

# ***The CACHALOT***

**THE NEWSLETTER OF THE SOUTHAMPTON MASTER MARINERS' CLUB**

---

**No 44**

**June 2012**

## **Captain's Log**

My year as Club Captain started officially at our First Sea Pie Supper to be held in the City Cruise Terminal when Captain Ivor Salter passed on to me the Club Collar and all that it symbolises.

After my introduction my first duty as Club Captain was the honour of installing Admiral The Lord West of Spithead as 'Stowaway' of the Club. A full report of that function has already appeared in the last edition of *The Cachalot*.

Our first Curry Lunch of the year was held at 'Kuti's' in Oxford Street, on 10th March, and thirty-one Club Members, wives and guests enjoyed it.

On 21<sup>st</sup> March 2012 I was invited to the Court Luncheon of 'The Honourable Company of Master Mariners' onboard 'HQS Wellington'. I was accompanied by members (theirs and ours) Richard Olden and Douglas Gates. Master Captain Terry Jewell presided and the Principal Guest and Speaker was Mr Koji Sekimizu, Secretary General of the IMO. Captain Ian McNaught, Deputy Master Trinity House, Wardens and Clerks of the London Livery Companies were also in attendance.

On Friday 23<sup>rd</sup> March the Skittles Evening was well attending including members from the Cricket Section. The winners received a bottle of Wine with a 'Grant' tartan ribbon from Margaret whilst the wooden spoon, also with a tartan ribbon, was awarded to Reg Kelso for an exceptionally low score. All enjoyed the fish & chips followed by ice cream.

The following Saturday, 31<sup>st</sup> March, Margaret and I represented the Club at the Forty Seventh Annual Dinner of the Southampton Royal Naval Officers' Association at the Highfield Community Centre, Portswood.

Chairman Cdr. Michael Morgan R.N. made us feel very welcome, with the Principal Guest and Speaker Judge James Hanratty R.D. R.N.R. giving us a very spirited speech.

On Tuesday 3<sup>rd</sup> April I attended the Rededication of "Henry Bowyer's Grave" at Southampton Old Cemetery. He was Mayor of Southampton in 1912. We were taken to the Ceremony by a Heritage Southampton Corporation Double Decker Bus and returned to the Highfield House Hotel for Light Refreshments.

The Mayor of Southampton, Councillor Terry Matthews, gave a short address after the laying of Wreaths.

Past Captain and Boatsteerer Reg Kelso, June Kelso, Staff Captain John Noble, Margaret and I attended the Ceremony on Sunday 15th April 2012 at the Old Burial Ground in West End, marking the Centenary of the sinking of RMS 'Titanic' and the role of RMS 'Carpathia' in rescuing over 700 survivors.

The Master of s.s. Carpathia, Captain Sir Arthur Henry Rostron KBE RD (Cdr.RNR) was an Old Conway and a Past Captain of our Club, in 1936/37.

On behalf of the Club, I laid a wreath on Sir Arthur Rostron's Grave and, at the Boatsteerer's request, John Noble laid a Wreath on behalf of the Old Conway's.

The 12th May saw our second Curry Lunch, again at Kuti's, and this time there were thirty well satisfied attendees.

On the 16<sup>th</sup> May 2012 I attended the 790<sup>th</sup> Mayor making Ceremony at the Guildhall. Prior to the Ceremony the Southampton University Office Training Corps provided the Guard of Honour. The Town Crier conducted the proceedings and music was provided by Southampton City Albion Band with some Musical Interludes from Alex Pope's Young Drummers. Sherriff Councillor Derek Burke was duly Elected as the Mayor and Councillor Ivan White elected Sheriff for 2012. After the Ceremony, I was invited to attend a Buffet where I met City Dignitaries and enjoyed a Glass of Pimms.

We had a 'Full House' at the Club Supper on Friday 25th March 2012, the last Function in my first Quarter, with catering by John Davis and his team to their usual high standard..

Alex Lochrane, the Chief Executive Officer of the Jubilee Sailing Trust was the Speaker and he gave a very interesting talk on the ethos and the work of the Trust, particularly in respect of their forthcoming project, 'Sail the World', whereby the *Lord Nelson* will sail around the globe, in ten legs and taking just under two years.

Alex so inspired those present that a game of 'Heads and Tails', in aid of the JST and conducted by Lionel Hall and John Noble, raised around £200, thus sponsoring 40 of the 50,000 miles needed. My thanks to Lionel for donating the bottle of Scotch prize, which was won by my wife Margaret in a head to tail playoff with Les Morris.

Peter Grant  
Club Captain

*More details of 'Sail the World' and the Jubilee Sailing Trust can be found at <http://www.jst.org.uk>*

## **Boatsteerer's Locker**

I write this whilst enjoying the early morning sunshine on the bank of the Dart, I was hoping that such a wonderful scene would bring inspiration. My last Blog looked back on 2011 and forward to the future and 2012 we now find ourselves almost halfway through 2012 and yet just last week I received a compliment to the club for organizing the Sea Pie Supper our first major event of the year and in particular the new venue.

Our charity work continues; it seems only yesterday that we presented the bursary award and now thanks to Peter Marriott and his team we have another award to be presented on the 15th June to a most worthwhile winner Mr David Bawden, I hope you will join us in the club room for this event. *See the back page.*

Earlier in the year we finalized the accounts from the Shipping Festival Service and presented both Winchester Cathedral and the Southampton Sailors Society with donations in excess of £500 to each one.

Thanks to the efforts of the captain's charity and in particular Margaret Grant and Julia Odd for their help in raising the money which allowed us to make a donation of £400 to the Wessex Heartbeat. A presentation was made by Post Captain Ivor Salter in the club rooms to Alison Farrell CEO and Maureen Lord of Wessex Heartbeat. We were extremely fortunate to also have as our guest Mary Juelsdorf. Many of you will remember Mary's husband Hans who was a member of the Cachalots. The link between Mary and Wessex Heartbeat being her daughter Marureen who does a great job of looking after the house provided by Wessex heartbeat for relatives of patients at Southampton General Hospital receiving care in the cardiac unit a most worthwhile and much appreciated service provided by this charity. *See page 4.*

The Shipping festival is just over the horizon and as ever the back room, with the help this year of Paul Leece, is beaver away in conjunction with the cathedral to produce a successful event. The preacher this year is the Venerable Martin Poll, Archdeacon to the Royal Navy. We hope that the weather will be kind to us this year and allow us into the Deans garden for drinks after the service, we look forward seeing everyone at Winchester Cathedral, 21st June at 1915.

You will recall I stated that 2012 should be an exciting year for both Southampton and the club, Southampton certainly started it with the release of the City Master Plan which lays out the intention over the next 15 years or so to develop the City following on from the Sea Museum and GuildHall square to the development of the art and cultural quarter on the site of the old Tyrell and Green building to a Waterside development at Mayflower Park and lots more all adding value to the City and encouraging new business developments.

Celebrations for the Queens Silver Jubilee will of course be in full swing and shortly after you receive this edition of *The Cachalot* the three (*Cunard*) Queens will be in Southampton and the Red Arrows are to visit and display, I believe for the first time actually at Southampton, followed by a fireworks display, all on the 5th June.

On the 3rd July P & O celebrate their 175<sup>th</sup> anniversary with all seven P & O cruise ships being in Southampton together, this should be quite an event.

