

The CACHALOT

THE NEWSLETTER OF THE SOUTHAMPTON MASTER MARINERS' CLUB

No.15

March 2005

POST CAPTAIN'S LOG

My most enjoyable and interesting year as your Captain has come to an end and I would like to thank sincerely the Club Officers, Harpooners, Cachalots and "Secretary Judith" for all the support, encouragement and assistance so generously given.

The final two months of my year were quite a social whirl! First was a visit to the Dutch Naval Vessel, HNLMS Zuiderkrus at the QE2 terminal on 26th November when Margaret and I were guests of the Captain for an evening reception. The Captain and his Officers were excellent hosts and the evening was relaxed and convivial.

On November 30 the Warsash Association kindly invited us to their Christmas lunch at the BISS, and we enjoyed good food and good company.

At the Annual Past Captains meeting on 4th December the following were elected to serve the Club for the forthcoming year:-

- ❖ Captain - Captain Simon Harwood
- ❖ Staff Captain - Captain George Angas
- ❖ Sea Staff Captain - Captain Peter Grant

Captain Lionel Hall was re-elected as Boatsteerer and Captain Douglas Gates as Storekeeper.

The Christmas Dinner on 4th December was held at King's Court and 75 members, wives and guests enjoyed an excellent evening, which ended with enthusiastic carol singing. One week later we returned to King's Court for the Christmas Lunch and it was so pleasing to see such a good attendance this year. As always, the food, service and company were superb.

The first event of the New Year was the Annual Docklands Service on 4th January, this year held at St. Joseph's Church in Bugle Street due to the current internal refurbishment of the Missons to Seafarers in Queen's Terrace. Margaret and I were disappointed we were unable to attend.

The 19th January saw our first Social event of 2005. This was a "house warming" at the Southampton Royal British Legion Club and we were delighted to welcome over 90 Cachalots and their wives who enjoyed an evening of wine, canapés, good company and a conducted tour of the new Club Rooms.

The next event of the year was our 4th Burns night when a full house enjoyed the traditional meal and entertainment at King's Court. The raffle prize of a "Red Letter Day", most generously donated by Susannah Pedersen, was won by Peter Powell.

Our tenure at the B.I.S.S. finally came to an end on Friday 28th January and on this occasion I was privileged to present Honorary Life Membership Scrolls to two of our nonagenarian members – Ron Anteney, a member since 1957 and Gerry Dalton who joined the Club in 1969.



Captain Simon Harwood

Your new Captain was born in Bombay in 1941. He grew up and was educated in South Africa before coming to England to Pangbourne Nautical College when he was thirteen. He became a British India Steam Navigation cadet in 1958, serving on cargo and passenger ships. He

obtained his First Mate's Certificate in 1963 and joined P&O's newly formed Trident Tankers. He gained his Master's Certificate in 1966 and was promoted to Chief Officer in 1967. In the same year he married Winifred whom he had met while still a cadet. In 1970, he achieved his Extra Master's Certificate.

As Chief Officer, he served on all types of tankers, OBOs, and gas carriers. In 1973, when Trident merged with Hain-Nourse, becoming P&O Bulk Shipping, Simon, aged 31, was promoted to master. During the next 12 years, he commanded a range of fully refrigerated gas carriers.

Simon joined the Marine Directorate in 1985 as a surveyor/examiner in the Southampton Marine Office. In 1991, he was promoted to principal examiner in London. A couple of years later he returned to Southampton as deputy chief examiner when the Marine Safety Agency was set up. In 1994, he was promoted to deputy chief inspector of marine accidents, remaining with the MAIB until his retirement in 2004. Simon is a founder member and fellow of the Nautical Institute. He comes from a long line of seafarers. His great-grandfather, father and brother all held Master's Certificates and were in command of merchant ships.

Simon and Winifred have two grown-up daughters and a delightful grand-daughter.



Sea Pie Supper Guests & Officers of the Club

from the left:

Clr Mr. Dennis Harryman
(Mayor of Southampton
& Admiral of the Port)

Captain Simon Harwood
(Captain Elect, SMMC)

Admiral Sir Alan West GCB DSC ADC
(First Sea Lord and Chief of Naval Staff)

Mrs. Mary Fagan JP
(The Lord Lieutenant of Hampshire)

Captain Andrew Tinsley
(Captain, SMMC)

Captain Lionel Hall
(Boatsteerer, SMMC)

I was honoured to represent the Club at a Court Luncheon on board HQS Wellington on 2nd February as guest of Captain Cec Smylie, *continued on page 2*

Master of the Honourable Company of Master Mariners. This was a most enjoyable occasion, in august company, and we were entertained by a most amusing speech delivered by the Master of Wellington College.

We were delighted to welcome over 600 people to the Annual Sea Pie Supper at the Guildhall on 4th February. After our traditional meal I presented Captain Simon Harwood with the collar and insignia of the Club. Having presented me with my Past Captains Collar, Simon introduced Captain George Angas, Staff Captain, who in turn introduced the principal Guest Sir Alan West, First Sea Lord. Sir Alan's speech was both apposite and amusing and well merited the standing ovation he received.

I am sure that the club will enjoy a successful year under the leadership of Simon, and I wish him all the best for his year as

Shipmaster of the Year

Our congratulations to Club member Captain Ken Owen FNI, for winning the prestigious Shipmaster of the Year award at Lloyd's List Awards 2005, held on February 24th in the glittering surroundings of The Banqueting House, Whitehall Place, London.

Ken and his wife Alwyn had travelled from a snowbound Derbyshire as guests of The Nautical Institute - sponsors of the award - quite unaware of the honour that was to be bestowed upon him. The expression on their faces as they listened to Philip Wake, Chief Executive of the Nautical Institute, pay tribute to Ken's achievements, prior to making the award, was ample compensation for your correspondent's uncomfortable return journey on a cold "stopper" from Waterloo.

CRK 25.2.05



LOST AT SEA- Pie Supper



After the SeaPie Supper, someone, Member or Guest, was issued with and went away from the cloak-room with the wrong coat. The missing coat had in its pocket a set of keys, the loss of which is causing a great deal of inconvenience and embarrassment. Members and hosts are asked, as a matter of urgency, to check with their guests and confirm whether the coat hanging in their wardrobe is indeed their own.

