

The CACHALOT

THE NEWSLETTER OF THE SOUTHAMPTON MASTER MARINERS' CLUB

No 49

September 2013

Captain's Log

This mid-term report will go some way to brighten up the late summer and autumn. At least we have enjoyed some proper summer weather, with a timely interruption of rain in Manchester during the Ashes retaining test match!

The Curry lunch on 6th July at Kutis was well attended and the food was even better than usual. The mood was made more festive at the meal by the Lions crushing win over the Australian rugby XV. Like many Cachalots my active sporting days lie in the past, but basking in rugby glory while enjoying a good curry takes some beating!

Undoubtedly, the highlight of the last six months, and probably the year, was the Shipping Festival Service held on 13th of June at Winchester Cathedral with the Princess Royal in attendance. Once again the Club was very well supported by the Officers and Richard during the run up to the event. There was an enormous effort put into ensuring the evening went well. Great thanks are due to all the ladies who provided food for the post-service gathering. So good were the efforts that a guest asked "Who are your caterers? I would like to use them". Praise indeed, and special thanks to Carolyn Lee for all her efforts in bringing it all together.

Princess Ann made my task of taking her round the groups of those she was to meet very easy. There was quite a bit of standing around in a cool evening breeze, but the wait was well worth it as the Princess spent meaningful time with each group and was in no hurry to press on.

I had the honour of presenting Stowaway The Princess Royal with her stowaways brooch and we had quite a chuckle when I explained the significance of the Cachalot whale in the Club's history. The brooch was the artistic creation of the Boatsteerer's son, Andrew.

When my wife Louise was presented to the Princess, the moment was captured in a splendid photo. One question has been raised: who is the man with the bike? (See centre pages)

Looking forward, we have the Merchant Navy Association Memorial service at Holyrood Church, 1200hrs on 1st September; then on 6th there is to be a Club Supper in the Club room. The visit on October 3rd to the National Maritime Museum is well subscribed, but there are still a few places left.

Finally, many will be aware of the work being undertaken under the stewardship of George Angas in revising the Cachalot (Southampton Master Mariners' Club) rules. There is an EGM to be held on 1st October in the Club room; more detail appears elsewhere in this issue.

I look forward to the next six months of my period in Office.

John Noble
August 2013



The Captain's explanation about the ones who spout the most raises a laugh from HRH (and her PPO).

Boatsteerer's Locker

Boatsteerers Blog Summer 2013

What happened to the year? I have just scanned through my previous Blog of February 2013, where I was looking back over 2012 and looking forward to 2013.

The two major events for me of 2013 have now been and gone but will I hope be remembered for some time to come. I met a colleague the other day at the municipal dump of all places who during the conversation asked if I attended the Sea Pie Supper. He continued that the 2013 one was so enjoyable he had vowed to return next year and bring friends; we hope many more will do the same.

This issue is quite rightly about the shipping Festival Service of June this year and I believe for the first time is printed with colour photographs as befits the occasion. And what an occasion it was! I will not forget the moment I walked through to my seat; the Cathedral was full, the flowers were magnificent and the clergy assembling to process in their much decorated coloured robes really made me feel proud to be part of the organization of such an event.

We must thank Her Royal Highness, The Princess Royal, who made the occasion more special and gave so much of her time in what was already a busy schedule. We were proud and honoured to welcome her as a Stowaway of the club and hope that she will join us again at one of our future events.

I wrote many letters after the event to thank everyone for their help and support but would like in this blog to mention our thanks once more to all those who worked to make the Shipping Festival such a resounding success. Thank you to the Lord Lieutenant's Office, The Cathedral Staff, The Parade Marshal and Colour Party, Nick and The Band, Richard and Fellow Cachalots, The Ladies who do and last but not least the Sea Cadets, specially Zoe Becket for presenting the posy and particularly the Winchester Sea Cadets who helped all evening in serving the food; Thank You.

Now to 2014 as it seems an ideal opportunity to advertise next years dates. The Sea Pie Supper will be held at the City Cruise Terminal on the 7th February, tickets on sale from early November this year. The Shipping Festival Service will be on the 12th June and I am pleased to announce that the Bishop of Winchester has kindly accepted our invitation to preach at this service.

Last but not least it is with regret that I have to say that this will be my last Blog as Boatsteerer and I would like to take this opportunity to wish the Club and all our members all the success for the future ,

David Stocks
Boatsteerer

CLUB RULES 2000 Proposed Revision

Introduction

Through the years the Officers and Committee members have been aware of and have dealt with the many day to day challenges that have faced us in order to fulfil the Objects of the Club. From time to time issues have arisen, through no fault of our own and sometimes beyond our control, that have required us to come to you, all the Cachalots, with our proposals for your consideration, advice and hopefully, agreement. This is one such occasion.

Background

The Southampton Master Mariner's Club Rules were rewritten in 2000 and, with the addition of Rules 22A and 27 in 2006, have served us well since then.