Earlier, various members of the Cachalots attended services to remember those who died in one of the worst shipping disasters recorded. On Sunday the 15th April, while the Captain was attending the service at West End, as reported in his Log, I attended a service at St Mary's in remembrance of those who died as a result of this terrible incident and in particular the crew members from Southampton. The guest preacher was the bishop of New York and quite a number of US Coast Guards were present at the service. Again a wreath was laid from the Club and when I had chance to visit St Mary's on Saturday the 12th May to place our SFS flyers on their notice boards I was informed that the wreaths and floral Tributes had only just been removed.

I will in July be applying for tickets to the national Service for seafarers held at St Paul's Cathedral on Wednesday the 10th October 2012, I will be placing a notice in the club but those wishing to attend must give me their names in order to register.

Finally, in my last Blog I made a plea for members to support the Club especially at Thursday and Friday lunch times, but unfortunately Thursday remains a total failure in terms of visitors. I tried to ensure that presentations and other functions were held on a Thursday to give that extra support and still we have many days when nobody drops in. It has become apparent that members are not supportive in the use of the club rooms and I have to ask the question of both my fellow Officers and committee to take a close look at the viability of this facility in view of the costs involved.

David Stocks  
Boatsteerer.

### **THE SHIPPING FESTIVAL SERVICE**



**Southampton Albion Band**

**Thursday 21 June 2012**

**7.15 pm latest for 7.30 pm**

**Preacher**

**The Venerable Martin Poll QHC**

**Archdeacon for The Royal Navy**

**Everyone is welcome to attend this  
historic service**

### **Club Buffet Supper**

A Buffet Supper has been arranged in the Club Room at 1930 on

**Friday 13th July**

A Club Speaker, Staff Capt John Noble, will give us an insight into the salvage operation on the Costa Concordia.

Catering by John Davis  
Price will be **£17** per head and numbers limited to **40** on a first come basis.

### **Curry Lunch**



The Curry Lunches continue to go down well at Kuti's in Oxford Street. Good food and service, and excellent company of course.

Why not join us for the next one on

**Saturday 1st September**  
1200 for 1230

### **Club Supper**

A Club Supper has been arranged in the Club Room

On

**Friday 28th September**

The Speaker will be  
Judge James Hanratty

The Menu:

CREAM OF WATERCRESS SOUP

BREAST OF DUCK  
IN A CRANBERRY & MADEIRA SAUCE

LEMON SYLLABUB & SHORTBREAD BISCUITS

Catering by John Davis

Price will be £26 per head and numbers limited to 33 on a first come basis.  
1900 for 1945



A coach trip to visit Bletchley Park has been arranged on

**Thursday, 4th October**

Our group booking includes the services of an accredited tour guide for the duration of our visit and also includes visits to the newly opened Colossus and Tunny galleries.

Tea, coffee and biscuits will be served on our arrival (around 1030) and a Hot Meal of the Day (cottage pie with carrots and peas) at lunchtime. Tea, coffee and cakes will also be available before our departure in the afternoon (1630 ish). Please note that some of our visit will be spent outdoors.

A 34 seater coach from Angela Coaches has been booked and will pick up firstly from either inside or outside No. 4 Dock gate (tba) at 0800, and secondly in Chandlers Ford. We will break the 2 hour journey with a comfort stop, probably at Chieveley services, aiming to arrive at Bletchley at around 1030. The morning tour lasts around 1¼ hours and the afternoon session about 2 hrs. With the obligatory (?) shop-stop it is anticipated that we will be ready to depart about 1630 for a 1900 return at Southampton.

The price for the day, to include all of the above, will be £50 per person and numbers limited to 34 on a first come basis.

Names to the list on the notice board or to Richard in the office by Thursday 20th September at the latest please. Cheques made payable to "The Cachalots" or you can pay by electronic transfer to Southampton Master Mariners' Club, a/c no. 00037869, sort code 56-00-68. (If you do pay by this latter method a quick note to Richard by email will be appreciated so that he knows what the deposit relates to.)

Also please advise us of any wheelchair or dietary requirements. They have a limited number of wheelchairs available at no extra cost but they must be booked in advance. The vegetarian option for lunch is homemade lasagne.

Visit <http://www.bletchleypark.org.uk> for more detailed information on what promises to be a very interesting day out.

## The (Post) Captain's Charity



That everyone at the presentation in the Club room on 27 April was enjoying themselves is evident from the pictures here. A thorn between two roses, Post Captain Ivor Salter, who had chosen Wessex Heartbeat as his charity for his year, was able to present Alison Farrell, their CEO, and Maureen Lord, who manages their Heartbeat House in Southampton, with a cheque for £412. (left) Maureen is the daughter of late Cachalot Hans Juelsdorf, who went aloft in 2005, ([Obituary](#)) and we were pleased to welcome his widow Mary back into the Club room, (right) and present her with a small floral tribute. After the presentation, and some words of thanks from Alison, those present enjoyed a buffet lunch.



### Wessex Heartbeat

#### Improving Cardiac Care

Wessex Heartbeat supports the Wessex Cardiac Centre, its patients and their loved ones so they can receive the best quality of care.

#### Why

More people die from heart and circulatory disease than anything else in the UK. This sadly means that at some time, most of us will be affected by this disease whether it is ourselves, family or friends.

20,000 patients are treated at the UK renowned Wessex Cardiac Centre every year, including 1,000 babies and children born with heart defects. We believe every one of them deserves the best care.

#### What we do

Our work helps provide medical, practical and emotional support to heart patients and their loved ones.

Wessex Heartbeat funds specialist equipment and patient services and runs Heartbeat House, a free home from home for patients' families and carers whilst their loved one is in hospital, which can be for weeks or months.

Our Heartbeat Education Centre facilitates the training and advancement of medical staff and the work of the Cardiac Centre's medical team.

#### We need your help

All of our funding comes from the generosity of people like you and we couldn't provide the services that we do without your help.

We are passionate about what we do and know we can achieve so much more to improve the lives of people living with heart conditions.

### HIGH 5 Appeal

Our next major project is the *HIGH 5 Appeal* to raise 500,000 to create a unit for young people aged 16 upwards with heart conditions. The unit will improve their quality of life whilst in hospital, providing the best possible surroundings and facilities for their physical and emotional wellbeing.

It will give them a place where they'll be with others who understand what they're going through, where they can make friends, have more independence and do things they normally would be it studying, using a computer or hanging out with friends that have come to visit. Simply, they can get on with being themselves whilst receiving excellent medical care.

[www.heartbeat.co.uk/high-5-appeal](http://www.heartbeat.co.uk/high-5-appeal)

**Many Hearts, One Heartbeat**

[www.heartbeat.co.uk](http://www.heartbeat.co.uk)

Call 023 8078 6555 registered Charity Number 1116510



## **Another Iceberg - more Innocent Victims**

Since the advent of 2012 many people in the western world have been obsessed - very understandably - with an iceberg and the loss of the White Star liner "Titanic" a century ago on April 15th. 1912. The story is legendary - a huge liner on her maiden voyage steaming too fast through a dark ocean where icebergs had been reported, the inevitable collision and the huge loss of life due to the lack of lifeboats. In many cities throughout the United Kingdom people lost loved ones and none more than the port city of Southampton where the casualty list of crew members was in excess of 500. The centenary of her loss was honoured throughout the country and many acts of bravery and sacrifice were recounted with pride and sorrow by the relatives of those who perished.