Contact the SMMC office or George Buchanan at the Guildhall on 023 8083 2775.



FACE ON A CAKE

Can you recognise this young blade who recently celebrated his 70th birthday at the club?

Answer on
page 11

The wine-tasting and buffet lunch planned for April has been postponed until later in the year due to a clash of club activities in April.

Nonagenarians Honoured



Long standing members Ron Anteney, left, and Gerry Dalton, right, with Captain Andrew Tinsley after being awarded Honorary Life Memberships of the SMMC.
See Post Captain's report, page 1

SAINT MALO WEEKEND

DEPARTING, THURSDAY 28 APRIL

We are booked on the 2230 ferry from Portsmouth to Le Havre. Coach pick-up points times will be advised later. Each couple will have sole use of a four-berth en suite cabin in each direction. On Friday morning our first stop will be at Honfleur, before continuing to Mont Saint-Michel after a coffee stop en route. From there we proceed to the *** Hotel Marc'otel which was built in 1992. There are 64 bedrooms with en suite facilities, 30 of which overlook the Rance delta. After a buffet breakfast on Saturday we will visit the medieval town of Dinan and then travel to Saint Malo for an afternoon at leisure. Sunday morning will be at leisure in Dinard and then back to Honfleur for an evening meal before joining the 2330 ferry from Le Havre. The price is £160 per person, which includes a four course dinner with a half bottle of wine on Friday evening, two nights bed and buffet breakfast, a welcome drink on arrival, and morning coffee en route to Mont Saint-Michel and in Dinan, plus ferry crossings. Please enter your names on the list below, and pay a deposit of £50 per person to either the Storekeeper, Functions Officer, Judith or the Boatsteerer.

PASSPORTS ARE ESSENTIAL
FOR THIS WEEKEND



Curry Lunch

1200 Saturday 19th March

at

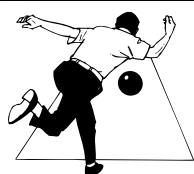
P.O.S.H. Restaurant

(Bottom of Queensway)

Come and join us for our first Curry Lunch of the year. There is no restriction on numbers.

Just **£6** per head.

Names to the notice in the Club-room or to the office, with payment please. Cheques payable to "The Cachalots".



**SKITTLES
EVENING**



Southampton Old Bowling Club

Friday, 1st April at 1900

Scampi & Chips followed by Apple Pie

Cost: £10 per person

TRAFALGAR Band Concert

26th APRIL 2005

Featuring

The Lucknow Band of The Prince of Wales's Division
under the direction of Capt. Tim Cooper, CAMUS

at the

**GARRISON THEATRE
TIDWORTH**

Price **£19** per person

Inclusive of coach - concert ticket - finger buffet & glass of wine on arrival.

Coach leaves the Old Bowling Green at 17.00 and Kings Court at 17.45.

Return from Tidworth at 22.00 approx



Club Supper

Arrangements are in hand for a Supper to be held in the ground floor room at the RBL on Wednesday 11th May.

In keeping with this year's Trafalgar theme, a speaker, Mr. G. Skinner of Fleet Support Ltd., will give us his experiences of

"The Restoration Of HMS Victory"



Final details such as menu and price will be posted on the notice-board and the web-site (see page 10) when known.

TECHNICAL SEMINAR

This year's Technical Seminar is due to be held on **Wednesday 18th May** in the groundfloor room of the RBL Club. The subject, as ever, will be apposite, interesting and informative. Further details will be found on the notice-board and web-site.

- Q. Are we having a **Quiz Night** this year? If so, where and when?
 A. Yes, on board ss **Shieldhall** at **48 berth**, **Saturday May 21st**.
 Q. Are we having a Fish & Chip Supper?
 A. No, we are having **Chilli Con Carne** and rice, with a chunk of bread and followed with a gateau or such.
 Q. What if I don't want Chille?
 A. You can have a **vegetable lasagne** instead. Just tell us at time of booking.
 Q. How much will it cost?

SUMMER DINNER DANCE



Saturday 25th June

Brook House Masonic Centre, Botley

*Smoked Salmon & Prawn Parcels
On a bed of Mixed Lettuce*

*Duck Breast a l'Orange
Seasonal Vegetables & Potatoes*

Raspberry Torte

Cheese & Biscuits

Coffee & Mints

A non-alcoholic fruit punch will be served on arrival

Drinks at sensible prices

Music by

Harmony House.

**Black Tie,
1915 for 2000.**

Price retained at £25 per person.

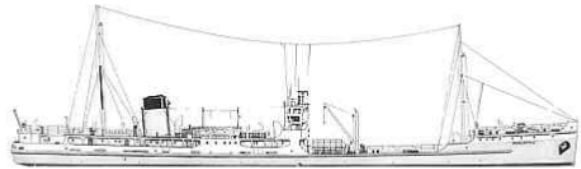
During the evening there will be a raffle held in aid of the Wessex Cancer Trust. Any donations towards this raffle will be gratefully received.

There is no restriction on numbers so why not make up a table of family and friends?
List now on the notice board, or book through the office.

Fleet Review - ss Shieldhall

Tuesday 28th June

The Club has reserved 60 places on this public evening cruise to view the assembled international fleet at Spithead.



Attractions include a "Son et Lumiere" and a Firework Display as well as a Jazz Band on board to entertain you.
1800 - 2359

We have received the following information from the Mayor's Parlour:

In preparation for the 60th anniversary of VE/VJ Day, Southampton City Council has held a meeting with the British Legion, the Burma Star Association and the Merchant Navy Association where it was decided to hold three commemorative events as follows.

VE Day 8th May - Religious Service at the Cenotaph followed by a march through the city via the Bargate and Holyrood Church to Mayflower Park, where there will be a flypast. The march will consist of the Armed Forces who have been granted the Freedom of the City, British Legion, Burma Star Association, Merchant Navy, Cadet Forces, WVA, War Widows, and open to all who helped with the war effort.

Joint VE/VJ Day 10th July - This is the Government official day. The Revd Ian Johnson is contacting representatives of every religious faith in the city to arrange a service of commemoration to be held in Mayflower Park and there will be street parties in the afternoon.

