

The CACHALOT

THE NEWSLETTER OF THE SOUTHAMPTON MASTER MARINERS CLUB

No31

March 2009

Post Captain's Log

In his final log in March last year, my predecessor Peter Marriot expressed the view that time had flown by during his year in office so quickly that it was difficult to believe it was "time to call it a day". I can only agree with that sentiment, and add that I was only just getting the hang of things when I started writing this Post Captain's Log! Mind you, I'm probably the only person who thinks I was "getting the hang of things"!

December was a busy time, professionally and socially, and the 'flu/cold epidemic did not help. I succumbed before Christmas and Ann followed over the New Year. Of course, my affliction was much worse than hers. Isn't that always the case?

The first function we attended as guests in December was the Watch Ashore Christmas lunch at the Seafarers' Centre. As usual, the ladies were excellent hosts, and Ann and I thoroughly enjoyed ourselves. This was followed by the Royal Naval Officers' Association dinner at the Tudor Merchants' Hall on Friday 5th December. Ann (without an "e") was unable to join for this function; even so, it was a very pleasant evening, although my waistline was already showing signs of expansion. (Things could have been worse, but the fact that I had to drive meant I was easy on the wine, so at least those calories were minimised.)

The onslaught on the waistline continued the following evening, with the Club Christmas Dinner at the King's Court Masonic Centre in Chandlers Ford. This establishment does not serve small meals, and their high quality, combined with the fact that we are of a generation brought up in the days of rationing, did considerable damage. Three turkey meals in four days! I could almost feel the feathers growing!

There was some respite the following week - at least from Club related functions - until the following Saturday. This was the Club Christmas lunch, again at King's Court and battle was rejoined once more. Again, it was an excellent meal, enjoyed in good company. There has sometimes been discussion that the Club should only have one function before Christmas, either a dinner, or lunch, but the fact that numbers attending each were almost equally divided at about 50 each this year, rather scotches that suggestion.

This leads me to pay tribute to our Entertainments' Committee Chairman (and Functions' Officer), Gerry Cartwright. As usual Gerry ran the raffle at both the Christmas Dinner and Lunch. However, while he and Anne (with an "e") attended the Dinner, they had another function the following Saturday evening, so did not attend the lunch. However, that did not stop Gerry from conducting the raffle, ably assisted by Anne, who lent support in the background.

Gerry has been elected Staff Captain this year. It is a very popular appointment and a fitting tribute to someone who has been a very active member of this Club for many years. He is also the first non - Master Mariner elected to this post. Congratulations, Gerry!

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Captain J.N. Mileusnic

John was born and raised in Newbury Berkshire, gaining his first nautical experiences through the local Sea Cadet Corps which led to him compete in two Tall Ships races, one on a full Norwegian Square Rig ship and crewing on long distance off shore racing. So despite living just about as far from the sea as you can in the United Kingdom and coming from a family with an army background, John joined Denholm Ship Management as a Cadet and was promptly sent to Warsash, still in the era of morning runs, sluice gate duty and mess dinners.

During the period with Denholms John experienced a cross selection of ships from reefers, bulk carriers, containers through to ULCC's including one that became a landmark in Southampton for quite some time: the '*Burmah Endeavour*'. The two years spent on the transatlantic gas turbine containerships remains his most memorable and interesting seagoing period. Before coming ashore John's last appointment with Denholms was to a small Cajun town in South Louisiana where he and a Chief Engineer were supervising the reactivation of a Sulphur Tanker. His wife Carol and two sons were able to join him for what turned out to be a most enjoyable period in their lives. John joined ABP initially as a Marine Officer before becoming a Pilot in 1989. He is a choice pilot for the Esso group.

John is looking forward to a busy and interesting year as your Club Captain representing and promoting the Club's profile to the wider community.

Ann and I were away for the New Year, so I missed the past Captains' meeting on Saturday 3rd January as well as the Docklands' Service on 5th January. The formal proposals for the next Captain, Staff Captain, Sea-Staff Captain and Officers of the Club are decided at the Past Captains' meeting and confirmed at the AGM. (The date for the Past Captains' meeting has been delayed next year to allow people who go gallivanting off for the New Year to attend.)

My last meeting in "the chair" was the AGM on 22 January. There was a good turnout this year and the meeting was held in a constructive and cordial atmosphere throughout. The current world financial problems – I refuse to use the term Credit Crunch – will undoubtedly have an impact on our finances, and this was discussed at length. The matter will be considered in detail by the Officers of the Club and others over the next few months, with the view of consolidating the Club's medium and long term financial prospects.

In the meantime, may I propose an excellent investment opportunity to you all? The Cachalots 250 Club not only provides the Club with an excellent revenue base, but investors also have an opportunity to gain considerable tax-free returns. Compare that to your deposit accounts!



The Piper stands guard as Alec Macpherson prepares to address the "beastie". Not the wee timorous kind but we definitely heard a squeak when he finally did the deed.

My wife (Ann without an "e") was born on 25 January 19xx (I'm not THAT brave!), and as this year was a big birthday, we had arranged a long time ago to spend it in Portugal. Unfortunately Robbie Burns was also born on the same day, albeit some time earlier, so we missed – again – the Burns night supper at the King's Court Masonic Centre. I'm told it was an excellent evening with many a kilt and Scot's accent in evidence. I am grateful to the (then) Staff Captain John Mileusnic for taking my place, and Ann is eternally grateful to Carol Mileusnic for replying to the toast "The Lassies".



My "final act" as Captain was at the Sea Pie Supper at The Guildhall on Friday 6th February. Considering the severe weather, there was yet again a tremendous turnout, with only an estimated 20 or so missing on the evening. Unfortunately, one of these was our Principal Guest, Commodore "Bob" Thornton CBE RFA (Rtd.), who left his sick bed to travel to Southampton, but got snowed in somewhere near Dorchester, despite driving a 4x4 fitted with snow chains! Commodore Thornton, if you read this, thank you for trying. Thanks also to your wife for getting your speech to Boatsteerer George Angas by email. George delivered it like the troupier he is, and was roundly and deservedly applauded.

Thankfully, the Honorary Shantyman David King and his father arrived safely, otherwise George might have had to lead the singing also.....!?

Despite the tribulations of the weather the evening went well. The Distinguished Guests were fulsome in their praise, and many others went out of their way to thank me and various Officers of the Club for a thoroughly rousing and entertaining evening.

The Sea Pie Supper takes a great deal of organisation over a period of several months. It doesn't stop there, however, because on the day the hall has to be decorated and organised so that everything goes well on the night. My thanks go not only to the hard-

Cont. opposite

At the Sea Pie Supper



There were a few gaps in the ranks of the VIPs and Distinguished Guests who managed to make it through the snow to the Guildhall on Feb.6th.

Missing were:

the Principal Guest, Commodore Bob Thornton MDA RFA (Rtd),
Stowaway Rear Admiral Sir Morgan Morgan-Giles, and the High Sheriff of Hampshire, Mr. Michael Campbell MBE DL

We were still honoured with the presence of three of our Stowaways:

Commodore Mary Fagan JP RNR,
Admiral of the Fleet Sir Julian Oswald GCB
And Captain Sir Malcolm Edge KCVO

Also shown : Captain Elect John Mileusnic, Clr Brian Parnell, Mayor of Southampton, Captain C. Fagan DL and Captain Morris

working members who organised the event, but also to those who turned up on the day, draped flags, distributed the wine, arranged menus on tables, and attended to all the details as they arose, long before the event started. Thank you all – you know who you are.

My final duty was to invest the new Captain, John Mileusnic with his badge of office. I have enjoyed having John as Staff Captain and look forward in turn to being Post Captain during his tenure of office. The fact that a senior Southampton Pilot is now the Club Captain adds a new dimension to The Cachalots and I, amongst many, look forward to his year in office. Our very best wishes, John.

That should have been it, but before my year ended I had been invited to the Court Luncheon at The Honourable Company of Master Mariners on Wednesday 11 February. The invitation of course was to the Club Captain, but John was busy earning his living in the port, so was quite happy for me to take his place. It was an excellent luncheon, which I was privileged to attend on behalf of the Club.

With very best wishes to all,
Leslie Morris, Post Captain.