Undoubtedly, the ship will never be forgotten and the numerous plaques and memorials detailing the names of many of the crew members will be visited on the anniversary of her loss - and people will remember with pride the part played by loved ones so many years ago.

Today, as the recent memories of that huge ship start to fade perhaps we should give thought to another much-smaller ship - a relatively tiny roll on-roll off cargo vessel called "ICEBERG 1" launched more than 35 years ago and owned by a small company in Dubai.

On March 29th. 2010 the ship was on passage to the port of Jebel Ali with a cargo of cement, building materials and equipment. She had a multi-national crew of 24 comprising 8 Yemenis, 7 Indians, 4 Ghanaians, 2 Pakistanis, 2 Sudanese and a Filipino and although she was steaming in waters known to be frequented by pirates she was not in the recommended Transit Corridor where she might have enjoyed some form of protection.

Again, the inevitable happened and when she was approaching the port of Aden, in darkness, the pirates attacked and the ship was taken.

Under extreme duress the Captain was instructed to proceed to an anchorage off the Somali port of Hobyo and, once there, the pirates sent their ransom demand to the owners in Dubai.

The entire crew of 24 was then incarcerated in a forward cargo compartment less than 5 square metres in floor area and in December 2011 - some 21 months since the ship was captured - the Master, Captain Ali Saleh smuggled a message to a French news-agency saying that they were existing on one meal of boiled rice daily and drinking unclean water. All of them are suffering physically and mentally. Unconfirmed reports say that six Indian crew members were released when their relatives in India managed to raise an adequate ransom payment but the owners of "ICEBERG 1" in Dubai have gone into liquidation and there is no money available to meet the ransom demand. Recently, one man managed to escape from his tiny prison and committed suicide by jumping into the water.



Those of us who have plyed the trade routes of the Red Sea and the Indian Ocean find it almost unbelievable that, in 2010, a small cargo vessel en route some ten miles off the busy port of Aden could be boarded and captured by a gang of ransom-seeking desperadoes but, unfortunately, it has happened several times since then. Another ship, the "ASPHALT VENTURE" was captured in a similar manner and, although her owners paid the ransom demand and the vessel was released, her captors retained about 15 of her crew - and demanded a further ransom.

Today, insofar as is unknown, some 9 ships and more than 236 merchant seamen are being held captive. Many of the seamen have been brutalised and others have been murdered. Reports from their homelands suggest that when those held captive ARE released and repatriated they have been so damaged mentally and physically that many will never work again and little, if any, support is forthcoming from their erstwhile employers.

It would be untrue to say that, today, nothing is being done to ensure the safety of vessels transiting the vast area of ocean threatened by these criminal activities but it would not be untrue to suggest that it is a case of "Too Little - Too Late" and procrastination at all levels has allowed the malefactors far too much operational freedom - and little fear of the consequences in the unlikely event of their being apprehended.

Most worrying is the plight of the hostages - more than 236 innocent merchant seafarers endeavouring to enjoy their right of innocent passage on the trade routes of the World. It is now more than two long years since "ICEBERG 1" and her multinational crew fell into the hands of the Somali gangsters but their plight - and that of their fellow captives - goes unrecognised by the vast majority of people, many of whom recently sat with bowed heads and sombre thoughts as we relived the horrors of "Titanic" .....and that, earlier, ICEBERG.

## Forty Years On

It was forty years ago this month, in June 1972, that the *Tokyo Bay* made her inaugural trip for OCL into Southampton Container Terminal. One of the 3rd generation 'Liverpool Bay Class' container ships, she was 290m in length and 32 m beam. Her Gross tonnage is variously quoted as 58889 or 56822 and her Dwt was 48544. She could carry 2961 boxes or TEU (Twenty-foot Equivalent Units) and was said at the time to replace 8 (9? -10?) conventional cargo ships.



Here she is backing up round a cable ship on 203 to the new container berths, 204 and 205.

The Alexandra Towing Co tug is the *Brockenhurst* which later sank alongside her berth in Liverpool in 1984. Her sister ship, the *Brocklebank*, is now a preserved museum tug, also in Liverpool. The Red Funnel tug is either the *Thorness* or the *Dunnose* and I suspect there is another tug on the stern, out of sight.

These tugs would have had bollard pulls in the region of 17 to 20 tons.

*The photograph was taken by and reproduced here with the kind permission of Dr.Allan Ryszka-Onions who is now the secretary of the Solent Maritime Society.*

Moving on 20 years, below is the *Tokyo Bay* again, now in P&O livery, on 205 berth. Two other regular visitors are there too, the *Hamburg Express* on 204, and the

*S.A. Sederberg*, passing them and bound for the new 206 berth. The two Red Funnel tugs are the *Hamtun* and *Sir Bevois*, local historic names (as are the two lions that guard the Bargate) for a local tug company. They were built in 1985 and each had a bollard pull of 34 tons.

The after tug is ready to move round to the stern and apply the brakes and will then move back alongside to push up and pin the ship alongside the fenders while she is being secured.

Tucked under the stern of the *Tokyo Bay* you can see a mooring boat, waiting to run the lines for the *Sederberg*.



*Photograph from Andrew Sassoli-Walker, a planning officer with P&O Container Lines.*

Things have moved on apace in the past few years. P&O CL merged with Nedlloyd in '97 and the *Tokyo Bay* went for scrap in '98. She wouldn't go quietly though and caught fire on the way to India, the crew being rescued by the *P&O Nedlloyd Barcelona*. She was towed first to Singapore and then on to the graveyard at Alang.

Nedlloyd bought out P&O's share in 2004 and was itself combined with Maersk- Sealand in 2005. As Sealand was the historic innovator of container shipping, the resulting Maersk Line now embodies the British, Dutch, American and Danish merchant marine legacy. (Wikipedia)

On the tug scene, Alexandra Towing was taken over by Howard Smith, an Australian company which, together with the Red Funnel tugs, was then taken over by Adsteam, another Australian outfit. They were then acquired by Svitzer, a Danish company who now operate all the big tugs in the port.

ABP itself has morphed from the nationalised British Transport Docks Board and is now privately owned by Admiral Acquisitions, a consortium of asset managers led by Goldman-Sachs. The container port is now operated by Dubai Ports World.

With the advent of yet bigger container ships, huge logistical problems have to be overcome, and not just those of length and depth on the berth. Taller and wider ships need taller and longer portainer cranes to service them. Cranes that do not come cheap, but cost multi-millions of pounds each. Compare the *Tokyo Bay*, with a deck load of 3 boxes high x 9 boxes wide, with the demented Rubik's



cube below, which has them 8 high and 20 wide! And three cranes per ship, as before, are no longer enough. Here we have five *super post-panamax* cranes and still room for more. And going are the conventional, adjustable pneumatic Yokohama fenders, which just put the far side of the ship another 3 metres or so away from the quayside. The new 207 berth had to be fitted with permanent fendering, at huge cost. I doubt that ABP was very pleased when, having built the berth to suit their favoured customer, Maersk Line upped and took their custom to Felixstowe!