VJ Day 15th August - (Service to be held on Sunday 14th August). Assemble at the Cenotaph for a religious service followed by a march to the Lord Mountbatten statue in Grosvenor Square.

Please put the above dates your diaries. Your presence at the events outlined would be most welcome but in particular we would like your participation at the service and march on 8th May



Cricket Section News



Club members, the Cricket Section are looking for new players. Are you a cricketer or have you played at some stage in your past? Why not join us for an evening summer series of forty over matches. We would be pleased to welcome players of any age and skill level to join our ranks. We are a club of mixed ability players who play on a social basis, albeit with the serious intent to win. Our home matches are played at the Southampton Institute's sports grounds at Hardmoor, adjacent to the Trojans sports fields. The ground is to be found along Stoneham Lane and is situated close to the north side of the M27 at Junction 5.

If you wish to be included in the list of active players please contact me. Why not come to one of our home fixtures and meet us. There is usually a bar after a game and time to mix and socialise. A fixtures list will be posted soon.

I hope you will consider joining us. We will be very pleased to welcome some new blood into the club, whatever your experience or ability.

Mike Weston
Hon Secretary, Cricket Section

Contact details: Club Secretary, Mike Weston,
32 Cardinal way, Locks Heath,
Southampton, SO31 6RT.

Phone: Work. 01489 556236
 Home. 01489 577944
 Mobile. 07855 741528



No, not the current team; this picture surfaced when Tony Ireland visited the club at the end of last year. That's his father, Joe, top right, one of the umpires. The other is Geo. Stapley, a Jersey boatbuilder. It was the first match of the season, probably in the mid 60's, against the Clergy of Southampton at the County Ground. L to R, back row: Philip Filer, Ted Hall, Guy Farmiloe, Geo. McLory, Edney Curtis, Edwin Steele. L to R, front row: Alan Pierce, Cdr. Mallinson RN, Capt. Kirk, Capt. Hodson, Capt. Gadd.

Master Mariners Cricket Section Report - 2004 Season

As my first season as Captain of the Master Mariners cricket team it gives me great pleasure to submit the following brief report.

As members are probably aware the Master Mariners Cricket team is made up of current and ex seafaring officers. Although it fair to say that the majority of the team is made up from ex seafarers, as those serving seafarers invariably find it difficult to fit in with the fixture list. In addition we have one or two regular players who do not have a seafaring background. Nevertheless they are valued regular members of the team.

In total we have over 25 players registered but only a nucleus of approximately 12-13 players who are available on a regular basis.

During the 2004 Cricket season the Master Mariners had arranged to play 18 fixtures during the period from May until August.

Of these 18 fixtures 3 were cancelled due to poor weather conditions and another 2 were cancelled due to the opposition being unable to field a team.

Of the 13 fixtures that were played 5 were won and 8 were lost. On reflection, results wise, a similar season to that of 2003.

All of the fixtures were played on a competitive basis although the spirit was more of a friendly one.

During the season we welcomed another 2 regular players, both ex-seafarers and both all-round cricketers who made a valuable overall contribution. I am pleased to say that both have agreed to turn out for the team next season.

In addition, we also called on 2 cadets from Warsash to help out on a regular basis. Their contribution, mainly due to their age, was invaluable.

Unfortunately we need to attract more regular players to the team, as those who do regularly turn out are not getting any younger! In this context, we are in need of 1 or 2 decent bowlers as this is an area of our overall game that invariably lets us down.

On the social side, the season ended with another successful and enjoyable skittles evening, in November, held at the Kings Head in Wickham, which was gratefully organised by Ian Bagshaw.

I would like to extend special thanks to both Ian Bagshaw (Treasurer) and Mike Weston (Secretary) for their efforts in organising the fixtures and finances of the club. Without them, it would be difficult to get things off the ground.

To conclude, a relatively satisfactory, and of course, as always, enjoyable season.

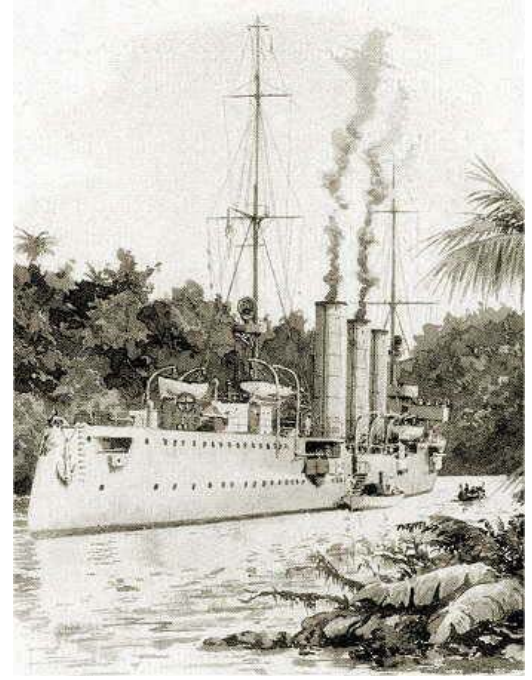
C W Brand Captain - 2004 season

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



S.M.S. Koenigsberg in the R. Rufidgi

Mar. 12 Sailed for Bijou Is and tried the sea-planes. More successful than before. At this time one of the look-outs reported the enemy signalling from a tower which could be seen a little way inland. We at once opened fire, and gave them about 30 common shell. No reply, and no sign of any enemy. Sailed this afternoon for Zanzibar, in order to land any suspected cases of small pox. *H.M.S. Hyacinth* following up. Arrived at 8-30 p.m. and orders to leave tomorrow.

Mar. 13 Information received that a British ship, which afterwards proved to be one of the B.I.Co's steamers, had gone ashore off Tanga, and as there was fear that the Germans would make an attempt to take her we at once made to her assistance. Arrived off Tanga at noon, and the ship badly ashore. *H.M.S. Pyrammus* was standing by, but left on our arrival. From what we could gather, the lights on shore had been faked, and the '*Chakdina*' had gone ashore at about 12 knots. At high water we made an attempt to tow her off, but only succeeded in tearing out our two capstans on the poop. We are putting an armed party aboard for the night, as the Germans are all around, but not accessible for shell fire, Signals have been going up all night on the coast.