The Boatsteerer's Locker

Last year was a good year in so far as we were able to bring our Clubrooms and the facilities up to date. The procurement of new carpets, laptop computer, projector, etc. now means that we can entertain our members and guests in reasonable comfort and facilitate our own and external professional organisations' presentations with computer assisted 'PowerPoint' displays for up to sixty people within the main clubroom. This did however require that we used some of our cash assets. Correspondingly the Executive and Finance Committee decided to write off those 'fixed assets' that are, to all intents and purposes, part of the Club: eg. carpets, blinds and bar and to depreciate the rest: e.g. office equipments, clubroom tables and chairs, etc. over three years. In this way we will maintain a realistic balance sheet. This was approved at the AGM.

This year we have to concentrate on restoring those cash assets and to that end your officers are meeting shortly to re-view the Club's financial strategy in order to ensure its long term security. Especially so, in the current economic situation, when we can no longer rely upon earning any interest from our savings.

During the various and on-going discussions that are held, both of a formal and informal nature with regard to the future of the Club, it has sometimes been suggested that the culture and level of communications within the Club and its officers is not sufficiently inclusive enough to attract offers of assistance from other Cachalots in its day to day administration. Furthermore, this lack of inclusivity is detrimental to Cachalots putting their name forward to be Harpooners and or officers of the Club.

As is common with nearly all voluntary organisations, involvement in their administration can appear daunting on two or more counts. As far as 'the Cachalots' is concerned those two counts may be:

- ☐ The apparently large commitment of time and effort that will be necessary to discharge the duties of any position within it. Especially so when there is the day job to be done and the family to be cared for.
- ☐ The levels of exposure to situations that a post holder may be responsible for that are outside that individuals 'comfort zone'.

If any Club membership is not aware of this the end result is likely to be that the organisation and administration will fall on a few willing, enthusiastic and committed people who have time to spare and are confident enough to take it on. Whilst this may work in the short term, it will in the long term be a disaster. Not only will the rest of the membership shrug their mental shoulders and be grateful that somebody else is 'doing it', but it will also make the officers' positions more onerous and de-motivate any members from wanting to get involved, let alone volunteering. Ultimately, of course, standards will fall, membership will decrease and unless changes are made the demise of the organisation is inevitable.

Fortunately we, 'the Cachalots', are not in that situation. Neither do we want to get into that situation so I thought that I would take this opportunity to say where we are and make sure that we, your officers, honorary officers and Harpooners do not give you the impression that we do not welcome, without any arm twisting, your assistance or involvement with the progress of this great Club of ours.

Barry Peck (our Storekeeper); together with Colin Yates (our Accountant) is responsible for our finances.

Richard James (our Administration Officer) assists by tracking and maintaining all the necessary records.

Douglas Gates (our Hon Membership Officer), with his invaluable knowledge of our membership over so many years keeps the records and the '250Club', again with Richards assistance, up to date.

Elizabeth Robson (our Hostess) keeps the bar stocked, is the ever cheerful face that serves us food and drink and keeps the Clubrooms clean and tidy.

Terry Clark (our Hon Editor) not only puts your quarterly Newsletter together but also provides menu and place cards to a very high standard for all our major events.

Hamish Roberts (our Hon Archivist) keeps the younger ones amongst us aware of what our illustrious forebears have contributed over the years and maintains the growing library for all to use.

Simon Daniels (our Hon Legal Advisor) is consulted regularly and makes sure that we do not inadvertently step over any legal boundaries into the many litigious minefields that surround our everyday life.

Gerry Cartwright (our Staff Captain, Chair of the Entertainments Committee and Hon Functions Officer – for the last ten years) has provided us all with a varied and most enjoyable calendar of social events at a very reasonable price.

Andrew Hockett, Franz Sahetapy and Jacq Padua (our Hon Chaplains) keep us in touch with the ecumenical partnership and today's seafarers on a daily basis.

Simon Harwood (Chair of the Church Committee) organises our flagship event – The Southampton Shipping Festival Service- every June.

Cont. over

In addition to the above David Healy has kindly agreed to be our honorary Publicity Officer and Peter Marriot a Past Captain has agreed to be the Chair of our newly appointed Bursary Committee.

Leslie Odd and Margaret Grant have also kindly volunteered to assist Gerry and organise the charity raffle draws at our dinners.

I do not have the space to mention all the Harpooner members of the committees here but they also play a vital part in the running of your Club.

George Angas (your Boatsteerer) concentrates upon the development of the Cachalots with the 'wider community' and where necessary coordinates those functions that require an integrated approach for the satisfactory implementation and management of same. It is also the Boatsteerer who communicates with the Club figureheads; namely the Captain, Past Captain, Staff Captain and Sea Staff Captains, without whom the Club would not run. Not only do they represent your Club on all the major functions within the Southampton and UK's maritime calendar of events but also attend all the Club's committees and social and professional functions ensuring that the Clubs officers are doing their jobs and that the Club maintains and enhances its internal and external profile.

Hopefully the foregoing, if you did not already know, provides you with a thumb nail sketch of how your Club runs. As you can see, it is not by any stretch of the imagination a 'one man band'. In deed, as Clubs should be, it relies upon the good will and committed effort of a lot of its members. More to the point those members enjoy their terms of office and, importantly, most of them also hold down day jobs and have busy family lives as well. They manage this by constant communication and standing in for one another when work or family matters prevent them from representing the Club. If an Officer or Harpooner feels that they cannot manage a particular aspect of their position then somebody else who can will step into the breach. After all, social and professional comradeship is what we are all about. Unlike our professional lives at sea or within the shore based industry, our organisation is more consensual and collaborative. This does not mean we do not make decisions or fail to act positively in the best interests of the Club, but it does mean that we recognise that each person has his or her own life to lead and that Cachalots will only give what they can *enjoyably* fit into that life. There is no vestige of a blame culture within the Club and there will always be somebody that will stand in for a fellow Cachalot or help in an emergency.

If it is all so wonderful you may ask, then why am I droning on at such length? Currently we have a fairly static number of Harpooners. Your Hon Functions Officer retires at the end of this year. Your Storekeeper, Membership Officer, Chairs of Committee and Boatsteerer will have served for more than three years at the end of this year as will many of the honorary officers and we should not take their continuance in office for granted but establish a succession policy that will enable Cachalots who wish to understudy those officers have an opportunity to do so. Such a policy should enable willing Cachalots to be identified and invited to start to get involved with a view to them taking over those parts of the Club's responsibilities that they begin to feel comfortable with both in terms of time and commitment. I and all your officers and Harpooners look forward to hearing from any of you that might like to do so.

George Angas

Boatsteerer. February 2009.



The Parking Terror

Well, would you believe it, car parking charges in Southampton have gone up again this month! Contrary to Council policy, WE have no desire to discourage you from coming into Southampton and attending the Club, so in a spirit both informing and commiserating, I bring to you their latest tariffs.

Along Platform Rd, next to the bus-stop outside the DockGate, the first 8 bays have now been designated as a coach stop.

The remaining 13 bays are now charged at (green zone):

1 hour	£1.20
2	£2.30
3	£3.40
4 (max)	£4.50

The Short Stay at the end of Queen's Terrace:

½ hour	£0.70
1	£1.40
2 (max)	£2.80

The College St. Car park (pre-pay) and the Eastgate Street multi-storey (where you pay on departure):

1 hour	£1.20
2	£2.40
3	£3.30
4	£4.20
5	£5.00

So more expensive than on-road at Platform Rd for 2 hours but cheaper for 3 or 4.

The cheapest place to park within walking distance (just) is still Mayflower Park where it costs £0.70 to park for 2 hours, renewable every 2 hours.

The Council now understands that we don't all go about loaded down with specie and the ticket machines will accept debit/credit cards. It could be worse, and I'll wager that in future it will be, but in London I understand, one has to have a mobile phone with one in order to phone one's bank and raise a loan.

By Coach and Canal



Monday, 22 June.

A two and a half hours cruise along the Kennet and Avon canal aboard the narrowboat "Rose of Hungerford".

The coach will depart from Southampton at 1200 with a pick-up at Chandler's Ford. It is hoped that an optional cream tea will be available during the cruise.

Expected cost to be in the region of £25.



