

The CACHALOT

THE NEWSLETTER OF THE SOUTHAMPTON MASTER MARINERS' CLUB

No 45

September 2012

Captain's Log

Due to long standing holiday arrangements I was abroad through the middle of June and missed both the Bursary Presentation on the 15th and the Shipping Festival Service on the 21st. My thanks to Peter Marriott for standing in for me for the first and to Staff Captain John Noble for deputising for me at the second. Both of these events are covered by reports elsewhere in this edition.

On Thursday 28th June, the Cachalots entertained the ladies of the "Watch Ashore" to a Buffet Lunch, with their Secretary, Mrs Diane Chambers, giving a short thank you address. It is sad, but understandable, to report that their numbers are declining, much like many other organisations, including our own.

Our Buffet Supper in the club room on the 13th July was fully subscribed by club members and their wives and John Davis did not disappoint in providing us with a superb Buffet. After which John Noble gave us a very interesting talk on the proposed salvage of the 'Costa Concordia' and the options presented by the competing salvors: either cut it up into manageable bits on site or attempt to patch up and re-float the vessel. Due to the costs involved and maybe more sensitive matters, Costa Lines has opted for the latter, the operation expected to take about 14 months.

As with last year, I was looking forward to helping to show school children around one of the Whitaker Tankers on the 18th July 2012. A week before the event however, Ashley Jenkins of Whitakers advised the Club that the 'Whitonia' would be away on Seagoing Duties and the visit had to be cancelled but Whitaker Tankers are hoping to reschedule another visit early in the next School Year.

There were no other functions or social activities during the summer months for me to report on, due I suspect to family holidays and the Olympic Games being staged in Great Britain, but the club business goes on anyway, with meetings of the Entertainments, the General and the Executive & Finance committees to be attended or chaired.

The Entertainments Committee generally meets every six weeks, with a longer break over August, and strives to make a small surplus on the programmed social events, thus keeping them cost neutral to the Club.

The General Committee, which now meets twice a year, is comprised of the Officers of the Club, the Past Captains and the elected Harpooners and 25 such members attended the meeting on the 7th June.

The Executive & Finance Committee meets

quarterly and is a slimmer affair, consisting of the Officers and 8 nominated Harpooners or Past Captains.

The meetings of these last two committees was dominated by the issues of our tenure of the club room, our finances and our future. Alternative structures to the running of the Club, with or without an office, the reduction of committees and other options, together with a simplification of the subscriptions, have all been discussed and some agreed upon. The Boatsteerer and the Storekeeper report on the outcome of some of these deliberations elsewhere in this newsletter.

Margaret and I are looking forward to the next Club Function which is the Curry Lunch on the 1st September at Kuti's on Oxford Street. This is tremendous value for the level of service and quality of food that we experience there. By the time you read this it may be over but you have the chance to join us there for the last Curry Lunch of the year which has now been put back from the 13th October to the 10th November.

The reason for this delay is that, following last years successful Coffee Morning in aid of the Macmillan Cancer Trust, we will be hosting another such Coffee Morning, in the club room, on Friday 12th October.

When my wife and I were guests at the SRNOA's Forty Seventh Annual Dinner at Highfield Community Centre earlier in the year, I was impressed with Principal Guest, Judge James Hanratty's speech and asked if he would address the 'Cachalots.' I am pleased to say that he confirmed he was able to attend and will be our Guest Speaker at our Club Supper on Friday 28th September at 1900 in the club room. Although previously fully booked, I understand that there have been a couple of cancellations and you may be in luck if you haven't already put your name down.

We are also looking forward to the Club's visit to Bletchley Park on Thursday 4th October which has the promise of an interesting day out. Again, there may be a couple of seats available due to cancellations.

Due to an unfortunate double booking at King's Court on the 15th December our Christmas Dinner there will now be held on Saturday 1st December instead and, as last year, due to declining numbers our Christmas Lunch will be held in the clubroom on Saturday 8th December.

That takes us up to the end of the year and it is only yet the middle of summer but we need to flag up these events now because by the time of the next edition in December it may be too late.

Peter Grant
Club Captain

Boatsteerer's Locker

I hope that everyone is enjoying those rare days of Summer that we experience less frequently than we have been used to in years gone by.

The last two weeks have been taken up with the Olympics and I know that I really wasn't too excited by the prospect until I watched the opening ceremony, after which I was captivated by the whole games and the efforts of Team GB. It certainly gave the UK a boost and I only hope that we can profit over the next few years on the back of this.

The year is disappearing fast it doesn't seem that long ago that we were concerned with organizing the Shipping Festival Service and that has been and gone and our attention turns to the Sea Pie Supper.

Dates for your diaries are as follows: the Sea Pie Supper 1st February 2013 and the 13th June for the Shipping Festival Service. As you may be aware the Cachalots have invited our Stowaway, The Princess Royal, to both events and we are hopeful that Her Royal Highness will be able to attend them both. I will be circulating details of the Sea Pie Supper shortly and tickets will be on sale early November, it pleases me to be able to announce that the Bishop of Southampton, the Rt Revd Jonathan Frost, will preach at the 2013 Shipping Festival Service.

The traditional school ship visits have been postponed this year and we are hopeful to assist later in the year but we await notification from Whittaker tankers.

You will probably be aware that the committee have been concerned with the future of the Cachalot's after a disappointing financial statement and although we are indebted to our landlords for their generosity, the finances are still a cause for concern when looking to the future. As a direct response to the above we have recommended that the fees be increased with immediate effect and this is explained in detail elsewhere.

In addition to the funds we have various artefacts in the club room which could be used to raise finances if necessary and this is being reviewed. The library has been a subject of discussion for some years with a mandate being given to dispose of the books, I am in the process of doing this and so far the sum of £500 has been raised through the sale of books I do not believe that we will raise much more money on the remaining books but members are welcome to view the ones left in the club room and make a suitable donation should they wish to take any. The remaining unsold books will be delivered to Winchester Cathedral with the hope that they will be able to raise funds for the Cathedral from further sales.

Finally I have to say that we are not in any way in danger of running out of funds in the near future especially now that fees have been increased but we need to ensure that the Cachalot's survive for years to come and this is what we are looking at.

David Stocks
Boatsteerer.

Barrie Youde has penned a 'sequel' to his *Sea Fever - The Convalescence* which appeared in the last edition and has again given his kind permission for us to reproduce it here.

DIAMOND JUBILEE

I did go down to the sea again. I saw it all on TV:

*The Pageant Grand of our Maritime Land;
of The Queen and her Jubilee.*

*There were large boats and small boats
and others of middling sizes.*

*The scale of it all left the viewer in thrall:
and gasping at several surprises.*

*I did go down to the sea again,
this morning, outside my front door:*

*And yesterday's sight gave the utmost delight:
We'd seen nothing like it before.*

*HM The Queen, in her matters marine,
survived and seemed happy about it,*

*Whilst the D of E, a man of the sea,
was dressed for the part, do not doubt it.*

*I did go down to the sea again,
I did it the previous day.*

*Our village street-party was cheerful and hearty,
I'm wholly delighted to say.*

*'Twas a barbecue, the best we could do,
in our churchyard overlooking the sea.*

*In best maritime rig we cremated a pig,
on the Anglican side of the Dee.*

*I did go down to the sea again.
The Pageant was very well done.*

*On a miserable day the Thames was at play,
allowing the Nation some fun.*

*And the dank cold heard the bells tolled:
the star was the new "Gloriana",*

*To honour The Queen at that mem'orable scene,
reminiscent of Victoriana.*

*I did go down to the sea again
and the Devil inside of me queried*

*At the jollity in this tale of the sea;
and those roisterers all being ferried?*

*Though our Diamond Crown has let nobody down,
The World has now turned up the heat.*

*For a Spithead Review, what could we still do?
Where yesterday, please, was the Fleet?*

Barrie Youde 04.06.2012

INVITATION TO BE PART OF



**WE ARE
MACMILLAN.
CANCER SUPPORT**

Date: 12 October 2012 (Note: this is not the official day, which clashes with our busy programme)

Time: 1100

Venue: Clubroom

Event: Fundraising coffee morning, with homemade cakes!