Mar. 14 Sending a party over to lighten the ship, and we are going to make an attempt to tow tomorrow. *H.M.S. Duplex* arrived.

Mar. 15 B.I.steamer '*Matiana*' arrived to take off passengers. Several dhows hanging about in the distance, so have sent to the light cruiser *Pioneer* to come over, she has been patrolling. Have taken a bridle around our after house, and have made all ready for towing at noon. Commenced going ahead, and steaming at 15 knots without moving. At 3-30 p.m. we were successful in getting the ship off, and as far as can be seen she is not damaged, took off our party, and sailed for Zanzibar. Arrived at 11-30 p.m.,

Mar. 16 Made several sea-plane flights very successfully. *H.M.S. Goliath* here coaling.

Mar. 17-18 Daily routine, and gun practise.

Mar. 19 Received orders to proceed to Mombasa tonight, and sailed at sun down.

Mar. 20 Arrived at Mombasa. Sea-plane practise.

Mar. 21 Sea-planes out all day. The airmen are not getting much success. One sea-plane came down heavily and badly damaged. Hear that the flag ship with Admiral King Hall will arrive tomorrow.

Mar. 23 *H.M.S. Goliath* arrived. Hear that we shall leave at the end of this week but future operations indefinite. Probably shall land the flying squad and machines.

Mar. 24 *H.M.S. Goliath* steamed out this morning. We are to land the airmen and the machine and are then proceeding south to the Cape, probably Off the East African Station.

Mar. 25 S.S. *Barjora* came alongside this afternoon. She has 12 months stores on board for us. On inspection, a lot of it is in a hopeless condition; the stores have been transferred from three different ships and have been four months reaching us. Commenced taking them on board.

Mar. 26 Still taking stores aboard, shall complete this evening.

Mar. 27 Airmen leaving tonight, we sail at daybreak.

Mar. 28 Sailed at 05.30. Passed *H.M.S. Goliath* and said good-bye to her. She is proceeding to the Dardenelles (This was a fatal good-bye as she was lost with all hands not long afterwards.) The Admiral has transferred his flag to *H.M.S. Hyacinth*. Arrived at Niororo Is. and later steamed across to Mafia Is. Lost an anchor.

Mar. 29 *H.M.S. Weymouth* is on the other side of the island. Steamed round to her to get her diver to recover our anchor.

Mar. 30 Recovered anchor. Patrolling the coast in the southern part of East Africa. Received news that an armed dhow had left Portuguese territory for G.E.A. (*German East Africa??*)

Mar. 31 Still patrolling. Will be relieved by *H.M.S. Pioneer*. Then going to the Cape via Durban.

Apr. 1 Patrolling right south to the Portuguese territory.

Apr. 2 Have seen no sign of any vessel yet. Coaling on Sunday and Monday at Kilindori, Mafia Is.

Apr. 3 (Sat) Still patrolling. Coaling cancelled.

Apr. 4 Round about Londa, south of G.E.A. Hear that there is a German steamer, armed, about here.

Apr. 5 Target practise with projectiles this morning. Still off Londa. Our Captain is leaving us tomorrow to go to the *Weymouth*. Patrolling tonight. Sighted a light several times.

Apr. 6 Proceeding to Niororo for coal from a collier we shall meet there. Arrived in the afternoon. Met the *Hyacinth*. She is coaling and taking in ammunition from another collier. *Pioneer* came up. All ships left in the evening for patrolling. Must be something about.

Apr. 7 Steamed back to Niororo at daybreak. *Hyacinth* and *Weymouth* also came up. Our Captain left us. Been coaling all day. Patrolling tonight. All ships left at sunset. We are for the Rufidgi. Likelihood of *Konigsberg* coming out.

Apr. 8 Coaling from collier all day at Niororo. Right in mouth of river during the night.

Apr. 9 Coaling all day at Niororo. Several colliers came here. Proceeded to mouth of Rufidgi at sundown. About 7.30 the searchlight of the *Konigsberg* began to play skywards. She has come down the river some distance. *Weymouth*, *Hyacinth* and ourselves are around. We are right off the mouth and two armed whalers are in the mouth. The *Dupleix* is also here.

Apr. 10 Coaling all day. In the channel of the river at night. Rockets seen on shore.

Apr. 11 Coaling at Niororo all day. In the river mouth at night. Strong idea that the *K.* is coming out as the tides are high now.

Apr. 12 Finished coaling. In the river mouth all night. Several lights seen.

Apr. 13 Patrolling all day and night.

Apr. 14 Still patrolling.

Apr. 15 Arrived at Niororo in the morning, *Weymouth* there. Capt. Crampton wished us good-bye and we left for Zanzibar. Arrived in the afternoon. Hear that the flag ship sunk the German store ship at Tanga. Hear that the *Weymouth* sailed for the Dardanelles.

That is as much of Leonard's account of the voyage that I have in my possession. The two hand written note books cover from Aug 15th 1914 until Apr 15th 1915 and the foolscap pages which were type-written at a later date finish at March 29th. It would appear from the title that Leonard gave to his later account that there was another notebook or books covering until 20th Aug 1915 and that he intended to transcribe these too. His discharge book records him as paying off in Devonport on 30th Aug. that year.

*The "Kinfauns Castle" continued to be involved in the *Konigsberg* incident and one account reports that she took off the British wounded after the battle on 11th July.*

*Two shallow draught monitors, HMS *Mersey* and HMS *Severn*, had been towed to the area and were able to engage with the *Konigsberg*. With aerial observations to assist their fire control they were eventually able to "walk" their fire along the length of the German Cruiser which was finally abandoned and scuttled with the loss of 35 lives. The Germans managed to salvage ten of her heavy guns which they continued to use in the land campaign for the rest of the war in East Africa. Of the original 350 crew only 15, including Captain Loof, survived to the end of the war.*

A good account of the "Konigsberg" incident can be found at the War Times Journal's web-site at www.wtj.com or at www.worldwar1.co.uk. For more of the "Kinfauns Castle" look at the Union Castle sections of www.red-duster.co.uk or www.merchantnavyofficers.com.