Coming Events

Enclosed with this edition of the "Cachalot" is a REVISED Programme of Events for this year. As there are several amendments/additions please dispose of your original programme and use only the revised one. The alterations are included below and opposite.

Should you wish to book for any of these events, please enter your names on the list on the Clubroom noticeboard or telephone the Office. (in good time please).

CURRY LUNCH

Following our two previous and well enjoyed lunches at the



another has been arranged for

SATURDAY, 7 MARCH
1200 for 1230

The price has been increased slightly, to **£11.50** per head.

Another Curry Lunch has now been scheduled for
Saturday 25 April
Probably at the Gurkha Kitchen, to be confirmed.

IT WILL BE TIME FOR

BEER & SKITTLES

Again
at the



SOUTHAMPTON (OLD) GREEN BOWLING CLUB

(The world's oldest bowling green, Lower Canal Walk,
Southampton.)
ON

FRIDAY, 27 March at 1900

AND IT'S

Fish and Chips with Peas again, too (this time followed by Ice Cream)

Comfort food to ease the stress of this highly competitive, testosterone charged, energetic evening. Some members will already have started to limber up in order to lumber up to the line. Can Captain John Mileusnic and Anne Cartwright hold on to their respective crowns? Will Les Morris be able to improve on his duck with all three balls? The tension is already starting to build!

Still only **£13** per head for all this excitement!
Bookings by Wednesday 11 March please.

Isle of Wight Steam Railway Excursion including lunch.



Sunday 17 May

Details of this excursion have yet to be finalised as we go to press and will be posted both in the Club and on our web site when they become available. Cost is expected to be in the range of £25 - £30.

It is proposed to cross on the ferry from Portsmouth to Ryde. As parking may be difficult in Portsmouth we suggest that you park in Gosport and cross on the ferry to Portsmouth.



Sunday Roast Lunch at the Royal Naval and Royal Albert Yacht Club

Sunday 31 May

This Club, with which we have reciprocal arrangements, is situated within the old fortifications on one of the best sites in Old Portsmouth, overlooking the Governor's Green, with views over the Green and Long Curtain Battery to Spithead and the Isle of Wight. There are full disabled facilities.

Originally booked for the 26th April, we were recently informed that they could no longer accommodate us on that day so it has been re-scheduled (and hence the change in the date of the second Curry Lunch also).

Price for a three course lunch, including gratuities, is expected to be around £15 per head, to be confirmed, mustering at 1200.

Further details from the office.

YUGOSLAVIA

FITZROY MACLEAN'S MISSION AND BARI (PART 1)

The Germans invaded Yugoslavia in 1941 to find very little resistance. The King (Peter II) and his court escaped to Kotor where they were rescued by a British ship - I believe it was HM Submarine "Regent". Thence they went to Cairo and eventually to London as a Government in Exile.

They left a retired General called Draza Mihailovic, with orders to retreat into the mountains of Serbia and preserve some form of resistance - in the traditional Balkan guerilla fashion.

But by the summer of 1943 extraordinary stories began to come out about "Tito". Some said that Tito was merely a pseudonym for a Soviet military delegation. Others said that Tito was a glorious, tall blonde woman - a sort of Bodicea figure -leading her countrymen against the invaders.

Churchill wanted to know what was really happening so he decided to send a "military ambassador" to the two principal factions, i.e. Mihailovic and Tito. Fitzroy Maclean, a young officer, who I had met in Palestine and in Cairo, was flown home, promoted Brigadier and sent back to Cairo to collect a mission and be parachuted in to Tito. A much older Brigadier Armstrong was working with Mihailovic.

Fitzroy Maclean, in forming his team, asked for me to be appointed as his Naval Liaison Officer. The Commander in Chief in Alexandria asked the Admiralty: The Admiralty said "No, he is a Torpedo Officer and we want him home". Fitzroy had been promised by Churchill that he could have anything and anybody he wanted for his mission so he appealed to No. 10. Churchill overrode the Second Sea Lord and said that I should go with Fitzroy. (I only learned this many years after the war).

When I saw Fitzroy in Cairo I said "What do you actually want a naval officer to do for you?" He explained that Tito had a very large "Partisan" resistance movement going in Yugoslavia and needed huge quantities of war material and supplies of all sorts. Hitherto it had only been possible to send a few parachute loads by bomber from Egypt - nothing but a few machine guns and a quantity of explosive plastic "cowpats". The latter, incidentally, were very effective: The Partisans could put them on the roads and the next German truck that came along would have its front wheels blown off.

So I said "If you want supplies by sea it is not much use my riding in on a broomstick with you and sitting on a hilltop hoping for the best. Instead I would be

better to go to Bari on the east coast of Italy, and set up a gun-running organisation to send supplies over to Tito's Partisans by sea". This was agreed and I was authorised to collect a few B-type Motor Launches plus a couple of jeeps and a special radio-station - telegraphists etc - to control it all. I had five or six officers and one general-purpose messenger, AB Scully. Scully was a "character". When I first met him he had been put into Army uniform, huge boots, a tin helmet with straw camouflage and told to report to Alexandria station, all at about one hour's notice. He was carrying an unaccustomed rifle. When I saw him I said "Are you AB Scully?" "Yes, Sir". Then I foolishly said "Have you ever done anything like this before?" whereupon he very reasonably replied "I don't know what I am going to do yet, Sir". He looked like a half-wit but wasn't!

As far as I remember we went to Merza Matrah and then embarked in ML361. Thence we went along the coast to Benghazi and then over to Malta. It was difficult to find Malta - not the first HM ship to experience this. I think we had overshot a bit when we spotted a small convoy. I was ashamed to ask the convoy our position so I signalled peremptorily "Report your destination". The convoy replied "Malta". So we continued a little further and then turned round and followed them.

After Malta we continued to Taranto, reported to Admiral McGrigor, and then on to Bari. In Bari I was given an office in Navy House, set myself up as SOSO (Staff Officer Special Operations) got my radio people going and was billeted in the Albergo Imperiale. Soon we started operations, sending small arms, ammunition, food, clothing, medical supplies etc to the Partisans in my MLs.

It should be explained at this point that Fitzroy Maclean had parachuted in to find Tito in the mountains, had got on very well with him and had sent glowing reports to Churchill that Tito was the man who was making far the most effective resistance to the Germans. Meanwhile poor old Mihaelovic, who had had no help or encouragement of any sort for two years, was able to do very little. So Churchill took the basic decision "All support is to be given to Tito. The mission to Mihaelovic will be withdrawn". So soon we began operations to help the Partisans.

Organising supplies to Resistance movements in Europe was officially the duty of SOE (Special Operations Executive) who were ordered by Churchill to "set Europe ablaze". SOE Cairo felt that they should make the arrangements to support Tito. But in fact Fitzroy Maclean's mission was entirely independent from SOE. My gun-running organisation was doing what was considered necessary, but I never received any orders from SOE.

The strategic situation was that the Axis powers occupied all of Yugoslavia (and all Greece and Crete). The Italian Army had provided the occupation forces for the coastal area of Yugoslavia, including the numerous offshore islands. The Germans occupied garrisons on the mainland, but were constantly harassed by the Partisans.

Tito himself and his Partisan bands led a completely mobile existence in the woods and mountains of the interior.

When the Italian armistice came in September 1943 the Partisans took their opportunity of rounding up the Italian troops who had surrendered. It was said that the Partisans had such contempt for the Italians that they merely removed their rifles and their trousers - which they said were the only useful parts of an Italian - and then sent the men home. However that may be, the Partisans were then able to occupy many of the islands, particularly the southern group off the coast from Split to Dubrovnik. Thus when my gun-running organisation started we were able to go to Vis, Korcula, Hvar and Mljet. I had one Lieutenant in each of these islands for liaison with the Partisans. Soon it was decided that the island of Vis would be the central depot for the supplies and that from there the Partisans would distribute them in their own small fishing boats etc. to the mainland. This might involve landing, say, a load of machine-guns and ammunition, food or medical supplies in small quantities at dead of night in some little cove. From here they would be carried away inland on the backs of mules etc.