The berth is also the furthest from the entrance to the port, some 30 miles from the pilot station. ABP now have the go ahead to re-develop the original container berths, 201-2, to suit these giants. At 550 metres, the combined length of the two berths will still only fit one such vessel as the one shown here: the French **CMA CGM Christophe Colomb**, seen here arriving in Southampton on 26th March 2012. The first of 8 Explorer class vessels, she is **365.5m** long, that's the same length as the now defunct No7 (King George V) dry dock. But at **41.2m** beam she is a full 10 metres wider than the dock and nearly 20m broader than the *Tokyo Bay*. Her gross tonnage is quoted at 153022 but what that actually represents now is beyond me. Dwt is 157092 but more apposite I think is her nominal box capacity of **13830 TEU**, that's more than 4½ times that of the *Tokyo Bay*. So one of these ships is the equivalent of 36 of the old time conventional ships. The ships I sailed on in the '60s had around 40 crew while these new ones can have as few as 13. Each man now has replaced around 100 of his predecessors. No wonder we struggle to recruit new club members! The tugs are the *Svitzer Surrey*, 42 tons bollard pull, for'd, and the *Svitzer Ferriby*, 70 tons b.p., aft.



*This impressive photograph is from Andrew Sassoli-Walker again, now Control Supervisor, Marine Planning Dept., DP World.*

This was not the first visit of the *Christophe*, she was here before in July '10. Her sister ship, *CMA CGM Magellan*, the second in the class, has also visited, in October '10 and again recently in April '12. Not only that, but the *Magellan* is registered in London, which means that we have had at least one British (flagged) container ship in the port in the past two years! Other sisters in the Explorer class have also visited: *Laperouse* on 2nd April, *Amerigo Vespucci* on 30th April and *Corte Real* on 14th May.

TEC

## **Chapter 18 of “The Unforgiving Minute”, the personal memoirs of Stowaway Member Rear Admiral Sir Morgan Morgan-Giles.**

### *Leave in Australia*

At this time everybody was entitled to one month's End of War leave. Needless to say I hoped to get to Australia. I saw the Captain of the Fleet, Peter Frend, and he approved my leave. (Peter Frend was a very amusing chap. He did not wish to be promoted to Admiral he said, because he might thereafter have to go to parties with his wife and be introduced as Sir Peter and Lady Frend!)

There were a very large number of naval ratings all waiting to get home - but of course never enough shipping. They were all put into transit camps waiting for their turn. The war was finished, there was very little to do and they all got "Group Happy". Discipline became a problem and I heard a rumour that the staff were trying to find me to put me in charge of a big transit camp. This was the last thing I wanted. Luckily for me HMS Formidable, a large aircraft carrier, came into Colombo harbour to refuel on her way to Sydney to collect thousands of sailors due to return to the UK. I got my suitcase, stepped into one of HMS Formidable's boats, went on board and asked the Captain if I could take passage in the ship. He was quite happy. That evening we were on our way - I had effectively hitch-hiked in a passing aircraft carrier.

The voyage was uneventful - apart from a lot of deck hockey on the flight deck and a fascinating trip through the Great Barrier Reef where I had never been before. We arrived in Sydney - in my view the finest harbour in the world - and berthed at Woolloomooloo. Such was my zeal to set foot in Australia that I was in the cutter which was lowered to take our head-rope ashore. There on the dockside was Pamela Bushell! - looking marvellous in a green frock and a green Bentley. Soon I was on my way to her family's house, Carthona, on Darling Point, with a wonderful view right down the harbour.

I was welcomed by her Father, P H Bushell, a very successful business man (Bushells Tea Ltd) and founder of a large-scale Australia-wide Medical Charity (the Bushell Trust): Also her Mother, Dolce Bushell, a delightful and wildly amusing woman.

A large number of Royal Navy ships of the BPF (British Pacific Fleet) were still in Sydney. Life was wonderful - endless parties and entertainment. The truth was, however, that I wanted to see more of Australia than the nightclubs in Sydney. So, after a week or so, I was sent up to the north of NSW to stay with friends of the family - Simon and Sheila



***Pamela at our wedding (1946)***



***By Anthony Devas in 1945  
(In National Maritime Museum, Greenwich)***

Whitelaw - who had a huge property, Merriwa, at Wendouree, near Scone. It is nice that their son Simon still lives on that property now - over 50 years afterwards. Life here in the "outback" was perfection as far as I was concerned. The Whitelaw family were very charming and cheerful and had several children. I was allocated a fine big horse called Monty, and was given the job of riding round the outlying paddocks each day to see that all was well with the sheep, and in particular that the small windmills used for pumping up water were working properly. This was April, the beginning of the Australian winter, which is cool bracing air and endless beautiful sunshine day after day after day.

I telephoned so enthusiastically to Pamela that she came up to join me, and within 48 hours we were engaged.

In due course we returned to Sydney together to make wedding plans, but unfortunately her father was ill so things had to be delayed for a short time. In the event, he was not well enough to give away Pamela at the wedding so this had to be done by their very old friend, James March Hardie - who is rather a legend in Bushell family history. He was an utterly charming old Scot who had emigrated when young and founded an accountancy firm which had prospered exceedingly. His great enthusiasm was for sailing. Both he and his yacht "Windward" had become very old; but he paid me the compliment of lending me Windward to take Pamela and her friends out sailing, which he had never allowed anybody else to do before.

Our wedding was fixed for 6th May 1946 at St James' Church in Sydney. Pamela always said that I was late for everything. When she got into the church she did not see me there. She afterwards said "I looked round wildly. I thought, Well I've got to marry someone, now that I am all dressed up like this". Fortunately, however, she then spotted me with my best man, Tom Seddon, not so much my best man as my only man, the only one I knew in the continent.

After the service and signing in the vestry, etc. we drove down to Carthona for a wonderful reception.

The press reported that Pamela Bushell had married a British Naval Officer called Morgan Morgan-Giles: They explained "His godfather stuttered".

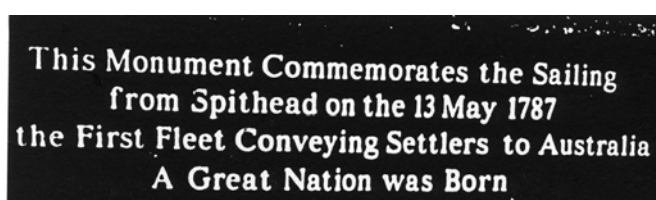
We had been lent a delightful little house in Palm Beach belonging to Pamela's great friend, Nancy Hall. We drove over Sydney Bridge (the "coathanger" as the locals call it) and down to Palm Beach to start our honeymoon. But time was short and we wanted to go further afield so we drove up to Bowral where we had been lent a cottage by another friend, Lysle Whitham. This was so primitive that hot water could only be obtained from a "chip heater" - a sort of geyser which has to be fed constantly with small chips of wood. This was the only way we could get a bath.

Then we went on to Canberra and stayed in the Canberra Hotel. It is an extraordinary fact that at that time this was the only hotel. Canberra was in a way an artificial capital. At the time of the Federation in 1901 nobody could decide whether Sydney or Melbourne should be the capital so a compromise position was reached in the middle of a lovely plain near the border, and a city was built from scratch. The Federal Parliament House, a most beautiful building, and some national monuments were created. The Government departments and all the business and commercial life of the continent did not follow. Canberra was for years described as "seven suburbs in search of a city". People used to say that the only inhabitants were diplomats, civil servants and members of the House of Representatives.

After a few days we went to visit Pamela's old school, Frensham, near Mittagong and were invited to tea with the head mistress. We rode over on a couple of horses we had been lent. We tied these up to the fence in the garden. By chance, another Old Girl had arrived with her dog and she had tied it up to a large rubbish bin at the top of a flight of steps. During tea the dog got bored and moved, sending the bin rattling down with a dreadful noise. Our horses took fright, pulled back, broke the fence and were cantering round the sacred turf of the head mistress's garden. I obviously had to do something: But I felt very inadequate both as a horseman and as a husband because I could not catch the bloody things!