I hope that you have found this account of Union Castle life of 90 years ago as interesting as I did. It must be a reflection of those times that Leonard kept it so factual and impersonal. Throughout the eight months of the journal he mentions just two names, Capt. Crampton and Lt. Cutler, no other officers, no shipmates. There are no complaints, gripes or whinges about the undoubted hardships experienced on board a Merchant vessel on a war footing and under the command of Naval officers. Nor even any gossip that he might have picked up in his function as storekeeper and barman. I don't think that he could have been a cold man, aloof from his shipmates. I have at home a solid gold fob chain of his with a medalion inscribed "Presented to L.Rogers, 2nd Steward, by the Boys of the Kenilworth Castle." His obituary, from "THE CHIEF STEWARD AND SHIP STORES GAZETTE", September 1937, below, would also seem to bear that out.

Terry Clark

PASSING OF A UNION-CASTLE "CHIEF "

UNION-CASTLE men throughout the world will learn with deep regret of the death of Mr. Leonard Rogers, chief steward of the *Llandaff Castle*. Mr. Rogers, a photograph of whom appears on this page, was a man of great personal charm and sincerity, and during his 30 years' service with the Union-Castle Line he endeared himself both to his seniors and to the men who worked under him. His untimely passing at the early age of 49 not only takes from his colleagues a much-loved friend but deprives the profession of one who was in every way a credit to it. Leonard Rogers joined the Union-Castle Line in 1908, sailing as officers' steward in the *Avondale Castle*. In January of the following year he was appointed assistant-steward, serving in the *Norman* and the *Armada Castle*, while in January, 1910, he joined the *Carisbrooke Castle* as assistant storekeeper. In the following three months he became successively storekeeper in the *Carisbrooke Castle*, and assistant-barman in the *Armada Castle*, remaining in the latter position until March, 1914, when he was appointed barman of the *Kinfauns Castle*. In August of that year the *Kinfauns* was converted into an armed mer-

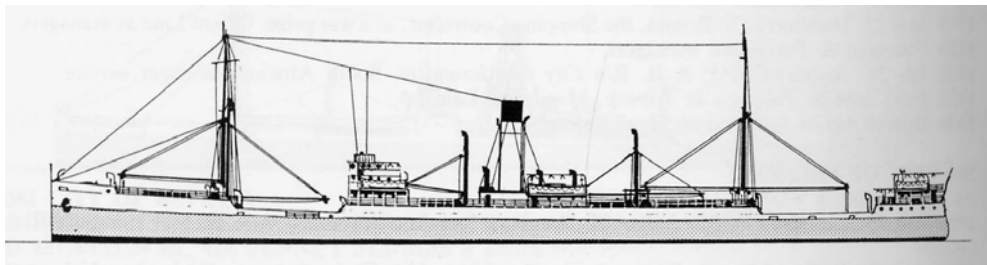


THE LATE MR. LEONARD ROGERS, chief steward of the "Llandaff Castle"

chant cruiser, and during her active service in the Atlantic and on the German South West and East African coasts, Mr. Rogers served as barman and storekeeper. He continued in the same capacity when this vessel was transferred to transport work, carrying troops from France to Mediterranean and Persian Gulf ports, and back from East Africa and India. In the last three months of 1917 he was in the *Carisbrooke Castle*, which was conveying wounded soldiers between France and England. After a spell as head waiter in the *Llanstephan Castle*, voyaging to Australia and the United States, Mr. Rogers received his first appointment as second steward, in which capacity he served in various intermediate and mail vessels, the last being the *Windsor Castle*. He was promoted to chief steward in 1929, and sailed successively in the *Garth Castle*, *Dunluce Castle* and *Armada Castle*, remaining in the last-mentioned ship until she was sold in April, 1936. Subsequently he went to Belfast during the construction period of the new mail and intermediate motorships, and was eventually appointed to the *Dunnottar Castle*, in which ship he remained until December of last year, when she transferred to the mail route from Southampton. After a few months in the *Dunluce Castle* he went to the *Llandaff Castle*, and it was in this ship that he passed

City of Windsor

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



Because of a nation wide dockers' strike, no cargo work was commenced. Troops, over 6000, had been deployed throughout the docks to handle perishable foodstuffs and other essential cargo, but wet, salted hides fell into a less vital category. Their presence however was evidenced by the stench emanating from the holds where the hatch covers had been opened.

Reconversion and repair work, mainly in the engine room and what had been gunners' accommodation in No. 4 tween deck, soon got under way, mainly in the hands of Messers William Badges & Co. Ltd, a well known London River marine engineering concern. Only one of their many workers now remains in my memory, a gentleman known throughout the ship as "Chocolate", perhaps from the colour of his boiler suit. On the boat deck, a group of the firm's foremen had rigged up a private mess, or tea swindle, and it was Chocolate's job to stand-by this establishment in the capacity of Man Friday, running errands for his gaffers as and when required. His official title was boilermakers runner. Constantly on the move, he kept a bicycle at the foot of the gangway to speed up his work. I often wondered where he went, or upon what important or nefarious business he was engaged. Perhaps his main concern was to reach the local bookies shop in time to place bets on his masters' behalf.

The stevedores, or dockers, day commenced, after the strike, at 8 a.m., with the gangway groaning under the weight of hordes of men who, on arrival on board, dispersed to join gangs at one or other of the ship's six cargo holds. Mostly attired in an unofficial uniform of ex-army greatcoat, cloth cap and muffler, they carried wooden handled metal cargo hooks which helped not only to manhandle boxes or crates, but also easily to broach cargo packages with a view simply to discover the nature of the contents or, frequently, to extract and misappropriate items they felt to be of value or interest.

The generic term "docker" encompassed, in addition to those actually manhandling cargo in the holds, winch and crane drivers, hatchmen, foremen, tally clerks, and those employed ashore on the dockside or in cargo sheds, most of whom seemed to be pushing wheelbarrows. The daily routine of their arrival on board was recorded in the scrap deck log book under the legend "shore labour boarded".