However, following the departure of the Italians, the Germans had begun to re-occupy the coastal area, and they began to try to take back the larger islands - driving out the small number of Partisans from each. So it was not long before Vis was the only island firmly held by the Partisan forces. The British Army began to send more troops to Vis to reinforce the Partisans. Two RAMC medical teams were sent, one to establish a small British "hospital" in a shepherd's cottage - the other similarly to assist the Partisans. Before long Vis Island began to be strongly held. It was the only island which never fell into enemy hands.

Our "gun-running" organisation became more and more busy. Supplies of all sorts were sent almost every night by motor-launch and in various landing craft. Soon Partisan ships - schooners, and even small coasters (with their Red stars painted on them) began to arrive unheralded in Bari and asked to be loaded up. Fortunately the British Army had a Battlefield Clearance Unit in Sicily, so there were large quantities of ex-Italian small arms, ammunition - just the sort of stuff which the Partisans most needed. Also there were plenty of boots, greatcoats etc. from casualties on both sides. Transport vehicles were not needed at this stage.

An amusing incident occurred at this time. My brother, Michael, who had been in the RAF before the war, had transferred to the Royal Engineers and had been sent to Italy in charge of a Port Operating Company. I had no idea that he was in Italy. It was urgent to open up the east coast ports to facilitate supplying our army: So Michael needed a particular slipway in Molfetta, just north of Bari. He was told that the Royal Navy had already ear-marked this for their own purposes. Michael said "They don't seem to be using it. Who shall I go to see?". He was told "Go to Navy House in Bari and see Staff Officer Special Operations. But he's an absolute bastard and you won't get anything out of him". To my utter amazement, and his own, he walked into my office. To finish the story, he got his slipway!



Then, now and the future.

Two years ago, few in the shipping industry could have foreseen today's trading difficulties and fewer would have believed any soothsayer rash enough to make such a prediction. Astronomical freight rates dictated that bulk carriers and crude oil carriers, many well past their "sell by" date, were spared an inglorious end on the beaches of India or Bangladesh, huge ships sped through "fog, mist, falling snow and heavy rain storms" - consuming 500 tons of fuel oil each day - containers crammed with the outpourings of every factory and workplace in the Far East. To meet the constant demand for new tonnage China and South Korea assembled shipbuilding yards almost, it seemed, overnight - and the demand for iron ore, coal, crude oil and minerals seemed to be insatiable. The only problem was seafaring manpower and many operators experienced great difficulty recruiting and retaining competent crews - but most managed.

Currently, for reasons that have been widely promulgated, the industry globally is in recession and ships are being laid-up in rivers and harbours, huge container ships are "slow steaming" and on the beaches of Alang, Indian shipbreakers are doing a brisk trade and their competitors in Bangladesh are currently at capacity. The lack of available finance and liquidity problems have given rise to a dramatic reduction in contracted new-buildings and many of the smaller shipyards in the Far East and closer to home are unlikely to survive.

Commercial shipping - in the main - exists primarily, for the purpose of carrying the produce of the world, be it natural or manufactured, to market places globally and so it is essential that it suffers little disruption - and continues to earn sufficient return on investment to ensure survival.

Not long ago, oil cost some \$140 a barrel but, the ever increasing demand for goods and produce - and the massive freight rates payable -ensured that ships on passage maintained full speed and, in port, "turned around" with maximum dispatch to hurtle back for a refill. Trading between Europe and the Far East most ships used the Suez Canal, quite undeterred by a transit fee for the larger container ships that could reach half a million - and more - dollars. Today, it is all very different as ship operators -well aware that "He that lives upon hope will die fasting" - strive to introduce radical changes designed to ensure their survival.

Despite the dramatic fall in the price of fuel oil (now averaging \$48 a barrel) many operators are steaming at the slowest speed their sophisticated machinery will allow (without damage) and have elected to route their ships around the Cape of Good Hope

rather than pay the high transit fees demanded by the Suez Canal. This diversion adds about 7 days and some 3500 miles to the voyage from the Far East to Europe - at an estimated fuel cost of a quarter of a million dollars -still well below the level of the Canal fees. By using the Cape route ship operators also avoid paying the high insurance surcharges imposed on vessels transiting the once-tranquil Gulf of Aden - now the lair of marine vermin euphemistically referred to as "pirates" who prey on the crews of slow speed, low freeboard merchant ships.

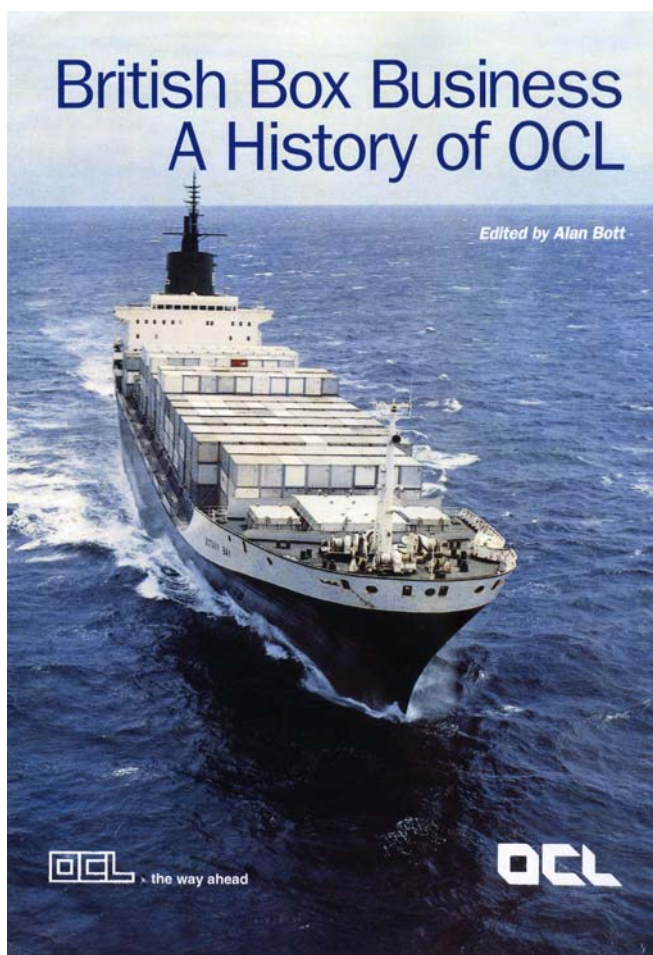
Understandably, in the struggle to survive, shipowners and operators seek every possible economy and we can but hope that the recession will not delay the hoped-for implementation, in 2011, of the ILO's long awaited Maritime Labour Convention.

This convention - referred to as "The Seafarers Bill of Rights" brings together many pieces of legislation and guidance relating to terms of employment and covers working hours, safety standards, manning, training and recruitment - to mention but a few. It is widely regarded as an essential weapon in the battle to deal with the rapidly developing crisis in recruitment and retention of competent seafarers educated to the standards demanded by today's hi-tech ships. Obviously, implementation will cost money but failure to do so will, in the long term, cost a very great deal more. The shipping recession will end but if, at that time, an acute shortage of competent seafarers prevents ships from sailing a disaster of even greater proportions will hit the shipping industry. An analysis by Drewry Shipping Consultants ("Manning 2009") estimates a shortfall of 33,000 Officers by mid 2009 and this despite the fact that new buildings may be cancelled and older vessels scrapped. In a desperate attempt to reduce operating costs some companies are cutting back on training and, says the report, those who do so will find that the problem of manning is "likely to return to bite them".

Safety is also a concern as inexperienced Officers of both disciplines are promoted too early to fill the gaps left by those reaching retirement age.

Drewry predicts that the major Officer supply countries will be China, The Philippines, Ukraine, Turkey and India with Western Europe staging a recovery after a period of decline.

Crk 29/01/09



British Box Business A History of OCL

Edited by Alan Bott

This book chronicles the British Container Revolution, 1965-1985. It has 14 chapters which describe the genesis of the transformation from conventional to container shipping undertaken by the founders of OCL-P&O, Ocean, Furness Withy and British & Commonwealth.

Each major trade has a chapter - Australia, the Far East, New Zealand, South Africa, OCPL and the Swire connection, the Middle East, India and East Africa. Eight Appendices are devoted to such matters as the Founding companies, the OCL fleet, finance, EDP, insurance and the seafarers' view of the Revolution.