Our honeymoon was soon cut short by a peremptory signal from the Navy telling me that my leave had expired. So we returned to Sydney. One thing I remember was taking Pamela to hear a speech by Robert Menzies - I think it was in the Sydney Public Baths. Some people may think that this is an odd entertainment on one's honeymoon, but in fact Menzies ("Pig Iron Bob") was a superb speaker. Amongst other things I learned that a certain amount of heckling is of assistance when one is making a political speech.

Bob Menzies was a tremendous man in every way, and a great loyalist. Many years later during the Suez crisis, when I was in Singapore, I heard that in a meeting of the Australian Cabinet, Prime Minister Menzies had said "Well, I don't know too much about this, but if Britain's in it, we're in it". Surely these are the words of a true friend.



P.S. This monument is just beside the Sally Port, at the entrance to Portsmouth Harbour - very near HMS Vernon

## The Voyage of the British Tanker HOPEMOUNT in 1942

Reg Kelso's piece in the last edition about the North West Passage reminded Cachalot Roy Martin of this story of the HOPEMOUNT during WW2. The source is 'Convoys To Russia 1941 - 1945' by Bob Ruegg and Arnold Hague.

The British tanker *HOPEMOUNT* (Common Bros.) was part of the twenty-six ship Arctic convoy PQ 14, which sailed from Oban on 26 March 1942. They left Reykjavik on 8 April. The convoy encountered heavy pack ice and fog, all but eight of the ships turned back. Air and submarine attacks followed and the Commodore's ship *EMPIRE HOWARD* was sunk. The remaining seven reached Murmansk on 19 April, where the *HOPEMOUNT* discharged her cargo of fuel and gas oil.

She remained at Murmansk until 29 June, during this time her crew went to action stations on 132 occasions. She was then ordered to support Soviet operations in the White Sea; sailing from Archangel on 29 July, en-route for Port Dickson. Her naval escort turned back at the ice edge, leaving her with only the un-armed icebreaker *LENIN* for company.

The duo joined the '3rd Arctic' convoy that had sailed from Archangel on 8 August. This convoy was made up of eight cargo vessels and two tankers and was escorted by *LENIN*'s sister-ship *KRASIN*: both icebreakers had been built by Armstrong Whitworth in 1917. The 3rd Arctic passed Port Dickson 16-18 August, making about five knots in the ice.

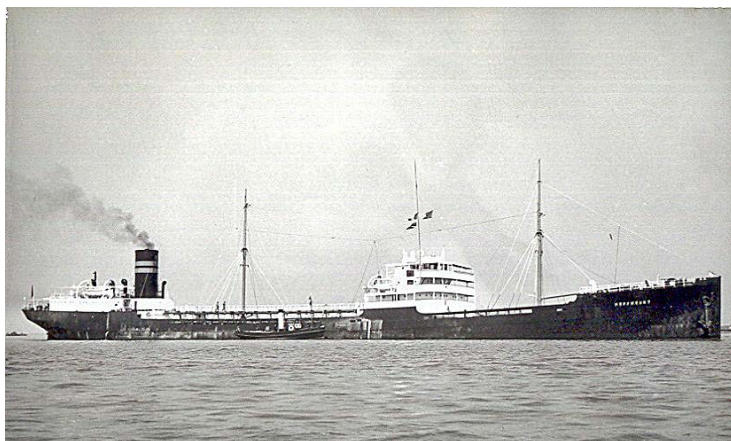
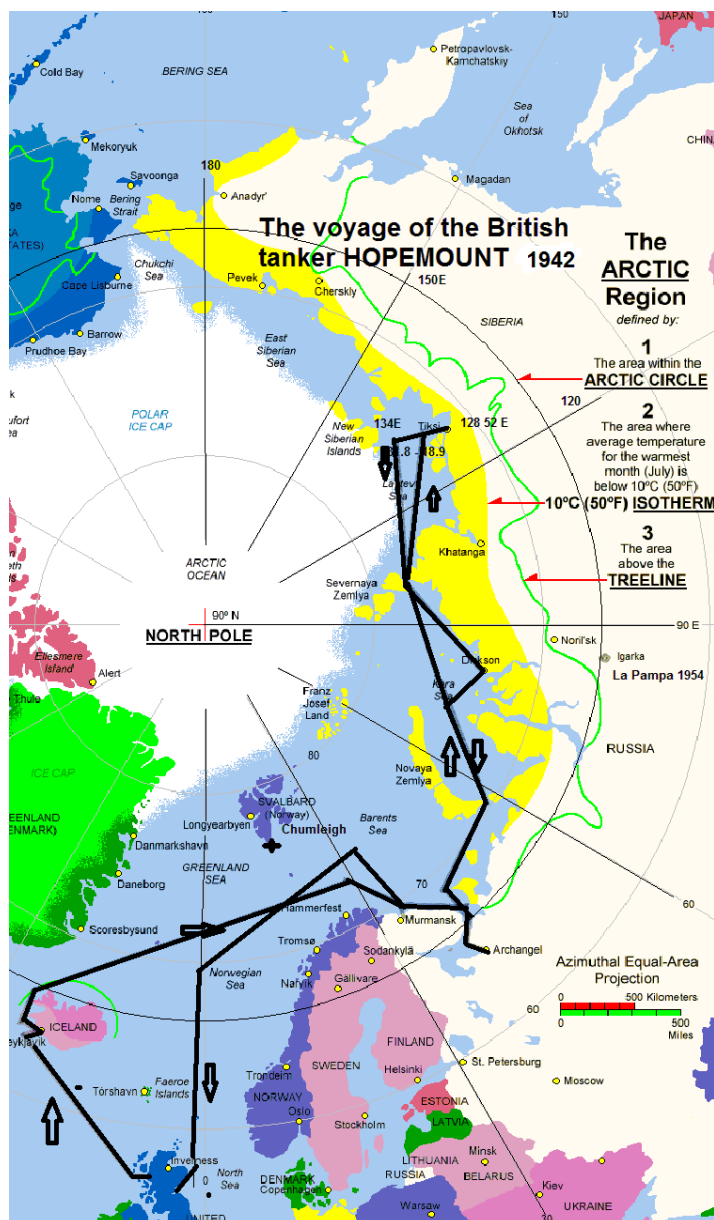
On 21 August the convoy was located by an aircraft from the heavy cruiser *ADMIRAL SCHEER*, part of Operation Wunderland. The aircraft reported that the convoy consisted of 'nine transports and a two funnelled ice breaker', so this encounter may have been before *HOPEMOUNT* joined the 3rd Arctic. Fortunately for the convoy the aircraft reported that the east bound convoy was 'heading South West'. This would have taken them to the heavy cruiser, who decided to sit and wait for the prey to arrive. This error almost certainly saved the convoy. The spotter plane made one further flight, before wrecking herself on landing by hitting an ice floe.

On reaching Tiksi on 31 August, *HOPEMOUNT* topped up her cargo with 3,000 tons of fuel oil and badly needed fresh water – which turned out to be brackish. She sailed from Tiksi, 134 E, on 18th August, having refuelled three Russian destroyers from Vladivostok on the 16th and started the return trip. *HOPEMOUNT* re-joined the 3rd Arctic convoy, which had turned back because of heavy ice. By this time the British crew were subsisting on dried peas, flour, corned beef and tea, the galley was able to make flapjacks, but not bread.