In the London docks, however, a considerable number of the shore labour had, prior to boarding, already put in a couple of hours hard work sinking pints of beer in some of the dockland public houses licenced to open between 6 and 8 a.m. Nowadays, no doubt, the rest of the day would be required to breathalyse them all.

Disputes, generally of a minor nature, frequently arose when cargo work was in progress and in order to avoid a general down tools situation, negotiations were required between the dockers' Union representatives, the stevedore managers, and the shipowners cargo superintendent in order to find a mutually acceptable solution and allow work to continue until the next problem arose. Many ludicrous reasons were advanced in support of stoppages and demands for extra money, such as a demand on behalf of the tough nuts for embarrassment money when handling porcelain lavatory pans.

I soon formed the impression that the seamen and the dockers had little in common. There was virtually no social contact between them and I recall a quartermaster describe, perhaps rather ungallantly, a lady he had met in a Canning Town public house as a "real docker's daughter, Wapping tits and a Barking arse."

A common bond between dockers, seamen and other denizens of dockland did however exist in the form of their respect for, or fear of, Miss Sybil Campbell, the first woman to be appointed a Metropolitan Stipendiary Magistrate. Miss Campbell adorned the bench at Tower Bridge Magistrates Court and was considered to have a strong personal dislike of those types. Woe betide any minor villains guilty of drunkenness, assault, cargo broaching and similar everyday events.

Communication between the officers and Indian crew members was, I discovered, carried on in a form of "pidgin" English. Not one of the Europeans on board could cobble together anything resembling a real sentence in Lascari, the nautical version of Hindustani, although old "Nichy Hai", the Chief of all the Engineers, boasted that he always "addressed the native in his own lingo". Most had, however, picked up a few words which apparently sufficed to enable both sides to reach an agreement. The European generally qualified his attempt to communicate by use of the grunt "Eh?", somewhat similar to the query "savvy?" when talking to a Chinaman, to which the Indian seaman made some sort of noise in affirmation. It seemed to work. The Indian seaman had, through long experience, acquired a good idea of all he was required to do in the line of duty. As with European crews, social chit chat seemed to be of no consequence.

Having, early on, purchased a copy of "The Malim Sahib's Hindustani", then the standard work for the guidance of any ships' officers keen to learn the language, I made a serious attempt to study the subject, but being more or less laughed out of court I soon gave up – for life – and followed the dismal example set by my seniors.

Other than by the cooks and stewards, no company uniform or standard type of clothing was worn by our Indian crew members, although there might have been a standard issue of oilskins and seaboots. Rather, they gave the impression of having been given a voucher to visit the local Oxfam shop, if there was such a thing in those days, and told to keep themselves. Woolly balaclava helmets, scarves, old jackets, knitted woolen mittens, thick working trousers, and socks jammed into ill-fitting Wellington boots contrasted sharply with the illustrations of uniforms worn by Indian deck ratings on board the grand passenger liners of the P&O Company – knee length dark blue tunic worn over white trousers, supported by a red cummerbund, the complete ensemble topped with a small round brimless cap.

Many of the items of heavy weather gear would have been acquired as “comforts”, knitted by well meaning ladies across the country as a contribution to the war effort.

Inveterate traders, the Indians went ashore in packs, combing East Ham, Canning Town and the length of Commercial Road in search of bargains, providing personal comfort, stock in trade for future business deals in other ports, or treasures to take home. When ashore they appeared always to be laden with carrier bags.

Culinary arrangements for Indian sailors and firemen were in the hands of “bhandaries”, or cooks, small wizened, uncommunicative individuals who squatted on deck outside their own galleys on the port and starboard sides of the poop deck aft, grinding, with what resembled a pestle and mortar, the basic ingredients for their staple diet of curry and rice.

to be continued



News of another “Windsor”, this time the former **RMS Windsor Castle** which has been sold for scrap and is bound for Indian shipbreakers. This was announced in mid December by the Windsor Castle Trust which had been campaigning to preserve the vessel as an hotel/museum attraction. They also said, “Sadly it is likely that after her long years in lay up her interiors may not survive intact anymore anyway. Also the cost to convert her to AC electric and remove her asbestos would have been very expensive. It probably was inevitable that this fate would eventually await her, but at least we tried.”

One of the positive things to have come out of their campaign was the creation of the Maritime Britain website: www.maritimebritain.org.uk on which is posted a recent photograph of the vessel, now renamed **RITA** and still in a fairly dignified condition, being prepared for her final voyage from Piraeus to Alang in India.

The Archivist's Artifice on the Artefacts

At the AGM on Thursday 13th January, Captain Kelso brought up the subject of the Club's artefacts, as he had on previous occasions.

The Club's collection of silver, glassware, nautical instruments and other items has, since we moved from St Michael's Square, and in the absence of any secure display facilities, been confined to storage in various places. With the passage of time, and in spite of all good intentions, there is the danger that the provenance and ownership of some of the pieces may become blurred or forgotten. There is also the problem of actual physical ageing and decay of certain items if not kept under the proper conditions. It had to be recognised that there would be insufficient room at our new Club-Room to display any of the items and that most of them would probably not see the light of day again. It was a sad fact that of those items that we had chosen to decorate the room at the B&ISS with, several had been stolen, including the signed photograph of H.M. The Queen and the picture of the return of the Canberra from the Falklands.

Our Honorary Archivist, Captain Hamish Roberts, read the following to the assembled members. He claimed it was a cutting from the “Evening Echo”, dated 13th January 2015.

“Early this morning, in a largely unfrequented area of the City formerly known as dockland, an 87 year old man was observed by passers-by to be in a confused condition.

On being approached he explained that he was an ex-merchant seaman of no fixed abode, but had once been a member of a long since defunct club for mariners called the Cachalots, which some older readers will remember.

At the relatively early age of 70, he had become the club's archivist, but sadly, very soon afterwards and through unavoidable circumstances, his archives had been removed, an emasculation painful in itself but made more so because he did not know where to find them.

It was, he said, a disgrace that in Southampton, old sailors should be denied the pleasure of looking at, admiring and fondling their archives and also, if they wish, their artefacts, as they were wont to do in earlier years.