No entry fee!! BUT, donations will be gratefully accepted to help the wonderful work done by **Macmillan Cancer Support.**

Most of us have been affected in some way by cancer and many of us have been helped by Macmillan nurses and volunteers. This is a simple and enjoyable way to raise some funds and to thank them.

Please come. Bring your friends. Enjoy the delicious homemade cakes promised by wives of a few of the members (and by the some of the gentlemen who have revealed hidden talents!!) and help to make this a happy morning. (It will also be possible to take "doggy bags" if you cannot eat enough treats during the morning.)

Cash or cheques will be most welcome, but please note that cheques MUST be made out to "Macmillan Cancer Support" and NOT to the Cachalots.

If you are unable to attend that day, we can still accept a donation should you wish to make one. All donations can be gift aided to raise an extra 25%.

In 2011 we held a coffee morning for Macmillan and raised the wonderful total of £500.00.

Can we repeat this? Or can we do better?

We look forward to seeing you.

Due to cancellations there are,
as we go to press,

4 places for

The Club Supper

Arranged in the Club Room

On

Friday 28th September

Speaker: Judge James Hanratty

&

3 places on the

Trip to Bletchley Park

Thursday 4th October

Contact the office if interested

Curry Lunch

Why not join us for the last Curry
Lunch of the year at Kuti's in
Oxford Street

on

Saturday 10th November

(Put back from 13th Oct)

1200 for 1230

Price, still at £11.50

Good food and service, and
excellent company of course.



Christmas Events

The **Christmas Dinner** will be held
at King's Court Masonic Centre

On

Saturday 1st December

1900 for 1930

Black Tie

£28 per head

The **Christmas Lunch** will be held
In the Club Room

On

Saturday 8th December

1200 for 1230

£23 per head

Traditional Christmas Fare

The Shipping Festival Service Winchester Cathedral, 21st June 2012



The persistent inclement summer weather made no exceptions for our annual Service and the Flag Parties formed their Guard of Honour inside the West Door. A Colour Party drawn from HMS King Alfred, the RFA, HM Coastguard and the WMA carried the White and Red Ensigns, the Blue Ensign of the RFA and HM Coastguard and the Army Ensign worn by HM Army vessels. Branch Standard Bearers of the RNA, the Association of WRNS, the RMA and the MNA carried their Standards. Cadets from the Southampton, Winchester and Portsmouth units of the Sea Cadet Corps carried the flags of the Mission to Seafarers, the Apostleship of the Sea and the Sailors' Society. They also carried the flags of Shipping Companies and Organisations associated with Southampton.

The invited Dignitaries were also received inside by the Dean and Chapter. They included The High Sheriff of Hampshire, the Deputy Mayor of Winchester, the Mayor of Southampton and Capt W. Walworth, Commodore Royal Fleet Auxilliary (also a Cachalot). The Club Captain was abroad so Staff Captain John Noble met Dame Mary Fagan, Lord Lieutenant of Hampshire, and Captain Christopher Fagan and escorted them inside where, accompanied by the Marshal of Parade, they inspected the Colour, Standard and Flag Parties (*above*) and were then received by the Dean and Chapter.



The Marshal of Parade, Geoff Matthews, stands to attention as the procession prepares to move up the Nave (*right*).



The National Ensigns were received by The Very Reverend James Atwell, Dean of Winchester, and the Standards and House Flags placed against the Quire Screen.

The preacher was The Venerable Martin Poll QHC, Archdeacon for the Royal Navy, and the lesson was read by Captain John Noble.

During the Doxology the Colours were returned to the Colour Party (*left*).

The City of Southampton (Albion) Band, under the direction of Nick Dawson, took part in the Service and continued to play afterwards when the congregation was invited to enjoy wine and canapés in the North Transept.

THE FUTURE OF THE BURSARY – YOUR VIEWS ARE NEEDED

Following the presentation of a paper to the Executive & Finance Committee Meeting in July expressing some concerns about the bursary it was decided that a Working Group should be set up. The Working Group would re-visit the original intentions of the bursary and if it was felt they were not being met or were not appropriate then come up with alternatives. The Working Group would comprise George Angas, Peter Marriott, Ivor Salter and David Stocks.

A meeting of the Working Group was held on the 7th of August. It was agreed that the bursary has been of great benefit to the recipients; it has raised the profile of the club and has helped towards promoting the charitable work that the Cachalots undertake.

Out of the four students who have received the bursary, one has become a member of the SMMC and it was felt this year's winner has great promise. The Working Group discussed various ways we might amend what we already have in place. It was agreed that the present system does not really enable us to target the applicants in the way that we want to. The SMMC should be looking for local talent in the Solent Area that we can help or support in some way.

At present the system looks for candidates on a national and international level and that ties our hands in several ways when it comes to awarding the bursary. The Working Group decided that rather than continue to support the present bursary system we should put the system on hold, until we came up with a better way of finding the recipients that the SMMC would approve. The Working Group felt it would be appropriate to lay down new criteria on which the bursary or its successor should be founded.

It was considered the following criteria would be valid but we would be happy to consider other criteria put forward by the members.

- 1) We wish to encourage people to go to sea.
- 2) They should be local people in the Solent Area who would be more likely to join the SMMC.
- 3) The bursary should be a noteworthy act.
- 4) It should be a part of the charitable work the SMMC undertakes.
- 5) It must be value for money and under our control.

The Working Group looks forward to hearing any views members might have on the subject and what you think we should be doing in this regard.

If you are on email please send your comments directly to Peter Marriott at peter.marriott@talktalk.net who will pass them on to the other members of the Working Group, or by post to the SMMC



2012 Bursary Winner

David Bawden receives his Bursary Certificate from Past Captain Peter Marriott at a presentation and buffet lunch held in the club room on 15th June.

David was accompanied by Captain Howard Roberts, Senior Master at Condor Ferries.

Questionnaire Results

The results of the questionnaire that we included with the last edition reveal, perhaps unsurprisingly, what a conservative lot we are. Resigned, perhaps, to the changes demanded by modern technology, but not exactly embracing them.

So far we have had 88 replies, not all of them answering all of the questions.

82 said they frequently read *The Cachalot*, one said occasionally but none admitted to not reading it at all. *Hardly surprising, since those not reading it would presumably not read the questionnaire either.*

Less than half visited the website: only 4 frequently and 39 occasionally. 38 didn't.

Few read *The Cachalot* online: 2 frequently, 9 occasionally and 70 a definite no.