*HOPEMOUNT* got to Yugorski Shar on 11 October, there she remained until three British minesweepers arrived to clear a channel. The naval vessels again left leaving icebreakers to escort the *HOPEMOUNT*, by now with a damaged propeller, to Iokanka: from where the minesweepers collected her on 29th November. *HOPEMOUNT* fuelled the minesweepers and they provided her with drinking water. A doctor from HMS *HARRIER* found that the whole crew were suffering from scurvy.

According to Ruegg and Hague 'the Master wrote a very low key report', saying 'All.... behaved extremely well, but nobody was outstanding- it was a case of all pulling together'. However another report, which cannot be verified, says that the Chief Officer took command for part of the voyage.

The writers first ship, LA PAMPA, loaded lumber in Igarka 87 E in August 1954, possibly a peacetime record? We cadets were paid off before this trip, as our cabin was needed for the two Russian pilots.



Common Bros Tanker Hopemount

*The Nautical Institute and the International Salvage Union have just recently produced some comprehensive practical guidelines to help seafarers during and after a casualty. Here is the introduction by Staff Captain John Noble.*

## Casualty Management Guidelines - how they came to be

### Introduction

Readers who have held command will be only too aware just how little help was available to guide them through the rigours of a post-incident response. Even well recognised “handbooks” were lacking sound and comprehensive advice to ship masters and other responders involved in a big casualty that might give some help.

If any industry has experience in dealing with casualties it must be the salvage companies. Some time ago the International Salvage Union (ISU) produced some draft guidelines aimed at helping ship masters and others who had to deal with salvors in a casualty situation. As a direct result others who became involved in post-casualty response asked “why not expand the remit to include a broader spectrum of responders”?

### Why produce the CMG

To offer to **anybody** who may become involved in a casualty response an authoritative, affordable manual that tries to explain the relative roles of other responders at the scene. By generating mutual appreciation and understanding of respective roles during the period of response it is the role of the CMG to help reduce chaos and random activity often prevalent when vital decisions have to be made.

### Early decisions

I was asked by the ISU to take on the project. The first decision was to determine who should, or which parties could be approached to give some input. The first qualification was that any contributor must have hands on experience in attending and dealing with the issues that arose in their sphere of expertise.

The ISU sought the help of The Nautical Institute (NI) to prepare a publication that would fit into their excellent and widely accepted portfolio of publications. Fortunately, Bridget Hogan, the NI Director of Publications read through the outline plan and agreed that the Guidelines fitted in with The NI ethos and she agreed that she would act as publisher. The NI insist that every publication or chapter involving expertise must be “peer reviewed”; meaning that once we had persuaded individuals to write, we needed an equally qualified team to peer review scripts!

### The order of chapters

It seems obvious now, but the preferred order of chapters did lead to some discussion. It was agreed that as near a chronological sequence was preferable and below readers can see the result.

INTRODUCTION	John Noble
2- THE SHIPMASTER IN A CASUALTY	Paul Voisin
3- THE SHIPOWNER/MANAGER	Peter Cooney
4- THE HARBOURMASTER	Mark Andrews
5- THE SALVAGE INDUSTRY	Mike Lacey and JN
6- THE SALVAGE MASTER	Kees van Essen and Eric Johnson
7- THE STATE	Toby Stone, Hugh Shaw, James Calhoun and Stephen Clinch
8- ENDURANCE ISSUES	Steve Roberts, Paul Bo Lange and Mark Edmonson
9- LAWYERS	Charles Lowe and Richard Gunn
10- SCR and CONSULTANT	David Pockett and Nick Haslam
11- CLASS	Jan Solum, Rossen Panev and Mark Irvine
12- THE MEDIA	James Herbert
13- ITOPF	Karen Purnell

### Finally

The book is priced at an affordable £20, with a cost of £12 to NI members and bulk (more than 10) orders. The Nautical Institute ([www.nautins.org](http://www.nautins.org)) website has details on how to order and there are some order forms in the Club room.

So far nearly 2,500 copies have been sold, one P & I Club has ordered 800 another 250 and one Classification Society 100.

If you want more information please contact John Noble ([noblemarine@virginmedia.com](mailto:noblemarine@virginmedia.com))



## New Members

**Brian D.C. Franklin** is a Master Mariner who went to sea as an apprentice with the Booth Steamship Co before moving to Blue Star Line. He then worked as Navigating/Cable Officer on the Post Office Cable ships and as 1st Officer on Thoresen car ferries out of Southampton. He ‘came ashore’ as a Berthing Officer with British Transport Dock Board, now ABP, in Southampton before moving out to Saudi Arabia as Harbour Master at Jubail Industrial Port. He returned to the UK as Harbour master in Boston, Lincs, and is now retired. He joins the Club wishing to maintain his nautical and social interests.

**James Beresford McGruer** is Head of Fleet Operations at Red Funnel Group and is a Master Mariner who also holds an LLM Executive MBA. He started his career with P&O Containers before joining Holland America Windstar as Staff Captain. He stepped ashore in 2004 as a consultant with Viking Recruitment before joining Royal Caribbean Cruise Line as their UK Fleet Manager in 2005. He has represented industry groups at IMO and the EU and has been appointed as a Director of the Maritime Training Trust and a Trustee of the Maritime Education Foundation. He moved to Ringwood in early 2011 when he gained his current position with Red Funnel and would now like to make contact with fellow professional mariners locally.

## **More Dredgings from the fast-failing memory of Electrical Superintendent Eddie Hunter**

### **The Dredger**

We had a little chain-and-bucket dredger, the dv "Landguard" at Parkeston Quay. Her Master was Mr Sidney Davies, a very tall man affectionately known to the Engineering Superintendents as "Floating Sid." She had a crew of six, including an Engineer and a donkey/greaser. And the "Landguard" was a very hard-working little vessel operating between all our ports, including the Irish Sea and Channel Islands berths.

She was in collision once with the aircraft carrier, HMS "Ark Royal" off Portland Bill, I think, and poor Floating Sid, loudly protesting his innocence, was forced to appear before an Admiralty Court by the Royal Navy ( Rotten lot, no sense of humour! ) The experience of appearing before the court quite devastated old Floating Sid who was never quite the same man again. I can't remember the outcome, but judgement must have gone against the "Landguard" as Floating Sid practically foamed at the mouth thereafter any time the "Ark Royal" was mentioned.

Anyhow, back to the matter in hand. When she not in service, to save on all manner of costs, the "Landguard" tied up to mooring buoys in the river, with one of her crew on board as a watchman, to tend her oil lamps and her mooring ropes. The crew were ferried to and fro on the port work boat "Pinmill."

We had a succession of Marine Superintendents at Parkeston Quay, one of whom was a very pleasant but seemingly shy man, Captain John Bowman. I describe John as shy because he never seemed really at ease with the comradely banter that was the norm among the Engineering Superintendents who outnumbered him four to one. Perhaps the transition ( and contrast ) between command and the office environment does take considerable adjustment for some men.

Anyhow, being on his own in a department of one, the Marine Superintendent was permanently on call for maritime emergencies, except for his leave periods, when an Assistant Marine Superintendent from HQ deputised.