The main authors are Michael and Patricia Graham, John Roberts, Michael Read and John Newton. Many others have provided their recollections and their memorabilia. Robert Woods has contributed a Foreword and Epilogue. Alan Bott is the editor.

The book, which is being published by SCARA, is in hardback, with a dust cover and will be some 250 pages in length (Dimensions 24.5cm x 18.5cm). It is lavishly illustrated with 150 pictures, 40 in colour, which embrace the personalities, the ships, the terminals, the container bases and the cargoes. The book will be published in March 2009, the fortieth anniversary of the maiden voyage of Encounter Bay. The Maersk company has generously supported this project. On publication (March 2009) the book may be obtained from:

Geoff Sharman
Beech House
Langham Road
Robertsbridge
East Sussex
TN32 5EP

E-Mail:
g-c-sharman@supanet.com
Telephone:
01580 881966

The cost of the book is £15
(plus post and packing: £4.50
UK, £5.50 elsewhere).

A Cachalot Outing - 1969

Or

The Tale of the One-Trip Barman

In June 1969 my wife had been safely delivered of our second daughter, and as business was quiet in the Eastern Docks my then employer had given me a day off so that I could be of assistance at home. My wife sweetly said that she could manage without my assistance and why didn't I go off and have a day out somewhere. It so happened that the Cachalots had an outing organised that week to the National Maritime Museum at Greenwich, a place I had long wished to visit. At that time the Club organised only about one outing per year, and as a relatively new member I had never been on one, so I promptly booked one of the few remaining seats on the coach.

We embarked in the early morning outside the Club premises at Royal Mail House, and even though the Club was not yet open both the Steward and Barman were present to see us off, minus their white jackets. On looking around at my fellow passengers I did not feel quite so bad at taking a day off, and reflected that business must have been slack indeed throughout the whole port, as there were to my recollection a Ministry of Transport Surveyor, two Marine Superintendents, one Hydrographic Surveyor, one Assistant Dockmaster, one Senior Pilot, one Shipping Agency Manager and one Solicitor besides myself on the coach.

Shortly before leaving, the Barman produced four crates of bottled beer which were reverently lifted into the front of the coach and stowed beside the driver. A short discussion ensued among some Senior Members about beer prices and who was to be in charge of the refreshments, following which a Very Senior Member turned around and looked at me with one eyebrow raised and I found myself volunteered for the job of travelling barman. The Club Barman solemnly presented me with a bottle opener, a small cash float, told me the prices to charge and urged me to collect all the empty bottles and return them to the Club with the day's takings!

Being one of the few members travelling alone I had two seats to myself near the front, and as it was a bright sunny morning I was looking forward to relaxing, enjoying the countryside and reading the daily paper, thinking that no members would need a drink probably until we reached Greenwich, especially as several wives were aboard. We had scarcely reached the A3 at Portsmouth before there was a discreet cough at my shoulder and I turned around to find my first customer, with a small queue beginning to form behind him in the gangway. I was then kept busy for a few miles opening bottles and dealing with the money. The prices if I remember rightly, were 2/3d for a bottle of brown ale and 2/9d for bitter, which soon presented a problem of where to keep the money as halfcrowns and old pennies weighed rather a lot. No one seemed to have a bag to spare so I was forced to keep all the cash in a trouser pocket.

By the time we had arrived and parked adjacent to Greenwich Park, three beer crates contained only empty bottles and one of my trouser pockets was full of coins. I tried to find a hiding place for the money on the coach, but the driver refused to let me leave any aboard even though it would be locked up. He also insisted that the beer crates be moved from view and covered with coats. Most of the party went straight to the museum, and after adjusting the cash between both trouser pockets to avoid a port list, I followed.

We all enjoyed an excellent tour of the Maritime Museum and the Club had arranged for one of the Assistant Curators to be on hand to answer any questions. The Museum was featuring during that month a display of photographs, ship models, equipment and plans of long gone coastal sailing craft which I found particularly interesting. Most of the main Museum exhibits were quite fascinating of course to the Club members, marvellously detailed ship models, unique artefacts from famous ships, beautiful paintings – we could have spent a whole day just touring the Museum. Time however had to be left for a visit to the Observatory, an optional photograph standing astride the Greenwich Meridian, a walk around the Park and a sandwich lunch before returning to the coach.

With my hands in my trouser pockets most of the time, I had managed to keep up with the party, which must have given me a carefree, day-by-the-seaside air but was, I found out, the only sure way to stop my trousers falling down (I was much slimmer in the waist in those days). It was lovely dry sunny weather and we were all a bit reluctant to board the coach for the homeward trip. Happily someone now produced a strong plastic bag and I was able to put all the money into it, move the one remaining crate of bottles to the spare seat beside me and settle down to wait for the afternoon orders. Some member who had found his lunch in a local public house and was a trifle late returning to the coach, remarked in passing that he had found bottled beer there to be cheaper than on the coach – by a penny if I remember rightly. In no mood to discuss the price of beer on such a fine afternoon, I replied that I hoped he had bought himself a sufficient supply to last until we reached Southampton so that he would not be asking me for any (or words to that effect).

We had cleared the suburbs heading South when word was passed forward to me that a few of the older passengers in the rear would like a drink, but did not think that they could safely negotiate the swaying gangway in order to

fetch one! Filling my pockets with assorted bottles I went aft to take orders. I found that the wisest way to serve it was to open the beer over the gangway as by now the bottles were warm and active. One bottle had previously been opened by a man over his wife's lap with dire consequences and they were still hardly on speaking terms. No glasses were provided which was very wise, but it meant that on the homeward run there was no time for niceties – once a bottle was opened it had to be delivered straight to the customer's mouth without delay! The remaining stock was soon used up and I was able to collect all the empties and count the takings, which thankfully tallied, before our next stop.

It had been arranged that we would stop for a cream tea at a roadside cafe just south of Guildford, which we duly did. This then again raised the problem of what to do with the beer money, but a kind lady suggested I put the money bag into her shopping bag which she was taking with her, and this solved the problem. We enjoyed a delicious tea of scones, raspberry jam and clotted cream which was almost up to West Country standard. The tea was poured and conversation flowed. It was a fitting finale to a lovely day out.

People struggled reluctantly back to the coach yet again and were nearly all aboard when the lady with the shopping bag suddenly realised that she was without it. I dived back into the cafe and fortunately found it undisturbed under the table where she had been sitting, with the contents intact. I thankfully returned the bag to her but kept the cash on the seat beside me until we reached Royal Mail House again.

As it was late afternoon when we returned, no staff were on hand to see us back but I off-loaded the empty crates and, with some help, carried them upstairs to the Club rooms and handed over the takings plus bottle opener to the Storekeeper who had been a passenger. My first Club outing had been interesting, eventful and enjoyable but as barman I had been kept so busy that I had not had an alcoholic drink myself all day, which my wife later found hard to believe.

Terry Winsborough

Jack in dock

A local cause célèbre

Following a period of general industrial unrest, leaders of the Trade Union Congress went to 10, Downing Street on 15 June 1955 to discuss with the Prime Minister, Sir Anthony Eden, and the Minister of Labour, Sir Walter Monckton, the general situation throughout the country. The meeting had been called by the Prime Minister and touched on the settlement of the railway strike and the continued stoppage in various dock systems. It would be followed by similar talks between the Ministers and representatives of the British Employers' Confederation.

On the same day a number of members of the crew of the liner "Queen Mary", estimated at between 100 and 300, attended a meeting of seamen on strike at Southampton at which a resolution of support for strikers at Liverpool was passed. It was uncertain whether the liner would sail at her scheduled time the following morning.

The situation concerning seamen had been fermenting for some days: on 4 June 1955, an unofficial strike started on board the Cunard liner "Mauretania" at Southampton and, on 8 June at a meeting on board the ship in the first class restaurant, 1150 seamen from the deck, engine and catering departments of the 83,000 ton liner "Queen Elizabeth" assured Mr Tom Yates, General Secretary, National Union of Seamen, that they would not join the unofficial strike of seamen at Southampton and Liverpool, and would sail the ship the next day. The "Queen Elizabeth", the key ship in the strike, duly sailed for New York. By coincidence, at about this time her Master, Captain Ivan Thompson, Commodore Master of the Cunard fleet, was knighted, Prince Philip reached the advanced age of 34 and, less happily, Ruth Ellis was sentenced to death.