But all was not lost, providing surviving Cachalots followed the advice given by Prince Philip, himself a distinguished Cachalot, who although still eligible for a bed in the Sailors' Home is, mercifully, being well cared for in a large house, with gardens, in Central London.

His advice, which can easily be appreciated without the privilege of a classical education, was “*Digit Extractum*”.

As the old man was led away, the repetitive, plaintiff cry “*digit extractum, digit extractum*” echoed across the quiet waters of the Test.

Psychiatric reports are being obtained.”

Captain Roberts called upon all Cachalots to spare this old man such indignity.

It was resolved that, after the SeaPie Supper, a sub-committee of the Executive & Finance Committee would be formed, to inspect and evaluate, where possible, and report back to the General Committee.



For those of you who have mastered the skills of modern electronic communications without the aid of a "Sparks" we have some information.

For those of you who are still at the bottom of the learning curve and are sometimes tempted to do the above to your computer , i.e. give it a Jolly Roger, we have some advice.

For the webophiles and computer literate the information, from George Lang, is in the box on the right. We would like to thank George for his input and apologise for not promulgating his site earlier. It has been suggested that since ***The Cachalot*** is published only quarterly that any information that we might like to get to you between editions, such as changes in dates or other club news, be posted on this web site. I hope to be able to instigate this if it is not too onerous on George.

For the webophobes and and those who are less computer efficient the advice is in the box below. It comes from herself at the command post and you would ignore it at your peril!

E-MAILS TO CLUB ADDRESS

The Club office wishes to advise members communicating by e-mail that in the interests of economy the connection to the internet is by modem dial-up connection on the only telephone line. It is therefore requested that large files attached to messages, especially if they contain pictures or graphics, are avoided if possible, as they take a long time to download, blocking the line for telephone calls and at daytime call rates are expensive. Much as they may be nice to receive otherwise, this applies particularly to jokes and Christmas cards.

Your co-operation with this will be most appreciated.

E-mail: cachalot@smmclub.fsnet.co.uk

And don't forget that we are now fully installed at our new address: The telephone no. is unchanged

**The Southampton Master Mariners' Club
c/o Southampton Royal British Legion Club
Eastgate Street
Southampton
SO14 3HB
023 8022 6155**

The SMMC Websites

As much for my own benefit as anything else, a few years ago I set up a web site for the Club at

<http://homepages.tcp.co.uk/~glang/smmc.html>

(the ~ symbol is a tilde, often sharing a key with the "hash" sign)

It means that wherever I am, as long as I have internet access, then I can see what events the Club has on and at what time. The page was designed to do no more than be an accessible diary.

You can find very similar pages for the Solent Branch of the Nautical Institute and also for the Hampshire & Dorset Group of the Institute of Logistics and Transport (UK) that I use for the same purpose.

As an aside note that fellow Cachalots are very welcome to attend any of these meetings. At the CILT (UK) meetings you might even get coffee and sandwiches before the meeting at no cost!

In order to embellish the web site a little more I have added a brief history of the Club and a list of Officers, Harpooners and past Captains. The other useful items are addresses and telephone numbers.

I try to keep the pages up to date. The main annual update takes place at Christmas, usually whilst the turkey and pud settle. Thereafter it takes very little time to maintain.

The site is designed to load quickly and be simple and efficient. It costs the club nothing, using up some of my personal web space from my ISP, hence the slightly convoluted address, however once bookmarked that should not be a problem.

If you cannot remember the address, then just type something like "cachalot southampton" into Google or another search engine. The site should get listed near the top.

The site works for me, and I know that several other club members use it regularly. If you spot a mistake, or have a suggestion for something to be added then let me know; you can contact me via the site.

It seems also to work for others. Every now and then enquiries about the club come in from all around the world.

There is another, more recent, website for the club that is on the Hampshire County Council site at www.hants.gov.uk/istccr/cch04538.html

Interestingly the key words for this site are:- professional, institute, sailing and yachting (so that's me out). The site is basically just a brief description of the Club with contact details.

For some time, Capt. Terry Hughes, (Past Captain, 1997) also maintained a club site. Many more bells and whistles than mine, but since his move westwards this site has lapsed.

Finally- if you have a sound card you can fall asleep listening to the waves coming in; all part of the service.

George Lang

Rope Ends

The Boatsteerer demonstrates that the blade is still sharp as he attacks his own effigy.

Officers & Committees 2005.

CAPTAIN:	Capt. S. Harwood
STAFF CAPTAIN:	Capt. G. Angas
SEA STAFF CAPTAIN:	Capt. P. Grant
BOATSTEERER:	Capt. L.W. Hall
STOREKEEPER:	Capt. D.F. Gates
POST CAPTAIN:	Capt. A.R.Tinsley
FUNCTIONS OFFICER:	G.F. Cartwright
ARCHIVIST:	Capt. H. Roberts
HON. LEGAL ADVISOR:	S. Daniels

HARPOONERS:
 R, Bristow G.F. Cartwright, G. Draysey, P.Fost, R. Gage,
 A. Gravestock,
 R. Hellier, G. Lang, A. McDowall, R. Martin, I. Odd,
 R. Olden, K. Owen,
 B. Peck, F. Pedersen, P.Powell, J. R. K. Smart, J.C.
 Smith, J. Whorwood.

Executive & Finance Committee: 5 Club Officers plus;
 G. Cartwright, A. Gravestock, R. Hellier, R. Olden, B.
 Peck, J. R. K. Smart, J. Whorwood.

Entertainments:
 J. R. K. Smart, G. Cartwright, A. Gravestock, R. Bristow,
 J. Whorwood, F. Pedersen, T. E. Clark, I. Odd.

Church Committee:
 S. Harwood, J. C. Smith, P. J. Stead, G. H. Draysey, R.
 Martin.

The 5 Officers of the Club and Post Captain are members of all the above committees.

The General Committee comprises the 5 Officers of the Club, the Post Captain, Past Captains, and all Harpooners.

Shantyman: Mr. David King

Chaplains: Revd. M. Williams, Revd D. Potterton,
 Revd. W. McCrea.