However, 27 opted for the 'website download' and 19 for the 'e-mail PDF', while 35 preferred to continue receiving their printed copy by post and 10 are able to pick up their copies from the club room.

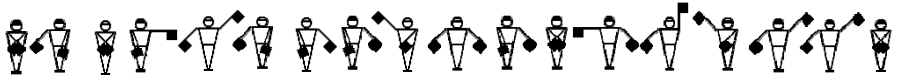
Let me just clarify once more: all the newsletters are 'posted' in the 'Cachalots' Deck' section of the website and they can be read there or pages can be printed off on a printer. They are in the original colour format. All members who have opted for the digital versions will receive an e-mail advising them when the latest edition is there. They will also receive, as an attachment, the original PDF file, (you will need to have Adobe Reader installed on your machine to read it). This is the colour version of the file which is used to produce the final printed version and it can be saved to the computer and read/printed off as before. So they have the choice of either reading/printing it straight from their computer or going on-line, logging on to the website and doing the same there.

Some of the comments were illuminating:

'I am resistant to change, but will go along with e-mail communications if I have to.'

'I enjoy reading the excellent newsletter as is. It gets circulated to a wide non-seafaring audience, once I have read it, who all greatly appreciate it (thus the club is advertised with no adverse effect on finances).'

'No computer – only semaphore.'



'I know you may prefer the newsletter to be sent by e-mail (cheaper) but I am on the computer so much I hate to stay on it longer than necessary. It is so relaxing to have an "old fashioned" paper copy to read in bed, in the bath, on the loo – whatever! I will always read a paper copy, but never one on the web!' *(Sorry, cannot supply one on super-soft paper)*

'Do not have a computer, therefore no internet.' *(Perhaps more of you than we thought and we shall take this on board)*

'I'm registered blind and do not have computer facilities. The newsletter is read to me at home.'

'Only visit the public area of the website. Can't stand screen names or passwords.'

A few such members cannot be fuffed with all that register - user name - log-in - password stuff. And others, like myself, find that passwords are aptly named in that they do just that – pass straight through the memory banks without let or hindrance, just like our passports used to promise us (but we now have to stand in a three hour queue at Heathrow before they will let us back into our own country).

I have this nightmare scenario:

The Grim Reaper has finally wielded his scythe in my direction and I am standing at the pearly portal, now renamed 'The Bill Gates'.

I successfully enter my PIN on the electronic security keypad.

I can remember my PIN because I use the same numbers for every electronic gizmo that demands one.

This is, of course, strictly against the advice of every computer expert in this world, and probably the next.

Just like in Star Trek, the Bill Gates swish softly, one might even say, 'micro-softly', apart, and reveal St. Peter seated at his computer work station, fingers hovering over his keyboard.

He reluctantly drags his gaze away from the screen in front of him, glares at me, and demands, "PASSWORD?"

.....?!! Fetch the handcart, it looks as though I'm off in the other direction where, presumably, access is by default.

But there is a serious reason for our limited security requirements.

There are a lot of strange people out there, including a fair proportion of malevolents and criminals. So far 94 of our members have registered for the members only section but there have also been over 425 other attempts to gain access. We think that they are mostly computer generated and originate from just a few foreign based machines. They give strange, almost unreadable and unpronounceable user names and email addresses. *ArriniArguh, tsrettsonjere, rsharsinmoze, carpinteyronude, adcquadionoel*: no, not the line up for an Olympics track event, but a few of the user names submitted recently. Goodness knows what unmentionable infections *ludplutarosa* (another nearly name) could inflict on our system if we allowed her, him or it to play with it. Remember we were warned about intimate contacts with strangers when we first went to sea. No doubt there is a digital equivalent to the

Dreadnought prophylactic which would wipe our bits clean afterwards but we don't relish the discomfort and embarrassment of having to use it.

Our website does not contain secret or sensitive material and we do not carry out monetary transactions with credit cards etc. so we could go back to one completely in the public domain, as it was originally. But things have moved on since then with hundreds of new malicious viruses and nasties just waiting to ensnare us and our computers, or so we are advised.

And, as a private Club, we don't really want any Tom, Dick or *Ludplutarosa* to have easy access to our private bits, however innocent and mundane they may be.

So, our relatively undemanding security requirements seem a small price to pay for access to the delights of *The Cachalot* in full colour, not to mention *Blogalog* and *Not PCWorld*.

As I said before, once the registration process is complete, your computer should remember and enter your password for you. Mine just demands my user name and, no *Ludplutarosa* me, I simply use my Christian name, which I can still easily remember.....at least up till now.

Thank you to those members who replied to the questionnaire and all Cachalots can be assured that we will endeavour to get the newsletter to them in the format that suits them. Your editor, who has yet to graduate to the delights of a mobile phone, let alone texting, Facebook or Twitter, will try to continue to keep the website up to date for those who like to visit it.

And, for the information of those who really want to know, from 8th January to date, 27th August, 1218 different visitors have visited the site a total of 2212 times, that's 55% new and 45% returning visitors, and they viewed 8481 pages. It might sound a lot but it averages to 9.5 visits per day, each visitor spending 4 min 6 seconds looking at 3.8 pages.

Which just goes to show how much tedious information one can get a computer to 'throw up' if one really tries. And there is a lot more where that came from but I shan't bore you with it now.

Editor

Knoweth whither Thou Goest

Sailing orders for the next voyage – 'Proceed to Clyde for orders'.

Out with the necessary charts – work out the mileage and bunkers.

Leave a Persian Gulf port – proceed to Ras-al-Hadd – alter course for the Red Sea.

Some hours later – knock on the door and in comes the Chief Engineer, with a query.

'Have we had a change of orders?'

My reply, 'No, why the query?'

'Well, I notice that we have altered course to the west.'

'Well, how else would you get to the Clyde – other than up the Red Sea, through the Med and up to Scotland?'

After a lengthy pause, Chief says, 'I think you may be heading for the wrong Clyde!'

'Eh! What do you mean? There's only one Clyde.'

'No, Captain, there is a Clyde River in Australia.'

'Where?'

'Top of Sydney Harbour, there is a refinery up the river.'

We both proceed to the chartroom to discover that there is a Clyde River, as the Chief said there was.

Godfathers! – How do I get the information from London without being made to appear stupid?

Several hours later, after many attempts to concoct a suitable radiogram, suddenly – salvation!

The Marine Superintendent in Singapore wants to know our E.T.A. at Torres Straight Pilot.

At last I knew that I was heading for the wrong Clyde.

Hastily check distances and advise said Super that I did not need a pilot as I was going south about.

This decision was made because we would possibly run short of bunkers going via Torres. By going south about, should bunkers become a problem, we could at least call at Perth or Portland to top up.

However – we ran into the mother or father of gales all along the south coast of Australia, resulting in the ship racing along with the gales. So much so, that we had so much bunkers left that I thought I would get a query as how I had loaded too much reserves.

On arrival at Sydney Heads we had to have the engines at half ahead to keep to our schedule – we had made about five knots more than anticipated.

*The moral of this story is – 'Knoweth whither thou goest' - before you leave port! (But see below *)*

Incidentally, I had the cheek to tell London Office to be more explicit when telling ships where to go when there was more than one place with the same name. Strange to say, they did just that – I wonder if somebody twiggled what had happened!

* P.S.