On 11 June the "Mauretania" men voted to continue the strike at Southampton, and a member of their unofficial strike committee said that the recent sailing from Southampton of the "Queen Elizabeth" was a "severe psychological blow" to their morale. Earlier in the day passengers came ashore from the liner "Saxonia", whose sailing from Liverpool was cancelled after last minute efforts had been made to get the ship to sea. Alternative transport had been arranged for 80 per cent of the "Saxonia's" 930 passengers. The sailing of another liner from Liverpool had been postponed because of the strike of seamen at that port. This was the Furness-Withy vessel "Nova Scotia" with 140 passengers for Canada and the USA. The Canadian Pacific liner "Empress of Scotland" berthed at Liverpool with 362 passengers. In the holds were nearly 3000 tons of cargo, including grain which had been across the Atlantic three times because the tug strike at Liverpool in May prevented it from being unloaded.

On 14 June the Chairman of the Liverpool strike committee disclosed to a meeting of 500 men at that port that the delegates from seamen on strike at Liverpool were going to Southampton in an effort to spread the dispute to the liner "Queen Mary". Members of the crew of the "Queen Mary" were among those who attended a meeting in Queen's Park arranged by strikers already on strike from a number of liners in the port and, when a member of the crew asked for "a show of "Queen Mary" men who will strike now", about 150 hands were raised. There were 1,267 crew in the "Queen Mary". They joined the "Mauretania" men in demanding shorter working hours and improved living conditions. A first class waiter in the "Queen Mary" told the meeting "Now is the time to strike. Hit them hard. I am in favour of 100 per cent strike now".

Cont. over

At a further Queen's Park meeting on 15 June about 200 men, mainly catering staff from the "Queen Mary" voted in favour of supporting strikers in Liverpool although apparently assurances had been given to Captain Donald Sorrell, the Master, in New York, that the crew would not walk off the ship. The strike committee in Southampton however said the assurance came from men chosen by the Chief Steward and not elected by the rank and file. The would be strikers were urged to go on board, collect their gear and reassemble in the park.

On 16 June the "Queen Mary" was strike-bound at Southampton and could not leave the port for New York. About 150 crew, including some from the deck and engine room left the ship. They said they had walked off as a protest because 130 crew members brought by coach from the "Saxonia" at Liverpool had been put on board during the night and they regarded this as introducing scab labour.

The following day, the unofficial strikers at Southampton agreed to send a letter to the Minister of Labour, asking him to arbitrate for them. A similar letter would be going from Liverpool strikers.

On 18 June 1955 summonses were issued against 49 men of the deck department in the "Queen Mary", returnable on 28 June, by Southampton magistrates on information laid by Captain Donald Sorrell, described as of the Cunard Company, Canute Road, Southampton, who was of course in command of the liner.

Issued under Section 225(1) (b) of the Merchant Shipping Act 1894 the summonses alleged "Being a seaman lawfully engaged did wilfully dispute a lawful; command on board s.s."Queen Mary" on 16 June". The same day Cunard's Counsel applied in chambers to a Judge of the High Court for interim injunctions against five of the strike committee. This application was granted. The strikers were told about the serving of the writs, and of the summonses by detectives on board the ship, at their meeting in Queen's Park.

The seamen however promptly elected a new strike committee Chairman and voted to go on with the strike, planning to picket the gates of the New Docks for the arrival of the "Queen Elizabeth" at Southampton.

The Trial

On the day set for the trial I was enjoying an extended period of leisure optimistically called studying for Master. This meant I had chartered a desk at Warsash on a purely part- time basis, an admirable arrangement permitting ample time to pursue any other interests, all easily justified provided these could be shown to be the slightest maritime connection such as discussing Shipmasters' business in the "Rising Sun". Clearly, a trial of this nature would be too much to miss.

The dock in the Magistrates Court could not of course accommodate 49 men and so they were lined up in any convenient spaces, the Court and public gallery being somewhat crowded. I was fortunate not to get 14 days for nothing, as the defendants looked not particularly villainous but just like most of the people I had sailed with during the previous 10 years. Fortythree men pleaded guilty, sentences being postponed while the other cases were tried. The bench was presided over by Mrs Thornycroft Donaldson, sitting with five other JPs.

A charismatic London barrister, Mr Victor Durand, later Victor Durand Q.C., prosecuted for the Cunard Company, instructed by J. Gifford Gordon, a partner in the firm of Hill, Dickinson and Co., the company's solicitors, of London and Liverpool.

Mr F.L.Cox represented one seaman, Counsel Mr Michael King, later Judge King D.S.C. Q.C. another, the remainder were represented by a local solicitor, Mr J.B.S.Attlee.

After evidence that the "Queen Mary" was a British ship and that the crew were "signed-on", the trial proceeded. Captain Sorrell said he ordered the men to "single up", interpreted for the benefit of the magistrates by Mr Durand as "a maritime term to diminish the number of lines between the ship and the shore". The men refused to obey the order. By lunch time all the seamen had been found guilty and all 49 were ordered to return at 2pm for sentencing.

During the lunch adjournment the men made a bee-line for a public house, now gone, called the "Lord Louis", to consider their fate and sink their sorrows. They had heard Mr Durand say that seamen found guilty of disobeying a lawful command were liable to imprisonment not exceeding four weeks. I heard one citizen of Liverpool say to his mate "See you in Winchester tonight, Wack". There was also concern that some striking seamen on board the "Scythia", another Cunard vessel, who were 26 or under, had been notified that they were liable for call-up for National Service.

On their return to Court a number of pleas in mitigation were heard. Many of the men had excellent records with years of service in Cunard and, often, in the "Queen Mary". No doubt this was considered by the Court which was able to impose on each seaman a conditional discharge with payment of £3 costs.

The "Queen Mary" sailed, for Cherbourg and New York, on 30 June 1955 with 1089 passengers, a further 830 embarked at Cherbourg, but without the men who had been on strike. Apparently they were replaced, as were the majority of the other crew members who took part in the unofficial seamens' strike.

Our Clubroom overlooks the now tranquil Queen's Park and many members will recall the union meetings of dockers and seamen. Now, sadly perhaps, they seem all to have vanished.

O tempora, o mores

From a Liverpool newspaper, October 1908:

REWARDED FOR HEROIC SERVICE WHILE AT SEA

Capt. Thomson received a gold watch from the president.

Now on his way to Galveston in new vessel, Ventura de Larrinaga, well known here.

The Journal of Commerce of Oct. 23 contains an interesting account of the presentation of a beautiful gold watch from President Roosevelt to Capt. George B Thomson, late commander of the Miguel de Larrinaga, but now on his way to Galveston as commander of the new steamer Ventura de Larrinaga, of the same line.

The watch was presented as a reward for the rescue of the crew of the American schooner Gardiner B Reynolds on the 4th day of December last in mid ocean

Article from the Journal of Commerce Saturday 24 October 1908.

Chart-Room Gossip.

We have great pleasure in recording another instance of gallant life-saving by a Liverpool shipmaster and his officers and crew. Captain George B. Thomson, master of the Miguel de Larrinaga, was on Thursday at Liverpool, the recipient of a present from the American Government in recognition of his services in assisting to rescue the shipwrecked crew of the American schooner Gardiner B. Reynolds on the 4th December last. The presentation was made through the Local Marine Board, Colonel J. Goffey, V.D., J.P., presiding. The present consisted of a watch, albert and charm. All beautiful specimens of the goldsmith's art, the watch bearing a suitable inscription under the American coat of arms.

The Miguel de Larrinaga was on a voyage from Galveston for Manchester, and on Dec. 4 last, during a heavy gale, sighted the American schooner Gardiner B. Reynolds in a sinking condition in mid-Atlantic. The schooner, while on a voyage from Wilmington to Portland, Me., encountered a succession of heavy gales, in which she became dismasted and water-logged; it was in vain that all hands were at the pumps, for the water gained upon them and their danger became hourly greater. Signals of distress were hoisted, but as no succour arrived the men were giving up all hope of being rescued when the Manchester-bound ship hove in sight and bore down upon the sinking vessel. A fresh gale was blowing, with a high sea, but the serious condition of the sinking vessel was so critical that a speedy rescue was necessary if life was to be saved. Despite the gale and high sea a boat was launched, and after great difficulty and danger the whole of the ship-wrecked crew were transferred in safety to the steamer (comprising the captain, mate and five men), and the schooner abandoned. It was thought she would not remain very long afloat.