The Royal British Legion

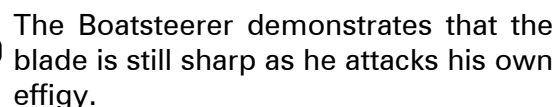
The new club-room is situated upstairs within the RBL building in **Eastgate Street**. Access is through two sets of doors at street level, the inner one being secured by a security lock which is controlled remotely from inside (monitored by cctv and a talk-back device) or by use of a key-card. These cards are available to members of the RBL at a small cost.

Membership of the RBL is £10.50 p.a. and membership of the Southampton branch is a one off joining fee of £4.50, which includes a key-card. So £15 to start and £10.50 thereafter. Cachalots are encouraged to join as this can only foster a good relationship with our new landlords.

There is no access upstairs for the disabled at present but a stair lift is to be fitted as soon as the necessary permissions are obtained.

250 Club

December	R.Hellier (£100)
January	R. V. Martin
February	P. Grant



The new club-room is situated upstairs within the RBL building in **Eastgate Street**. Access is through two sets of doors at street level, the inner one being secured by a security lock which is controlled remotely from inside (monitored by cctv and a talk-back device) or by use of a key-card. These cards are available to members of the RBL at a small cost.

Membership of the RBL is £10.50 p.a. and membership of the Southampton branch is a one off joining fee of £4.50, which includes a key-card. So £15 to start and £10.50 thereafter. Cachalots are encouraged to join as this can only foster a good relationship with our new landlords.

There is no access upstairs for the disabled at present but a stair lift is to be fitted as soon as the necessary permissions are obtained.

CAPTAIN:	Capt. S. Harwood
STAFF CAPTAIN:	Capt. G. Angas
SEA STAFF CAPTAIN:	Capt. P. Grant
BOATSTEERER:	Capt. L.W. Hall
STOREKEEPER:	Capt. D.F. Gates
POST CAPTAIN:	Capt. A.R.Tinsley
FUNCTIONS OFFICER:	G.F. Cartwright
ARCHIVIST:	Capt. H. Roberts
HON. LEGAL ADVISOR:	S. Daniels

R. Bristow G.F. Cartwright, G. Draysey, P.Fost, R. Gage,
A. Gravestock,
R. Hellier, G. Lang, A. McDowall, R. Martin, I. Odd,
R. Olden, K. Owen,
B. Peck, F. Pedersen, P.Powell, J. R. K. Smart, J.C.
Smith, J. Whorwood.

G. Cartwright, A. Gravestock, R. Hellier, R. Olden, B. Peck, J. R. K. Smart, J. Whorwood.

J. R. K. Smart, G. Cartwright, A. Gravestock, R. Bristow,
J. Whorwood, E. Pedersen, T. E. Clark, I. Odd.

S. Harwood, J. C. Smith, P. J. Stead, G. H. Draysey, R. Martin.

The 5 Officers of the Club and Post Captain are members of all the above committees.

The General Committee comprises the 5 Officers of the Club, the Post Captain, Past Captains, and all Harpooners.

Chaplains: Revd. M. Williams, Revd D. Potterton,
Revd. W. McCrea.

250 Club	
December	R.Hellier (£100)
January	R. V. Martin
February	P. Grant

Gone Aloft

W. Weyndling

WALTER WEYNDLING - an appreciation.

Some three years ago The Technical Committee of The Southampton Master Mariners' Club was disbanded and the responsibility for organising the annual Technical Seminar was delegated to two members of that committee. I was one and my friend and colleague, Walter Weyndling, was the other.

From the outset we were agreed that any discussions on the seminar would be conducted in a social environment, restricted to a maximum of five minutes and would end with a firm decision.

For our first meeting, Walter arrived breathless and slightly late and, before he had sat down, announced "I've got someone from the MAIB". A minute later we reached agreement on the date, speaker and format for the seminar - and Walter rushed off to attend another meeting at Winchester. It was ever thus.

Walter was a man of boundless energy and many organisations throughout Hampshire, and beyond, benefited from his willing and active participation in their work. His strong Christian belief and ability to make friends easily made him the obvious choice to serve the community at large - and Walter gave of his time and advice unstintingly. It was pointless to advise Walter to "slow down" - everything was carried out at "maximum revolutions" and there was always another meeting to attend.

Over the years he contributed a very great deal to the Club and his contributions to The Church Committee, The Technical Committee and The General Committee were invariably pertinent and sensible. His ability to see the opposing point of view and his inability to fall out with anyone made him a welcome committee man!

Those of us privileged to attend his funeral were agreed that the Vicar got it absolutely right when she surmised that, on reaching The Pearly Gates, Walter's first words to Saint Peter were "Now, what can I do to help?" THAT is Walter and THAT is but one of the reasons that we all miss him so much.

To Gaye and the family we send our love and condolences.

CRK 22.2.05

There will be a Memorial service held at Winchester Cathedral at 14.30 on 1st April. Members welcome.

The Club is routinely open four days a week, Tuesday to Friday, at lunch time. Liz will be only too happy to serve you a drink and on Thursdays and Fridays she can take your orders for:- Homemade Soup of the Day, freshly made sandwiches, (which can be toasted,) filled Jacket Potatoes, Ploughman's lunches and other snacks. It is hoped to extend this service as custom demands.

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 (NEW) address is:

**The Southampton Master Mariners' Club,
(The CACHALOTS)
c/o Southampton Royal British Legion Club,
Eastgate Street,
SOUTHAMPTON, SO14 3HB**

Tel/Fax: 023 8022 6155

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

Editor: t.e.clark@which.net

<http://homepages.tcp.co.uk/~glang/smmc.html>

Dates for your Diary

Sat	MAR 19	Curry Lunch at P.O.S.H. restaurant.
Fri	APR 1	Skittles Evening, Southampton (Old) Green Bowling Club.
Tue	APR 26	Tidworth Concert.
Thu	APR 28	Continental coach weekend.
Wed	MAY 11	Club supper. "The Restoration of HMS Victory", RBL
Wed	MAY 18	Entertain Watch Ashore to lunch.
Wed	MAY 18	Technical Seminar. RBL
Sat	MAY 21	Chilli Supper/Quiz ss Shieldhall.
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

NEW CACHALOTS

**R. Keyzor
P. J. Moodie
D. G. Webster**