I could never be sure to which port the cargo would be delivered – I only knew for certain which port I had left! On one voyage from the West Indies to Scandinavia we had fourteen changes of destination!

Past Captain Ivan Downer

Chapter 19 of "The Unforgiving Minute", the personal memoirs of Stowaway Member Rear Admiral Sir Morgan Morgan-Giles.

Following the Fleet

My orders from the Navy now were to take charge of a large draft of 700 sailors returning from Sydney to Ceylon in a troop ship. This was rather disappointing to me because I had been angling to be appointed as Staff Officer Anti-Piracy in Hong Kong as my next job. If this had come about, Captain Angus Nichol, who was a friend of the Bushells, had promised to take me and Pamela in HMS Duke of York (a battleship) for passage to Hong Kong. It was without precedent for a woman to go to sea in a warship - but neither of us objected! Instead, I had to go on board this merchant ship, whose name unfortunately I cannot remember. The ship was very crowded indeed - 700 naval ratings returning from the British Pacific Fleet to Colombo - and thence presumably to be demobilised. There were a few additional civilians as priority passengers - mostly elderly people who had been caught in Australia when war broke out and had been unable to get home ever since. We were due to sail at noon. But at breakfast time one of the elderly lady passengers became ill and had to be taken to hospital. I said "Well, that makes a spare berth, so I would like to bring my wife with us". The reply was "Oh, no, we're sailing in a couple of hours, it's too late". So I said "I'm not prepared to sail until I have an office typewriter and an up-to-date copy of King's Regulations and Admiralty Instructions etc". I rang up Carthona to try to get Pamela but she had gone out. However, I got hold of her somehow and said "Drop everything and rush down here quick". She did so - at a moments notice. As soon as she was on board and the Navy had sent the typewriter etc, we were ready to go. For Pamela this was the beginning of a lifetime of "pierhead jumps".

The ship sailed across the South Australian Bight in quite wintry weather. While at sea a signal was received from Naval Officer in Charge Western Australia that we were to call into Fremantle to take part in a huge Victory parade. We berthed in Fremantle and I was told to take 200 of my 700 Royal Navy people to march in the parade the next day. As a compliment, this Royal Navy contingent was to lead the whole parade - ahead of the RAN, the Army, the Royal Australian Air Force and the various auxiliary services. It was an enormous event, and I was very proud to be the first person at the head of this huge march-past. The weather was splendid, I had married a beautiful wife and life was good: I must admit that I did not just march - I positively strutted.

Pamela was watching the parade from the grandstands. When the Australian Army came past she spotted her old unit from the Middle East - the 7th Australian Military Hospital - and she even recognised some of the girls who had been with her as VADs. She hopped over the ropes at the side of the road and joined the march.

When I returned onboard with the sailors from the march, an anxious duty officer told me that some of those on board had been breaking out of the ship to go ashore. We had put quadruple sentries on the gangway, but to no avail. Of course, many of the sailors who had been many months in Australia did not wish to go home at all. They had fallen in love with Australia - and its girls - and wished to stay and settle down.

What was worse was that my wife had not returned on board. One of the girls in her old unit had married a man who ran a pub in Fremantle, and when the parade fell out they all went off for a party. However, eventually she did return and the same evening we sailed for Colombo.

The sequel to this was that we actually sailed short of 17 naval ratings. I had to report by signal from sea to the Naval Officer in Charge that I had left behind 17 potential immigrants and in reply I got a terrible rocket from him for having left so many behind. That should have been the end of the matter, but in fact it was reported to the Admiralty and many, many months later I got a letter from the Admiralty saying that in the circumstances it was surprising that we had not lost more! Eventually we reached Colombo and the draft dispersed to the Naval transit camps.

I had been appointed as Torpedo Officer in HMS Norfolk, which was a fine old pre-war County Class cruiser, serving on what was then called the East Indies Station. To be Torpedo Officer of a big ship was really a miserable job for me. I did not have even a fraction of the responsibility which I had had during the war. However this was a good old-fashioned peacetime commission - and an easy life. But the problem was how to look after Pamela. I had left her with a friend in Colombo and gone to join HMS Norfolk in Trincomalee. Soon I rang up to get her over to Trincomalee and I sent a Torpedo Gunner (Mr Lavis) a splendid old Warrant Officer, to escort her with another local girlfriend to drive across the island. This was a very long all-day trip and as evening drew on there was still no sign of them. When they did arrive they explained that they had been delayed for several hours by a herd of wild elephants on the road. Poor Mr Lavis had never been confronted by a herd of elephants before!

Pamela moved into the YWCA at Trincomalee and as a special concession I was sometimes allowed to stay the night there - despite being neither Young, nor Womanly, nor particularly Christian.

Soon the ship was ordered to Bombay. Somehow Pamela got herself there. Then we were ordered to Karachi. Again somehow Pamela got herself there. She was wonderful at "following the Fleet" and through the years became very expert at it. One must remember that air travel was still quite primitive and it was not easy for English women on their own to find suitable accommodation in India. In Karachi she lived in the British Overseas Airways "rest house" - an excellent place. We stayed in Karachi for perhaps a week - great fun, endless parties on board and with the RAF ashore. One night we went out turtle hunting in the moonlight on a magnificent long beach. Late at night I returned on board. The Navigating Officer whispered in my ear "You might like to know, Torps, that we are sailing for an unknown destination at 6 o'clock tomorrow morning". I thought this was a leg-pull because I was the only person in the ship with a wife in Karachi. So I said "Ha, ha, Pilot, good joke. Goodnight old boy". But he took my elbow and said "But it's true". So I had to take Pamela back to the Rest House, say goodbye, and return on board leaving her not knowing what on earth was going to happen next. After we had sailed the Captain "cleared lower deck" (i.e. fell in the whole ship's company) and explained that we had been ordered to go at high speed up the Persian Gulf to deal with a crisis.

The Persian Prime Minister, Mossadeq, was trying to take over the Anglo-Persian Oil Company's huge refinery at Abadan. I asked the Captain if I could send a cable to Pamela. He said "No, certainly not, the ship's destination is secret". It took perhaps a week to get to Abadan - Pamela having no news whatever. When we got there I could only send her an airmail letter which took several days more. We were several weeks at Abadan and in due course I got a letter from her saying "I'll come up to Abadan to join you". I told the Captain that Pamela was trying to come to Abadan. He said "It is completely impossible and it will be a black mark against you if she does so". I was moved to reply to him "Sir, neither you nor I can stop her, can we?"

However, fortunately she stayed in Karachi and in due course she met a couple of other naval wives (not from HMS Norfolk). They said "What are you worrying about. HMS Norfolk is down off Colombo doing radar trials. Why hasn't Morgan told you?" So she got an aircraft down to Colombo and, of course, found no word whatever of HMS Norfolk. It took me a long time to find out that she was in Colombo and how to get hold of her.

Eventually, after what seemed an endless time, the ship was ordered back to Karachi again. This time the Captain let me send a cable from sea, so I told Pamela to come back to Karachi. Half-way back to Karachi the ship was diverted to Bombay because of serious communal rioting in the city. By this time Pamela was airborne for Karachi, so I sent another cable to BOAC at Bombay saying "Please ask Mrs Morgan-Giles to leave the aircraft at Bombay and not to go to Karachi".