We Engineers always told John Bowman who was "on call," and, for his part, John religiously informed us where *he* could be contacted if he was going out for the evening. He often used to telephone the Duty Engineer if something unplanned came up to say that he was going out to where ever and give a contact telephone number. That must have been a galling routine - never being able to call his life his own. (Now that I remember, Peter Frost, the Superintendent Marine Engineer and I were always in that position too. Peter as Second Call and me permanently on call for electrical problems.)

Naturally, the one and only time the Marine Super forgot to inform the Duty Engineer (moi) that he would not be at home, disaster struck. There's a Law governing these things, but I can't remember what it's called.

You have heard about the legendary luck of the Irish - well, don't believe it. I had agreed to swap on-call weeks with one of the others, Henry Perry, I think. And that damned Law applies, doesn't it?

It was about 8 o'clock on Friday evening and outside the weather was cold, wet and very windy. José and I had settled in with good books - no walk tonight! The telephone rang.

"Hunter!" My telephone manner was always brisk. (A lot like Peter Frost's *bugger-off-I'm-busy* mode - the one Peter probably doesn't think 'e has.)

"Harwich Harbour has been on the blower. The dredger's broken adrift," I was told calmly by a man in our Port Control Office.

"Have you informed the Marine Superintendent?" I asked.

"He's not answering his telephone, Mr Hunter. Harwich Harbour says we should call out a tug. Shall I do that?"

Oh! Pause for quick assessment.

Question 1 - Is the watchman aboard?

Question 2 - Am I laying the Company open to a salvage claim?

Oh, bugger it, here goes . . .

"Call the tug," I said. (I'd infinitely prefer to be court-martialled for taking action rather than for inaction.) "I'll go out and see if I can round up some of the crew," I added, with no idea how I would get them out to the dredger through the raging storm.

"Who was on the telephone?" José asked.

"Port Control," I replied. "The Landguard has broken adrift in the river. I've got to go."

"What? And swim out to her?" Jose asked.

"Something like that. Don't wait up."

On my way to the old town of Harwich, I diverted to call at the Marine Superintendent's house, which was in darkness. But the die was cast anyway. Down in Harwich, I went on a dry pub crawl (well, dry if one ignored the wind-driven rain!) I found the "Landguard's" Engineer in "The Billy," two of her Deck Hands in "The British Flag" and another, the Bos'un, in the "Stingray." Of Floating Sid there was no sign, and the men thought he was away for the weekend. I did also encounter the Mate walking along Church Street, only he wasn't on his way either to or from the church.

The tug, the "Grey Something-or-other" (I've forgotten which) was alongside one of the Harwich wooden piers, preparing to go after the dredger, which was being blown towards Shotley, collecting several small storm-tossed yachts from their river moorings on the way.

"Jump aboard, lads! Hurry up, or shell fetch up in the shallows and we won't have the depth to reach her!" yelled the Tug's Mate, recognising the Landguard's men.

I thought for all of a tenth of a millisecond about going with them, but, what could I contribute to that war effort? And, besides, I had probably done enough damage for one night, landing the Company with a salvage claim. So, the last I saw of the "Landguard's" crew was the forlorn huddle of men on the rain-lashed, wind-swept stem of the "Grey Delta" (I've remembered) as she set off across the river.

Fortunately, the watchman was on board, fast asleep, in the seamen's cabin wrapped in two Icelandic sleeping bags and buried under a pile of heavy woollen blankets and the first he knew that anything was wrong was when he heard the clatter of boots on the steel deck as members of the crew jumped aboard from the stern of the tug. (The H.S.E. would have a blue fit today.)

So, anyhow, no salvage claim. But that was not quite the end of the matter - for weeks afterwards the Company's office was inundated with insurance claims from yacht owners as far up the coast as the Wash, and as far down as Tilbury. Er . . . did any of you Southampton boat owners put a claim in, by any chance?

And there you go - I can lay claim to being the only Electrical Engineer in the country who has ever had to deal with a drifting dredger . . . Unless any of you know differently, of course . . .



## SEA FEVER - THE CONVALESCENCE

*I must go down to the sea again, to see what it's all about.  
As an innocent boy, 'twas an absolute joy; and a sailor I'd be, without doubt;  
And I dreamed much and I schemed much as to how it all would be;  
In my satchel bag I would carry a flag: For I was going to sea.*

*I must go down to the sea again, for there I began to learn  
The Rule of the Road and the Semaphore Code, transverse thrust and the Williamson turn.  
To my ears and eyes there was frequent surprise. Not much had I learned as a scholar.  
But I joined the men and I saw it then as a method of earning a dollar.*

*I must go down to the sea again, for here was a new education;  
Neither Latin nor Greek any day of the week; but a service in need of the nation,  
In many a ship and aboard any ship, the privilege then was to serve:  
To do your best and to puff out your chest; and to hold a straight face and your nerve.*

*I must go down to the sea again, for those were the days of my youth.  
They confirmed a rule that I'd learned at school; to hold for your life to the truth.  
For the tide flows and the wind blows; and these things no man can deny:  
And the man who forgets will accrue many debts; and will leave himself wondering, Why?*

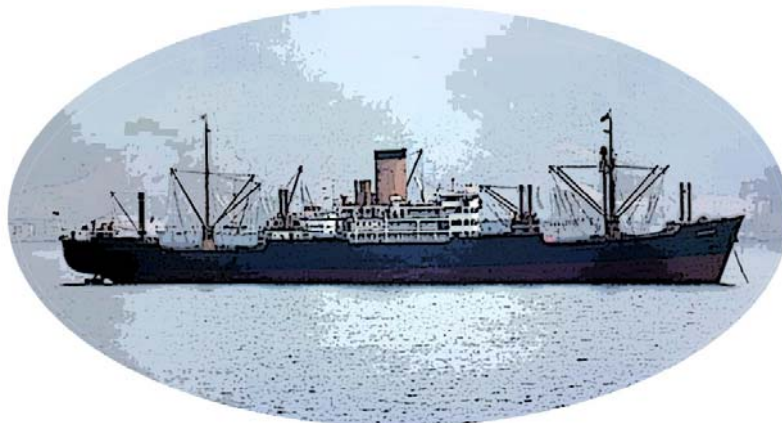
*I must go down to the sea again, for this is the place of my birth,  
Or somewhere near, in that long-ago year. It gave me much pleasure and mirth.  
'Twas a life rarely bad for a strapping young lad; though, some might assume, not a high lot.  
Regrets? I have none. I'm a mariner's son. And much did I learn as a pilot.*

*I must go down to the sea again, to make sure that it's all still there.  
To hear once again the old talk of the men, with sometimes a kindness to share.  
For the bluff life and the gruff life had honesty running right through it.  
'Twas a tough life, an enough life. May God bless the men who still do it.*

BY

27.04.12

With apologies to both Masfield and WS Gilbert.



*By kind permission of Barrie Youde who is a former Liverpool pilot and now a specialist pilotage Lawyer.*

# *Rope Ends*

## **Receiving Your Newsletter**

A couple of years ago the membership was asked if anyone would be prepared to download the newsletter from the website rather than have a printed copy sent by post in order to reduce the soaring postage costs, particularly abroad. This in itself was successful with about fifty members signing up for it.

