldhall
Sat JUL 2 Curry Lunch.
Fri AUG 5 Cowes Week Fireworks, Shieldhall.
Sat SEP 3 Curry Lunch.
Fri OCT 21 Trafalgar Dinner, R.A.F.Y.C. Hamble.
Tue OCT 25 Last Night of the Proms, Tidworth.
Tue NOV 15 Sale of SeaPie Supper tickets.
Sat DEC 3 Christmas Lunch, Kings Court.
Sat DEC 10 Christmas Dinner, Kings Court