Pamela was already in an aircraft belonging to Tata Airlines. She had a pilot's licence - and indeed on our honeymoon she had taken me up in a little Tiger Moth from Sydney Airport. In the Tata aircraft the only other European passenger was an English lady who was a dipsomaniac. Her bottle of whisky had been packed in her suitcase which was not accessible. This woman became very violent. The little hostesses with their tiny thin wrists were quite unable to control this large lady - so they had to get the pilot to help - and he left Pamela flying the airplane. The woman was strapped down into her seat and restrained. The pilot returned to the cockpit and signalled ahead to Bombay "I will not fly any further with this woman, she must be removed at Bombay". When they landed at Bombay in heavy monsoon rain, a little Babu office wallah came out with his umbrella and shouted up to the pilot "Mrs Morgan-Giles is to get out of airplane". The pilot replied "Damnation, not Mrs Morgan-Giles it's the other woman". Pamela sat very smugly thinking "Well, I'm not a dipsomaniac" and would have continued on to Karachi. But by a miracle the Babu came out again before they had taken off and said "Mrs Morgan-Giles is also to get out here". They showed her my cable.

She went down to the Taj Mahal Hotel on the waterfront to wait for me. It was a lovely velvety dark night. She saw the ship come in, she heard the anchor rattle down. I was the Cable Officer and in charge of the anchoring. Standing on the forecastle I read a Morse signal from the Indian Navy saying "Very serious noting ashore. Situation out of control, no leave is to be given until further notice". So I spent the rest of the night imagining Pamela with her throat cut in a monsoon drain: And she sat in a pretty frock in the hotel wondering why she had married this man who did not bother to come ashore to meet her.

But in fact the riots were on a much smaller scale and in a different part of the city. The next morning, leave still stopped, I invented an excuse to go ashore on duty to the dockyard so was able to see her.

Later the ship was ordered to Cape Town for a refit at Simonstown Dockyard. Once again Pamela had a "follow the Fleet" problem. After some delay she managed to find a very small South African passenger ship called the "Isipingo" and set out for Cape Town. By this time HMS Norfolk was in dry dock, all the ship's company were having leave and were all receiving the most wonderful welcome from the South Africans - whose hospitality to the Royal Navy had been legendary all through the war.

When Pamela arrived we very grandly took a room in the Mount Nelson Hotel. We had a car which her father had given us for a wedding present and which had been shipped out to Cape Town. The Mount Nelson was beautiful - the only hotel I have been in where each room had "his and hers" bathrooms. But it was wildly expensive, so we moved to another little hotel which was not much more than a boarding house. When we arrived there was an ambulance outside and the proprietress was being carried out on a stretcher. As she went past us she clutched her stomach and moaned "It must have been the fish".

We had many friends in Cape Town, the ship's refit kept being prolonged and altogether it was an absolutely splendid few months. We left the boarding house and went to a hotel in Simonstown. One night I had to take some Australian friend to catch a ship in Cape Town docks. Pamela did not come and had gone to bed. When I got back the hotel was all locked up so I had to find a ladder and climb into our bedroom window. Pamela welcomed me warmly and we both went to sleep. In the morning she said to me "I had an extraordinary dream last night, I thought that a strange man climbed up to the window by a ladder". So I said "Well I hope you won't always welcome all strange men as kindly as you welcomed me".

Then in due course we managed to rent a small house called Teribus in Fish Hoek, which was our first married house.

Pamela was pregnant. On the 18th June we were looking round an art gallery with the wife of a friend who said to Pamela "You had better get to hospital, dear. We put her into the hospital to have her baby and she said "Now don't keep fussing and ringing up, Morgan. We will tell you when anything happens". Our eldest daughter was born about 2 a.m. Nobody told me, and after breakfast I wandered along in a leisurely way to see how Pamela was getting on. So this was my first meeting with our daughter Penelope, who has been an absolute delight to us ever since.

Ten days later the six monthly signal came from the Admiralty and to my amazement I had been promoted to Commander. This meant that I left HMS Norfolk and was to return to England. When Penelope was only a few weeks old we managed to get passage in a fine big Ellerman passenger ship - *The City of London*. We put Penelope into a large cardboard box marked "57 Varieties" and sailed for the UK - both learner parents "going solo for the first time" as Pamela put it.



His return to the UK concluded our Stowaway's war and here would be a good place to also conclude this series of extracts from his memoirs, the rest of which concern his personal life as well as his subsequent Naval career and time as MP for Winchester. All still very interesting though and I will, no doubt, occasionally delve in to them again for future editions. Ed

A Southampton Port Update

After a slow start to 2012 the Port has finally shown very positive signs of recovering from the global recession. The container trade has dramatically changed in the last few years with nearly all the companies working together in two major alliances.

Throughout the downturn Fawley and Hamble remained reasonably steady; while few people were buying new cars all of us were still putting fuel into our old ones.

At BP Hamble there has been a reduction in the number of crude ships compensated by an increase in large product carriers handling petrol, diesel and jet fuel.

Something that may also be of interest is that the BP drilling site at Wytch Farm has been sold and is now owned by Perenco who are world leaders in horizontal drilling. Apparently there is more oil to be had out in the English Channel which involves lots of miles of horizontal drilling. They also now own the pipeline from Wytch Farm to the BP Jetty.

Fawley has remained really busy handling every type of petroleum and gas product. On average there is a crude ship every 24 to 36 hours. Any tanker over 60,000 dwt now has an escort tug aft throughout the loaded passage and to and from the Prince Consort in ballast. The twin Voith tugs operated by Solent Towage were purpose built for Fawley and have been very successful to such an extent that last year Esso extended the towage contract by fifteen years. The old Agwi has long been retired replaced by two line handlers/small tugs which are available 24/7, excellent, particularly on the coastal berths. There has been a slight reduction in the number of smaller tankers as larger 30,000 dwt using the ocean berths are now being used for many of the contracts.

In the docks the cruise business goes from strength to strength with 440 ships already booked in for 2013 with more expected. There are now four cruise terminals and a fifth was expected soon but we understand that plans for this have now been put on hold until clarification is received regarding the status of Liverpool as a turn-around port.

The three Queens event held on June 5th went well apart from low cloud and rain. Everyone was hoping for better weather on the 3rd July when seven Carnival (P&O) ships all departed in close convoy. The *Adonia* on 40 berth sailed first, proceed to the upper swinging ground and then sailed outwards with the *Ventura* on 106 sailing as she passed. These were followed in order by the *Arcadia* on 104, the *Aurora* on 102, the *Oriana* on 101, the *Azura* on 46 and finally the *Oceana* from 39. All went to plan but the weather was again disappointing for the thousands of spectators who had turned out and the promised display by the *Red Arrows* was cancelled again.

Within the last twelve months the car trade has really taken off especially with the success of Jaguar Landrover and the mini. There are now up to five car trains a day expecting to increase to seven by the end of the year. To cope with the increase in vehicle traffic a fourth multideck (multi storey car park) was recently opened by Vince Cable. There are plans to build a fifth one near 30 berth and possibly another in the Western Docks.

The latest car carriers are as ugly as they ever were only a lot bigger. The new generation of Wallenius ships are now a minimum of 229 m loa with a draught up to 9.5m; needless to say larger ones are now under construction with some at 265m loa already calling at the port.