In view of the latest postal increases, it has now been decided, particularly with the large number of members who now have broadband internet access, to change the emphasis from asking if members will be willing to receive the newsletter electronically round to saying that this will be the primary way to deliver it. These days many clubs only supply their newsletter electronically, and given that the paper copy is black and white whereas the electronic copy is in glorious colour then we feel this is the way to go. We recognise that there will still be members without a computer or internet connection and we have no intention to shut them out. The change of emphasis therefore is to say that if you still require a paper copy then please positively say so.

Downloading from the website does require that the individual member registers with the website for access to the members only area. To date only about a quarter of the membership has done this.

At present each edition is 'posted' in the members' only *Cachalots' Deck* section of our website. It is in the form of a pdf file, in colour, and you can either read it at any time 'online' or print the pages off on your own printer to read elsewhere, perhaps while sitting in your favourite armchair. (*Option a*)

If you don't feel inclined to go rummaging through the website to find your newsletter we can send the pdf file to you as an attachment to the notifying e-mail and you can save it to an appropriate place on your computer and read or print it as above. The pdf file size is usually well below 2 Mb so shouldn't fall foul of your ISP's file size limits, if any, but it may be slow to download on dial-up. (*Option b*)

For either of the above two options we will need your e-mail address and to be advised of any changes.

If you would like to continue to receive a pristine printed copy, folded and stapled, (*your editor salutes your taste*) you can still help save on the postage by collecting your copy from the office where it can be kept for you in a named and addressed envelope. (*Option d*)

Finally, if none of the above suit you, you can continue to receive the printed copy by post. (*Option c*)

Whichever option you choose, we would ask that you complete and return the enclosed form so that we have a positive indication of your wishes.

## **PROPOSED SUBSCRIPTIONS INCREASE FOR 2013** **EARLY NOTIFICATION**

The Executive & Finance Committee (E&F) has been considering ways to increase the income of the Club. At the January E&F meeting a Working Group was set up to look at all issues of Club income and expenditure, and the current level of membership subscriptions was one of the items considered. Subscriptions have not been raised for over twenty five years, and are not providing sufficient income to finance the Club's needs.

An initial proposal was put to the April E&F, but it was clear that there were several ways to move forward with this, including an across the board increase and/or a revision of the classes of membership which arise from the founding of the Club and are not valid for the 21st. century. The subject was therefore referred back to the Working Group to consider in depth with a view to the July E&F making a firm decision on the way forward.

Members are therefore advised that the September edition of the newsletter will have an insertion explaining the new subscriptions and reminding those who pay by Standing Order to revise them for the 2013 payments.

Barry Peck  
Storekeeper

## **SMMC BURSARY AWARDED**

The Club has awarded its fourth Bursary to a Warsash Maritime Academy (WMA) student studying for a higher Certificate of Competence. The Bursary is for £1,000 and is made as a payment towards the costs of the student's course fees. The closing date for receiving applications from students was towards the end of April and a selection panel interviewed six students in early May.

The opening statement of the Terms and Conditions of the Bursary is:

*"It is the objective of the Southampton Master Mariners' Club to maintain and foster social and professional comradeship amongst Master Mariners and other persons having an interest in ships and the sea. The Cachalots hope that this Bursary will make a contribution to achieving this objective."*

The standard of all the applicants was high and after careful deliberations the panel considered that the student who was most likely to help achieve this objective was David Bawden, who is studying for his Chief Mates Certificate.

David, who is aged 49, originally trained and worked in mechanical engineering though his first love was the sea. He spent as much time as he could in sailing vessels and for several years worked for various sailing charities, such as Ocean Youth Club, Class Afloat, Sail Training Association and the Tall Ships Youth Trust, all of which provide seagoing experience for youngsters. Latterly he was involved with the Jubilee Sailing Trust and the disabled.

Onboard "Concordia", a barquentine run by Montreal based West Island College, David has actually rounded Cape Horn under sail with 35 teenagers and Polish crew.

However the time came when, for financial reasons, David decided he should change course (so to speak!) and transfer his allegiance to trading vessels. He attended WMA on a self funded basis to obtain his OOW Certificate in 2008/2009 and then returned to the Jubilee Sailing Trust until joining Condor Ferries in June 2010. David sailed on "Commodore Goodwill", a freight ro-ro serving the Channel Islands from Portsmouth, until January 2012 when he started studying for his Chief Mates Certificate at WMA in January 2012.

David and his wife live in Devon and currently he commutes weekly to Warsash to attend the Academy.

As in previous years David will be awarded a Bursary Certificate and this pleasant task will take place in the Club rooms on Friday 15th June, starting at 1230 hrs and accompanied by a buffet lunch. In the meantime we wish David all the very best with his studies and examinations and look forward to seeing him at the Club and when back at sea receiving the occasional article for *The Cachalot* upon life at sea or any technical seafaring subject relevant to his sea service.

Peter Marriott

<b>250 Club</b>											
March	J. Coltman	J.T. Wells									
April	G.B. Angas	L. Amey									
May	M. Fenwick	R.S. Olden									

## **The Southampton Master Mariners' Club, (The CACHALOTS) 1st Floor, 12-14 Queens Terrace, SOUTHAMPTON, SO14 3BP**

Tel/Fax: 023 8022 6155

E-mail: [office@cachalots.org.uk](mailto:office@cachalots.org.uk)

Editor: [te\\_clark@tiscali.co.uk](mailto:te_clark@tiscali.co.uk)

[www.cachalots.org.uk](http://www.cachalots.org.uk)

[captain@cachalots.org.uk](mailto:captain@cachalots.org.uk)  
[staffcaptain@cachalots.org.uk](mailto:staffcaptain@cachalots.org.uk)  
[seastaffcaptain@cachalots.org.uk](mailto:seastaffcaptain@cachalots.org.uk)  
[boatsteerer@cachalots.org.uk](mailto:boatsteerer@cachalots.org.uk)  
[storekeeper@cachalots.org.uk](mailto:storekeeper@cachalots.org.uk)  
[postcaptain@cachalot.org.uk](mailto:postcaptain@cachalot.org.uk)  
[functions@cachalots.org.uk](mailto:functions@cachalots.org.uk)  
[archivist@cachalots.org.uk](mailto:archivist@cachalots.org.uk)  
[legal@cachalots.org.uk](mailto:legal@cachalots.org.uk)  
[membership@cahalots.org.uk](mailto:membership@cahalots.org.uk)  
[editor@cachalots.org.uk](mailto:editor@cachalots.org.uk)

The Club room is currently open **two** days a week, 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.

## **Dates for your Diary**

Thu June 21 Shipping Festival, Winchester Cath.  
 Fri July 13 Club Buffet Supper  
 Sat Sep 1 Curry Lunch, Kuti's, Oxford St.  
 Sun Sep 2 MNA Mem. Service, Holyrood Ch.  
 Fri Sep 28 Club Supper, Speaker Judge Hanratty  
 Sat Oct 13 Curry Lunch  
 Thu Nov 1 Sale of Sea Pie Supper tickets  
 Sat Dec 8 Christmas Lunch, King's Court  
 Sat Dec 15 Christmas Dinner, King's Court

**Cut-off date for the next edition:  
17th August 2012**

## **250 Club**

No apologies for returning to this subject yet again but the scheme has proved very successful in helping to keep your subs down. (None of us can remember when they last went up!) In view of the Storekeeper's announcement on the previous page, any increase of your participation in the scheme can only help to keep those other increases down.

As we have pointed out before:

**Better odds than the National Lottery  
&  
Our lowest prize is 4 times greater than theirs!**