Captain Thomson has very rightly been described as an admirable type of British shipmaster – skilled, resourceful, courageous, and humane. He comes from an old seafaring stock, his father having been Captain Robert Thomson, who about four years ago died in his 83rd year, having been for nearly a quarter of a century in command for Messrs. Rathbone Brothers, and latterly for Messrs. Alfred Holt and Co. His son Captain Geo. B. Thomson, has proved a worthy successor to a worthy sire, and a worthy upholder of all the best traditions of the “cloth.” He served his apprenticeship with Messrs. Rathbone Bros and Co., and in 1881 joined Messrs. Thompson Anderson and Co.'s sailing ships as an officer in the Eastern trade. He remained with them until 1889, and then secured the command of the ship Bay of Naples, owned by Messrs. Baldock and Co. In 1892 he took the inevitable step of going into steam, joining one of Messrs. Crow, Randolph and Co.'s steamers as chief officer, and shortly afterwards secured his first command in steam. He entered the service of Larrinaga in 1898, and he is shortly to take command of their new steamer Ventura de Larrinaga.

Captain Thomson retired as Marine Superintendent of Larrinaga Shipping.

This brings to an end the series of articles about the nautical forebears of Past Captain Ian Thomson and I hope that, like me, you have enjoyed reading them. It also brings to an end, (nearly), my stock of “pending” articles that I have put away for future editions. So unless more contributions are forthcoming I may have to resort to printing those Minutes of Committee Meetings that I have threatened you with before. I don't want to have to reprint stuff from other publications, I want original contributions from YOU. They don't have to be long or technical or particularly up to date; some of our most interesting pieces have come from way-back-when. I know that there have been times when you could have been forgiven for thinking that this is an historical society and that nothing of interest has happened to any of us in the past 50 years, but look at Captain Kelso's article on pages 8 & 9. You can't get more up to date, or interesting, than that. So, extract the digits, hover them over the keyboard and see what you can come up with.. And some pictures or illustrations would be most appreciated. You may have noticed that I have been hard pushed to come up with anything to illustrate some of the articles in this issue. Graphics do come at the expense of text but I think we do need some to give the whole thing a more pleasing look and a bit of balance.

The QE2 Special that went out with the last edition seems to have been well received and there are still some copies available from the office at £4.50 collected or £5 posted (UK). - Ed

EARLY MARINE AUTOMATION.

During WW2, as everyone knows, 2710 Liberty ships were constructed in the USA, using an old British design; these sturdy vessels were steam engine powered but the machinery was obsolete in design at build, and was almost totally bereft of any automation. All adjustments had to be by hand controls and watchkeeping required the use of all five senses! (There was a thermostatic control on the boiler oil fuel heater but it was generally agreed by all engineers that this was a useless piece of equipment which did not work, and they resorted to hand control! And still do.)

Ironically, but not so well publicised, three American yards were, in the same time period, constructing a 525 in number fleet of 16,000 dwt tankers, the famous T2's, and these ships were very advanced in automation .

At this time the gear hobbing facilities in the US were fully occupied in providing reduction gearing for warships and fast freighters so the US Maritime Commission turned to the power generating industry to provide the machinery for the T2's. Essentially this meant both the General Electric Corporation and Westinghouse, both firms being capable of mass producing turbines, alternators and large ac motors. Hence the required speed reduction between turbine and shaft motor was achieved electrically rather than mechanically. Again, following land power station practice water tube boilers were supplied and these were controlled by sophisticated pneumatic installations which monitored and adjusted fuel pumps, fuel heaters, steam pressures, fan speeds etc to correctly control combustion. Usually a Westinghouse electrical installation was matched to a Bailey combustion control system whereas a GEC installation would have Hagen controls. Boiler water levels were controlled automatically as were feed pumps and there were remote indicators for water level and funnel uptake conditions. Further, in these turnkey installations many other functions were controlled automatically, such as control air pressures, steam bleed pressures and temperatures, tank heating, evaporators, refrigeration etc. Although these ships were not particularly fuel efficient they were a delight to operate.

Moving on, in the early 1960's Doxfords provided a diesel engine to Redheads shipyard at South Shields which they fitted into a cargo vessel they had built for Strick Line. At the owner's request this was to be, for them and for Doxfords, an installation whereby many of the machinery controls including those for the main engine, were operable from an air conditioned control room within the machinery spaces. As I was Installation for Doxfords at the time I attended the engine dock trials at the Redhead fitting out berth. We were waiting, in the control room, for clearance from the bridge regarding turning the propeller slowly when a Redhead charge-hand fitter came into the control room to stop one auxiliary pump and start another from the switchboard. When he did this the main engine immediately tried to automatically start up on compressed air and made a couple of revolutions but did not fire on fuel. This was NOT supposed to happen! All were puzzled and the GEC electrical engineers, who had designed the control console, eventually discovered that, as many control cables were secured in bundles on cable trays, then induction from one wire had generated a signal in an adjacent wire, this causing the malfunction! The solution was simple; just spread the cables about a little! We were learning fast.

By the mid 60's automation was well advanced and in some cases electronic data recorders installed in the engineroom logged important temperatures and pressures and other variables and some owners even had this data transmitted to head office!

Many Clan Line refrigerated cargo vessels and the two fast cargo mailships for Union Castle- Line, Southampton Castle (1965) and Good Hope Castle (1966) were considerably automated in particular in the area of cargo temperature control this equipment being found to be very reliable.

However, the current container ships and cruise liners are automated to a degree which would make the ships of the 1960's seem in the same class as a WW2 Liberty ship!

Nowadays it could be a moot point as to who is the most important officer on a cruise liner, the Master, the Chief Engineer Officer or the Electronics Officer!

David Aris October 2008

Sorry David, we are reliably informed that it is now the Cruise Director! Ed.



Rope Ends

Congratulations

Are due, not so much to Past Captain
Larry Corner,
but to his daughter,
Diane,
who has been appointed as
Her Majesty's High Commissioner
to the United Republic of Tanzania,
and was received in audience by
Her Majesty
At Buckingham Palace
on 19 February.

Glen McGregor Association

Some Cachalots will already know of,
and may even be members of, this
Association which was founded by
pensioners of The Glen Line Limited
/McGregor Gow and Holland and is
now in its 35th year.
It has been agreed that we will swap
newsletters with them and it is hoped
to parade their House Flag at the
Shipping Festival Service.

NEW CACHALOTS

S.J. Lawrence MBE

D. Lee

R. Vaughan-Stanley

\$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$
\$	250 Club	\$
\$		\$
\$	December F. O'Grady	\$
\$	(£100) P.A. Roberts	\$
\$		\$
\$	January S.R. Dyer	\$
\$	N.J. Jeffrey	\$
\$		\$
\$	February M.D.A. Lee	\$
\$	A.A. Melia	\$
\$		\$
\$ \$ \$ \$ \$ \$ \$ \$ \$ \$		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$

CAPTAINS & OFFICERS 2009

CAPTAIN:	J.N.Mileusnic
STAFF CAPTAIN:	G.F.Cartwright
SEA STAFF CAPTAIN:	I. Odd
BOATSTEERER:	G.Angas
STOREKEEPER:	B.Peck
POST CAPTAIN:	L.R.Morris
FUNCTIONS OFFICER:*	G.F.Cartwright
MEMBERSHIP OFFICER:*	D.Gates
CACHALOT EDITOR:*	T.E.Clark
ARCHIVIST:*	H.Roberts
HON LEGAL ADVISOR:*	S.Daniels

* HONORARY OFFICE BEARERS

PAST CAPTAINS:

1963 Bayley R.E.A.	1968 Kirton E.J.	1973 O'Connor B.M.
1977 Corner A.J.	1978 Phelan C.N.	1982 Murphy F.C.
1986 Fenwick M.	1987 Renshaw G.	1988 Downer I.
1989 Noble J.M.	1990 Moffat J.C.	1991 Thomson I.B.
1992 Kelso C.R.	1994 Moore P.	1995 Stead P.J.
1996 Hall L.W.	1997 Hughes T.	1998 Smart J.C.
1999 Plowman E.	2000 Clark T.E.	2001 Carr D.A.
2002 Stirling I.W.	2004 Tinsley A.R.	2005 Harwood S.
2006 Angas G.B.F.	2007 Marriott P.B.	