Berths 107/8/9 and the dry dock are being used for bulk cargoes. Fertilisers inwards, scrap, woodchip for power stations, glass for recycling, outwards. The scrap cargoes are usually loaded in the dry dock into the standard bulk carrier around the 180 loa mark. The other cargoes are handled by a variety of vessels from Rhine Barges to small bulk carriers some of which you can only wonder how they get from A to B.

A lot of effort is being put into trying to get the necessary permissions to develop 201/2 and the dredging licences. The original plans have been held up for nearly two years by objections from Felixstowe. Piling on 201/2 should start in September but has to stop in March because of the Salmon run. The berth pocket will be dredged to 16.0m. Once the above has been completed the 400m loa 16,500 teu container ships are scheduled to call. Currently there are two increasing to three a week of the 366m loa, 51.2 beam, 13,500 teu ships usually berthing on 204/5. These ships are real monsters and getting around Post Office Corner is quite a challenge.

Two other permissions are also being awaited, main channel dredge to allow for the new generation of container-ships (five year wait so far) and the widening of the channel into the upper swinging ground to allow the 366m/400m loa to pass with a passenger ship on 106 berth. Unfortunately the towage in the docks has not quite kept pace with the increase in the size of the containerships.

The Piracy Pages

On our website, in the public area - so no need for any logging in or passwords - you will find a section under the above title. It is intended to reflect our concern over the issue and hopefully bring it to a wider audience.

It brings together articles which have already appeared in these pages and has direct links to other websites and articles in other publications which would be too long to reproduce here and which we are prevented from doing so anyway by copyright issues.

You will find a link to Edition 29 of Gangway, the bi-monthly newsletter from *Shiptalk*, which reports on the joint One Earth Future and International Maritime Bureau study into the human costs of piracy, as part of the Oceans Beyond Piracy Initiative. You can read a similar report by Steven Jones, Maritime Director, The Security Association for the Maritime Industry (SAMI), in the August edition of *Seaways*, the International Journal of the Nautical Institute.

What these two reports reveal is the anger and frustration expressed by some of those in the shipping industry who were at the launch in June, and their dismay at the continuing and shocking human cost to the seafaring community.

Copied below is the latest letter written by Captain Reg Kelso to *Lloyd's List*, on 22nd August . He called it,

'The Piracy Fiasco'

The Editor, "Lloyd's List"

Sir,

The recently published report by the ICC International Maritime Bureau entitled "The Human Cost of Somali Piracy 2011" reveals, in horrific detail, the torture and deprivation being imposed on the hundreds of seafarers currently being held hostage by the Somali captors and, almost simultaneously, a Lords Piracy report questions whether Britain has made an adequate contribution to "the naval effort".

The latter report expressed surprise that only one Royal Navy ship was allocated to Operation Atalanta for three months in a two-year period and the Chamber of Shipping evinced that this was considerably less than UK shipping required in the area and compared poorly with the involvement of other European navies such as those of Spain, France and Germany -with the Lord's report praising the involvement of China, India and Russia - and let us not forget Iran.

With Operation Atalanta's mandate coming up for review in 2014 doubts are already being cast on the willingness of "Western nations" to continue their involvement with this ineffectual charade and although the Lords and others, including the Council of Somali Organisations - a UK based Somali Diaspora organisation with strong representation in Luton - are asking that the mandate be extended beyond 2014 -there are indications that, with the introduction of EUCAP Nestor - a civilian mission designed to support regional maritime capacity building in the Horn of Africa and West Indian Ocean states with a modest budget of 28 million USD., this may not be the case.

Employing some 175 people under the command initially of a "civilian operation commander with military experience" this organisation will be based in Djibouti where a regional training centre will be established. The EU tells us that Nestor has two main objectives: Strengthening the seagoing maritime capacities in the countries of the region (*with the exception of Somalia*) and, in Somalia, the training of a coastal police force - as well as the training of judges!

The Lords have also expressed understandable concern about the trial and imprisonment of the relatively few Somali hostage takers that have been brought to "justice". Apparently, the Seychelles has conducted more trials than any other country and is currently holding about 100 prisoners -despite having a prison capacity of 60. Fortunately the UN Office of Drugs and Crime had foreseen this crisis by building prisons in Puntland and Somaliland but the Lords expressed concern about the fact that the guards were "local and unarmed" and suggested that the EU should work with the UN to ensure that these prisons were staffed with personnel "properly trained and equipped to prevent breakouts" although there was a suggestion that in Puntland "breakouts" were probably unnecessary !

The Council of Somali Organisations drew attention to the repeated contravention of the UN Convention of the Rights of the Child whereby many minors were detained and also raised concerns about the legality and fairness of piracy prosecutions, reminding us that the EU Convention on Human Rights should apply as soon as a pirate was detained - but, inexplicably, they did not seem to recognise the rights of the victims of the attack.

Undoubtedly, much of this is music to the ears of the 400+ companies engaged in supplying guards to those merchant ships whose owners choose to employ them. Undoubtedly, a demand for their services will increase steadily as the Monsoon diminishes and with the increase of criminal activity off West Africa, and elsewhere, they are assured of a steady income for many years to come. Meantime, the hostages will continue to endure torture and deprivation, forgotten by their employers and the maritime world at large. We can but ask that God will help them -because certainly few others seem to have the desire or intention to do so.

C.R.Kelso MBE FNI Captain, (Rtd) Southampton SO31 8DB

The 'Piracy Pages' are perhaps the most dynamic pages on our site in that we hope to keep up with the latest developments and initiatives as or soon after they happen. Your editor will be most pleased to receive from members such contributions, information and assistance that they might consider appropriate to keep those pages, and indeed these as well, up to date and the subject brought to public consciousness.

Is the lack of any vigorous and authoritative action on behalf of those held hostage just a mutation of that other chronic ailment that we know so well..... Sea Blindness? Perhaps we should call it Pira-Sea Blindness.

A Special Day for One of the Cricket Section's Umpires

Followers of the SMMC Cricket Section may be aware that the Club's Cricket Section boasts four England and Wales Cricket Board (ECB) qualified umpires in Simon Oakley (Sussex League), Keith Edwards (Hampshire Cricket League), Peter Starkey (Southern Electric Premier Cricket League - SEPCL) and Ian Bagshaw also of SEPCL. Simon gained his Certificates of Competency via Warsash and worked for RFA and latterly P & O Ferries, both Peter and Ian were lecturers at Warsash and Keith is currently General Manager of Gosport Ferries.

What they are unlikely to know is that Ian, an A* grade umpire of many years standing in the SEPCL, was honoured to be selected by the Panel, following a request to the Panel from the England Team Management, to stand in an authentic 'on field' practice under International Cricket Conference (ICC) Rules of Play, by the England team at the Ageas (formerly Rose) Bowl on Thursday 14 June. That he was thrilled to bits to be so honoured must be one of the understatements of the year. Peter decided that he would go along for the experience from the inside so to speak and proved to be useful as custodian and deliverer of cricket balls as and when required.

Here is Ian Bagshaw's personal account of his momentous day:

We were met by Tim Tremlett who arranged for Terry 'The Bell' to take us to the umpires' room and thence to the players dining room for a spot of lunch and arranged for coloured shirts and coats, as white balls were to be used, to be delivered to our dressing room.

About three quarters of an hour before the scheduled start of the practice we went to the England dressing room to find out how things were to be conducted. Andy Flower was the first person spoken to and he was as 'nice as pie'. Ritchie, alias 'Stick', the coach in charge of the practice, explained the format for the afternoon. This was to be several 6 over sessions to simulate various parts of an innings, 'start', 'death' and two 'middle' sessions to each include one Power Play over. The bowlers contested the batsmen who had been set targets which rose as wickets fell. We had merely to umpire the play and manage the sessions with the players knowing the targets in the overs available.

After pre-match discussions with the England officials the practice proceeded under an overcast sky. That the leaden sky wasn't dropping copious precipitation was a minor miracle and the Almighty favoured us all afternoon, the first light drops appearing as we left the field at the end.

Before the start Alastair Cook, the overall captain with Stuart Broad the first fielding captain, and several of the players made a point of coming across and introducing themselves and thanking us for being there. During the practice those in close proximity were happy to chat without interfering with either their or our job in hand.



I had the privilege of starting proceedings from the Pavilion End with Jimmy Anderson as bowler. One wide was soon on the board though that was pretty well it for the rest of the afternoon and I don't recollect my colleague having one at all. Jimmy and all the slip and close field went up for LBW; fortunately I'd detected an inside edge so was unable to dismiss the England captain. I say 'fortunate' as I'd noted how little time there was between observing the landing of the feet for no balls and flicking up the eyes to pick up the ball; I'm not certain that I actually saw the first impact well enough to have been able to adjudicate in the bowler's favour had it been Alastair's person. Jimmy politely and quietly enquired as to the reason for turning down the appeal and nodded his agreement.



Steven Finn opened at the Northern End and he bowled significantly shorter than Jimmy, with the ball passing the striker well over stump height. By this time my colleague and I had realised what they meant when they said that the practice was going to be fully competitive; no quarter was expected or given. One illustration from a later session: Ravi Bopara at short extra cover misthrew the ball to the 'keeper, it going off to third man and the batsmen took a single. The bowler, Graham Swann, told Ravi in no uncertain terms that if he did that again he'd "cut both his ears off".

Once we'd got that first session under our belts, it was much easier for me with Jade Dernbach bowling instead of Jimmy Anderson, and both umpires commented that it got a bit easier as we adapted to the standards facing us. The second lesson, for me anyway, was to realise how much more quickly the bowler's end umpire has to make a decision as to the side to which he is going to move and also the speed needed to get to my target of ten paces from the wicket to be able to adjudicate on run out possibilities. The ten paces wasn't always possible as the fielders move so quickly. My colleague had the only run out of the afternoon and with the 'yes, no, sorry' scenario that transpired there was half a pitch length in it as both batsmen advanced a fair way down the pitch.

I think that I'd be dead now had I not upheld an appeal for LBW from Graham Swann against Eoin Morgan. Ravi Bopara, in the last session of the practice bowled four foot fault no balls on the trot though, rightly or wrongly as it was a practice and I didn't want to be instrumental in demoralising Ravi, I chose not to call the third, the free hits having been smashed around the ground conceding a lot of runs. Alastair Cook, the non striker, said that he could be a bit of a problem and commented, pleasantly, on the one that I didn't call.

Paul had the last interesting call to make as the batsmen were again about to beat the bowlers as Stuart Broad bowled a high full pitched ball. A quick glance across to me confirmed the no ball and there was barely a split second between the ball passing the striker and the call of no ball so that it must have appeared seamless. Good teamwork!



After the first couple of overs in the first session, which was a huge learning curve for both of us, I think that we conducted ourselves to everyone's satisfaction. That Tim Tremlett, on behalf of Giles White, had requested two more umpires to be provided by the Panel for a Hampshire Twenty/20 practice this coming Sunday, speaks well enough of our performance; at the two hour stage anyway. Only Ravi disputed anything, one of the no balls called, the whole of the session being easier to administer than any league matches in which I've been involved over recent times.

It was a privilege and honour to be there and we can only thank the Panel's committee for choosing the way we were selected. We were the lucky ones and with these notes hope to pass on a bit of the thrill, experience and learning of the afternoon. It's a day I'll never forget.



I have received this piece re Captain Rob Hinton, the Assistant General Manager of the International Tugmasters' Association.

As a regular member of the cricket team it's no surprise that I like a bit of sport, my other passion is golf. And what better way to raise money for charity than to try receive sponsorship to play golf. The slight twist was that it was 72 holes. In 1 day!

I'd decided that this year I'd try and raise money for Macmillan Cancer Support and so signed up to participate in the 'Longest Day Golf Challenge' run by Macmillan and along with 3 other friends we formed our team, The Ryder Flops.

The rules were simple, complete 4 rounds of golf (preferably without the use of a buggy!) in 1 day. We could choose the day, the course and could even opt to play 4 different courses in 1 day. That option had the potential to be a logistical headache so I chose to play the 4 rounds at my own club, Wickham Park. They were extremely helpful from the outset in every possible way, agreeing to allow us to have all 4 rounds gratis for non members and also providing food throughout the day.

I chose the 22nd June as a suitable date for the event, allowing plenty of daylight! All we hoped for was a fine day after a month that meteorologically could best be described as 'moist'. Though the day was overcast and rain only spoilt the proceedings a few times, albeit briefly, the SW'ly F6 'breeze' proved to be an interesting challenge, especially from a walking for 15 hours perspective.

We teed off at 04:30 and completed 3 rounds in good time before stopping for 30 minutes for a meal break. We then had to summon the energy to drag our aching limbs around for the 4th and final round, which we completed at 19:40.

It was a great effort by all the team and an achievement we all feel particularly proud of. As I began to collect all the sponsorship monies it became clear that it was all worth the hard work. Our target was £1000 and at the time of writing we had achieved over £1600. I'd like to say a big thank you to Ian Bagshaw and the Cricket Section for their very generous support which came in the form of a £100 donation. Thank you for making such a difference.



The Ryder Flops

Rob Hinton

Cachalot caught swinging the lamp

Here's evidence that at least one member (check out the tie) got caught up in the recent Olympic celebrations.

Keith Edwards was the temporary custodian of the flame as it crossed Portsmouth Harbour on the Gosport Ferry, complete with a police escort.



The Cricket Section are not having a very good season which, after a good start, has frustratingly been beset with wash-outs and the inability to make up a team on the given match days.

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

The Stewardess's Bunk

As Sealink employed a large shore-based maintenance staff, we carried out running repairs when the various ships were in port. This system, however, was not without its obvious drawbacks.

One: The system was expensive to operate, involving inevitably large wages bills and frequent overtime payments often at greatly enhanced rates of pay.

Two: The system weakened the incentive for Ships' Crews to do any minor on-board repairs themselves. Indeed, even major repairs became someone else's problem if only the vessel could limp home*

* I must say immediately that this was not in the least true of the Ship's Engineers who served on the mv "St George." She had the *first four* Rushton AO marine diesel engines in service, and she had the *last four* remaining in service. And that was all entirely due to the skill and dedication of her Engineers, who became past masters at pulling pistons and changing cylinder liners in record times - but all that is another story involving populist politics and government interference.

The main advantage of the system from the Superintendents' point of view was that we were very firmly in charge, vetting all repair requests and allocating resources as we saw fit, and compiling the annual overhaul and dry docking specifications.