HARPOONERS:

S.Daniels, G.Draysey, R.Gage, D.Gates A.Gravestock, P.Leece,
A.McDowall, R.Olden, F.Pedersen, R.Pretty, J.R.K.Smart, J.C.Smith
M.Wallis, J.Whorwood, T.Winsborough.

GENERAL COMMITTEE: Includes the Captains & Officers, Past
Captains and Harpooners identified above.

EXECUTIVE AND FINANCE COMMITTEE:

J.N.Mileusnic (Chair), G.Angas (Sec), S.Daniels, D.Gates,
R.Kelso**, L.R.Morris**, I.Odd, R.Olden, J.R.K.Smart,
A.Tinsley**.

ENTERTAINMENTS SUB-COMMITTEE:

G.F.Cartwright (Chair), T.E.Clark**, R.Gage, A.Gravestock,
A.McDowall, F.Pedersen, J.R.K.Smart, J.Whorwood.

CHURCH SUB-COMMITTEE:

S.Harwood (Chair), G.Draysey, P.Leece, A.McDowall, R.Pretty,
J.C.Smith, P.J.Stead**, I.Thomson**, T.Winsborough

The five Officers of the Club and the Post Captain are members of
all the above Committees.

MEMBERSHIP SUB-COMMITTEE:

D.Gates (Chair), G.Angas (Sec), T.E.Clark**, M.Wallace, B.Peck.

** = Co-opted Past Captains

HON. CHAPLAINS:

Rev'd A.Huckett, Rev'd F.Sahetapy, Father J. Padua

HON. SHANTYMAN:

D.King.

Are due, not so much to Past Captain
Larry Corner,
but to his daughter,
Diane,
who has been appointed as
Her Majesty's High Commissioner
to the United Republic of Tanzania,
and was received in audience by
Her Majesty
At Buckingham Palace
on 19 February.

Some Cachalots will already know of, and may even be members of, this Association which was founded by pensioners of The Glen Line Limited /McGregor Gow and Holland and is now in its 35th year.

It has been agreed that we will swap newsletters with them and it is hoped to parade their House Flag at the Shipping Festival Service.

R. Vaughan-Stanley

\$ \$ \$ \$ \$ \$ \$ \$

\$ **250 Club \$**

\$ December F. O'Grady \$

\$ (£100) P.A. Roberts \$

\$ January S.R. Dyer \$

\$ N.J. Jeffrey \$

\$ February M.D.A. Lee \$

\$ A.A. Melia \$

\$ \$ \$ \$ \$ \$ \$ \$

CAPTAIN:	J.N.Mileusnic
STAFF CAPTAIN:	G.F.Cartwright
SEA STAFF CAPTAIN:	I. Odd
BOATSTEERER:	G.Angas
STOREKEEPER:	B.Peck
POST CAPTAIN:	L.R.Morris
FUNCTIONS OFFICER:*	G.F.Cartwright
MEMBERSHIP OFFICER:*	D.Gates
CACHALOT EDITOR:*	T.E.Clark
ARCHIVIST:*	H.Roberts
HON LEGAL ADVISOR:*	S.Daniels

1963 Bayley R.E.A.	1968 Kirton E.J.	1973 O'Connor B.M.
1977 Corner A.J.	1978 Phelan C.N.	1982 Murphy F.C.
1986 Fenwick M.	1987 Renshawe G.	1988 Downer I.
1989 Noble J.M.	1990 Moffat J.C.	1991 Thomson I.B.
1992 Kelso C.R	1994 Moore P.	1995 Stead P.J.
1996 Hall L.W.	1997 Hughes T.	1998 Smart J.C.
1999 Plowman E.	2000 Clark T.E.	2001 Carr D.A.
2002 Stirling I.W.	2004 Tinsley A.R.	2005 Harwood S.
2006 Angus G.B.F.	2007 Marriott P.B.	

S.Daniels, G.Draysey, R.Gage, D.Gates A.Gravestock, P.Leece,
A.McDowall, R.Olden, F.Pedersen, R.Pretty, J.R.K.Smart, J.C.Smith
M.Wallis, J.Whorwood, T.Winsborough.

GENERAL COMMITTEE: Includes the Captains & Officers, Past Captains and Harpooners identified above.

J.N.Mileusnic (Chair), G.Angas (Sec), S.Daniels, D.Gates,
R.Kelso**, L.R.Morris**, I.Odd, R.Olden, J.R.K.Smart,
A.Tinsley**.

G.F.Cartwright (Chair), T.E.Clark**, R.Gage, A.Gravestock,
A.McDowall, F.Pedersen, J.R.K.Smart, J.Whorwood.

S.Harwood (Chair), G.Draysey, P.Leece, A.McDowall, R.Pretty,
J.C.Smith, P.J.Stead**, I.Thomson**, T.Winsborough

The five Officers of the Club and the Post Captain are members of all the above Committees.

D.Gates (Chair), G.Angas (Sec), T.E.Clark,** M.Wallace, B.Peck.

** = *Co-opted Past Captains*

Rev'd A.Huckett, Rev'd F.Sahetapy, Father J. Padua

D.King.

Captain Peter Jackson

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

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

He left Blue Funnel after his apprenticeship -but always spoke of it with pride and affection - and, in 1948, with a Masters Certificate, he joined Cunard's "Franconia" as Junior 3rd. Officer. Peter married Barbara in 1949, Marilyn was born in 1952 but, tragically, in 1953, Barbara, contracted polio and died, together with her unborn child.

His early career in Cunard followed the established pattern of rotating between cargo ships and passenger ships and in 1957, while serving in "Caronia" he had the good fortune to meet a young Nursing Sister called Pamela JACKSON. Never one to let the "grass grow under his feet", Peter swept Pamela off hers and they celebrated their Golden Wedding on August 17th. 2007. His first command, in 1968, was "Franconia" and thereafter he progressed through the fleet and eventually reached the pinnacle of his career -command of the flagship "QE2" - in 1973 as Relief Master.

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

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

He died on Christmas Eve 2008 and his funeral on January 9th. 2009 was attended by club members, representatives of the shipping community, friends, neighbours and crew members from many of his commands.

Pharic Gillibrand, a friend of many years, delivered a moving and eloquent tribute and I quote. *"Above all, Peter was a nice, kind, modest and good man who it was a true privilege to have known. He showed typical courage and fortitude during his final illness. It must be very difficult to have a really successful career at a high level without the sort of wonderful backup that Pamela provided throughout Peters' career and their marriage - and that wonderful loving support and care continued right up to the end. Death is, of course, always a sadness but a life well-lived to the full, lived to the age of 86 and after a most distinguished career to leave behind nothing but good and happy memories is a cause for true celebration and joy"*

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



The Club room is currently open three days a week, Wednesday, Thursday and Friday, 1130 - 1500. Liz will be only too happy to serve you a drink and she can take your orders for meals, sandwiches and snacks.

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:

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(The CACHALOTS)
Southampton Seafarers' Centre,
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SOUTHAMPTON, SO14 3BP**

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Dates for your Diary

Sat	Mar	7 Curry Lunch, Gurkha Kitchen
Fri	Mar	27 Skittles Evening, So'ton (Old) Green B.C.
Sat	Apr	25 Curry Lunch, Gurkha Kitchen, TBC **
Sun	May	17 IOW Steam train excursion
Sun	May	31 Sunday Roast, R.N. & Royal Albert YC **
Thu	Jun	18 Shipping Festival, Winchester Cathedral
Mon	Jun	22 "Rose of Hungerford" canal cruise **
Sat	July	4 Curry Lunch
Sat	Sept	5 Curry Lunch
Sat	Oct	10 Dinner Dance, Brook House, Botley
Sat	Dec	5 Christmas Lunch, King's Court
Sat	Dec	12 Christmas Dinner, King's Court

*** Please note change of dates*

Gone Aloft

M.N. Adamson

D.J.B. Bloy

Sean Guy

Peter Jackson