The Ships' Officers and Engineer Officers and the Catering Crew wrote out Repair Orders, of which there were three categories;

"A" Orders, which meant that the vessel could not sail until the repair was complete (obviously rarer than hens' teeth!)

"B" Orders, the repair is urgent.

"C" Orders, please get round to it when you can.

And the various Departments, Deck, Engineering and Catering each submitted screeds of the things every day. Each Repair Order arrived marked with the Originator's assessment of priority. Amusingly, many of the Orders generated by the Catering people were endorsed with the "A" category. Mind you, I suppose it is mega serious if the toast maker in the breakfast galley isn't working, and if the ice maker in the Second Class Bar has given up the ghost, oh dear, let's hope there's no Board of Trade Surveyor around.

The Catering people sometimes sent Repair Orders with double A classifications, and double and even triple A's heavily underlined in red were not unknown.

To keep things moving and to prevent a build-up of paperwork, the Superintendents used to congregate in the Senior Assistant's office each morning and each of us would go through a slack handful of Repair Orders and either deal with them there and then or pass them to each other according to our individual interests or specialties.

I picked up a heavily underlined triple A one morning- It read:

REPAIR And STRENGTHEN Second Stewardess's BUNK

Struggling valiantly to keep my face straight, I handed the Order to Henry Perry, the Junior Assistant Marine Engineer at that time, and said, "Advice, please Henry."

"Beyond me," said Henry, also struggling with his facial muscles. "John?"

"Easy." said John Carley, the Senior Assistant, grinning. "Normal repair. And well advise the young lady to do it standing up in future. Peter? Would you agree?"

The Boss took the paper. "Agreed," he said. "And well stiffen the deck with a doubler if necessary!"

I don't know what the hell they were talking about, do you?



Rope Ends

SUBSCRIPTIONS INCREASE FOR 2013

The June 2012 edition of the Cachalot contained an early notification of a proposed rise in membership subscriptions, the details of which were still under consideration by the Executive & Finance Committee (E&F). Further to that, a decision has been reached.

Subscriptions have not been raised for over twenty five years, and are not providing sufficient income to finance the Club's needs. The E&F therefore had to consider what would be a reasonable sum for the different membership categories to pay, and at the same time consider whether those categories are relevant for the 21st century.

The various membership categories are laid down in the Club Rules, and to amend them would require a Rule change to be approved by the Annual General Meeting. This is not practical if the changes are to be implemented for the beginning of 2013. The fee paying categories are Port (working in the Southampton Port area), Seagoing, Country (living and working outside the Southampton Port area), and Retired. These categories were originally devised before and just after the Second World War and were intended to reflect the ability of the members to attend the Club at lunch time and for functions.

It has been recognised for a while that these membership definitions are now out of date. Working members, i.e. the first three categories, have little or no chance to come into the Club at lunch time regardless of where they are working. It is therefore considered that these three categories should all be paying the same amount, and that in all probability they will be amalgamated into one category of simply "Member" when the Rule change can be implemented. Retired Members will remain.

In line with this modification, it was recognised that the biggest problem was fixing one subscription for the Member category which was fair to all and a reasonable sum to pay. It was decided to set this at £45, accepting that it was in fact a drop of £5 for the Port members. (I would request those Port members who currently pay by Standing Order to leave it unchanged and we will enter the additional £5 into the 250 Club.) The Retired subscription will be raised to £35. A few members, mainly living and/or working abroad, pay reduced rates, and these will remain unchanged.

Barry Peck Storekeeper

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 above, 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!**

Latest Winners

June	G.B. Angas	T.E. Clark
July	K. Dagnall	J.K. Norwood
August	P. Grant	P.F.S. Mitchell

New Members

Matthew John Atkins is Head of Executive Search (Shipping & Maritime) at Faststream Recruitment Group where, in 2002, he was the founding consultant of the shipping division. After graduating from the University of Cambridge in '97 with a BA (Hons) he worked first for the Ordnance Survey and then the Resource Aviation Group. He is a member of the Energy Institute, the Baltic Exchange, the International Bunker Industry Association, the Association of Executive Recruiters and the Shipping Professional Network London. Also a member of MCA's 'Human Element Advisory Group' and the Society of International Gas Tanker & Terminal Operators. An active networker, he brings with him a unique insight and wide experience in shipping careers guidance, recruitment and human resource issues.

Nigel Bassett is a Southampton Pilot of 17 years experience after a deep sea career which saw him as Master with Stolt tankers at 30 and six years in command of super-yachts. He is a choice Pilot for Esso Fawley. He is a Younger Brother of Trinity House and a Director of Solent Dolphin Trust. He is also a Captain in the RNR, holder of the Queen's Volunteer Reserves Medal and is the Country's senior serving Reservist. He is an expert on maritime piracy, having commanded the UK Maritime Trade Operations in Dubai in 2008 and undertaken numerous armed and unarmed transits of the Gulf of Aden. He is a JP and this year was appointed ADC to the Queen. He finds time to be a member of The Anchorites and joins us with the hope of assisting in the promotion of the maritime sector and charitable maritime projects.

Margaret Grant married Club Captain Peter Grant in 1971 when she was a Nursing Sister with Queen Alexandra's Royal Naval Nursing Service. She continued in nursing until retiring from that discipline 8 years ago. She now works as a Couple Counsellor for Relate. For the past four years she has acted as a raffles officer in secondment to the Entertainments Committee and contributed greatly in its running.

Keith Lightbody is a Master Mariner and was Master with Esso, including shore assignments as Marine Advisor. He joined MOL Tokyo in '97 delivering new build VLCCs and then took up a post of Marine Manager in head office, Tokyo, for 5 years. He returned to Europe to develop a training school for European Officers, including business methodologies and specialised Oil Tanker Training. During such time he was consultant to MOL group, interfacing with Oil Majors. He is now Director of Apollo Marine, Ships Services, Singapore. He joins us to maintain his interest in marine matters and meet like minded people.

Rosalyn Mortimer has a degree in business & finance and was Crew Manager for BT (Marine), Global Marine, P&O Ferries Portsmouth and BP Coastal Tankers. She was also Recruitment Manager at Sealife Crewing Services from '95 - '04, in all a total of 22 years experience in working with marine staff. She is currently a Team Leader with NHS Direct. She wishes to maintain her links with the marine community and help raise money for marine causes.

Lesley Odd is married to our long serving Sea Staff Captain, Ian Odd. Her own connection with the maritime world was as a customer services officer with three of the ferry companies operating out of Poole and Weymouth: British Channel Island Ferries, Brittany Ferries and Condor. Her present appointment she puts as 'Housewife & Mother'. Along with Margaret Grant, above, she has, over the past 4 years, been seconded to the Entertainments Committee and supported it and the Club functions. By becoming members in their own right, the two ladies wish to legitimise their own input at committee level and continue to make positive contributions to the Club.

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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

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
Th Oct	4	Coach trip to Bletchley Park
Fri Oct	12	Macmillan Coffee Morning, Club Room
Sat Nov	10	Curry Lunch
Thu Nov	1	Sale of Sea Pie Supper tickets
Sat Dec	1	Christmas Dinner, King's Court
Sat Dec	8	Christmas Lunch, Club Room

**Due to a late and ill-planned holiday
during November, the
cut-off date for the next edition will be**

26th October 2012

And it may be published a bit late.