In 2006 we had to change our Club room location and we wrote and you approved a strategic review to carry us forward into the increasingly uncharted waters of dwindling membership and cash assets and a changing professional environment that increasingly had little time or inclination to sustain what appeared to have become an outdated Club concept. We reminded ourselves that not only did we enjoy our internal social events, a quarterly magazine and an up to date web site but we also made a contribution to the maritime community. A different one from the 1970 and 1980's maybe, but nonetheless one that is significant and relevant to the 21st century (Charitable donations, chairing a maritime committee for Business Solent and assisting school children to visit Southampton Shipowners Association vessels. The Shipping Festival Service and the Sea Pie Supper).

As a consequence of reforming ourselves to maintain an external relevance and so encourage a younger membership we have had to recognise that our own internal management structure has to change as well. No longer can we rely on 'the few' to sustain such an organisation, it will fail. We need to foster a growing sense of teamwork in which responsibilities can be shared or even changed around. Yes, there is still only one Captain but even that person is no longer just a figurehead but also an active member of the management team.

Whilst we have not yet dotted all the I's or crossed all the T's, we have developed some proposals to change our management structure and for us to implement these changes we need your agreement in the form of an approved revision to our existing Club Rules 2000.

Proposed Changes to: 'Club Rules 2000'

The proposed 'The CACHALOTS- Rules- 2013' are included below. The main changes to the existing Rules are as follows:

1. Change the name to 'The Cachalots'. (See Title and Rule 1.)
 2. Have only one Management Committee. (See Rule 3)
 3. Establish a clear definition and role for Harpooners. (See Rule 3b)
 4. Whilst we will still use sub-committees (e.g. Entertainments Committee), they do not need to be defined within the Rules. (See Rule 5)
 5. Change 'Merchant Navy' to 'Maritime Industry'. (See Rule 13 c)
 6. Incorporate the agreed new membership and subscriptions structure. (See Rule 15)
 7. Some Rules renumbered to reflect the above changes.
- The essence of these changes is to enable us to remove the Club element and all that this seems to imply in today's world and, more importantly, to let us restructure the management of The Cachalots.

G.B.Angas, August 2013.

The CACHALOTS - RULES – 2013

1 The name shall be "The CACHALOTS". Formerly known as "THE SOUTHAMPTON MASTER MARINERS' CLUB".

2 The object of The CACHALOTS shall be to maintain and foster social and professional comradeship amongst Master Mariners and other persons having an interest in ships and the sea, and to provide in so far as may be possible, a convenient meeting place for members. The CACHALOTS shall be non-political.

3 The management of The CACHALOTS shall be vested in and exercised by the Management Committee, which shall consist of :-

(a) The five Officers of The CACHALOTS, namely

- (1) The Captain (Chair)
- (2) The Staff-Captain
- (3) The Boatsteerer (Hon. Secretary)
- (4) The Storekeeper (Hon. Treasurer)
- (5) The immediate Past Captain (who shall be known as "the Post-Captain").

(b) At least six Committee Members (whose title shall be "Harpooners") who shall be elected at an AGM.

4 The Management Committee shall have the following powers, namely:

(a) To co-opt additional members at its discretion.

(b) To convene sub-committees as may from time to time be required.

5 No decisions, of the Management Committee or its sub-committees, shall be binding unless a quorum is present. The quorum for each committee shall be at least four, one of whom must be an Officer of The CACHALOTS. The Chairman may exercise a casting vote.

6 The Captain and Staff-Captain shall retire annually at the AGM, but shall be eligible for re-election. The incoming Captain and Staff-Captain shall be chosen before the end of the year, at a meeting of all available Past Captains, the current Captain, Staff-Captain, Boatsteerer and Storekeeper (such assembly being referred to as "the Past Captains"). A quorum of five being required.

7 The Boatsteerer and Storekeeper shall be appointed by the Management Committee and retire every two years. They shall be eligible for re-appointment by the Management Committee.

8 Harpooners will retire after two years but will be eligible for re-election.

9 Liability of members shall be limited to their full rate of subscription.

10 The Management Committee may elect such Honorary Office Bearers as it may think fit.

11 The Annual General Meeting (AGM) shall be held in January or February in each year and all Cachalots shall be entitled to attend and to vote, but no member shall be entitled to vote in any matter or take part in any discussion at such meeting, or at any meeting of the Management Committee or any of its sub-committees, unless their subscription for the current year has been paid. The date of the AGM will appear at least once in the programme of events given to each Member and on the meeting rooms Notice Board and on The CACHALOTS web site. Any change to the given date shall be promulgated by whatever means appropriate.

12 The Management Committee shall meet at least four times a year to transact necessary business, and can

be called together by the Boatsteerer at such times as may be necessary.

13 Membership of The CACHALOTS shall be confined to persons falling within one of the following classifications, namely:-

(a) Members who pay a subscription and who shall be designated "Cachalots".

(b) Stowaway members - Persons whose national status or service to the Country is, in the opinion of the Management Committee, such as to render it desirable that they should be made honorary members.

(c) Honorary members - The Management Committee shall have the power to elect as "Honorary Members" or "Honorary Life Members" such persons because of their service to The CACHALOTS or to the Maritime Industry merit such tribute.

14 Application for membership shall be dealt with in the following manner:-

(a) A candidate will be considered for membership only if his or her name has been displayed on the meeting rooms Notice Board for a period of at least four weeks.

(b) Application for membership as a Cachalot shall be considered and dealt with by the Management Committee or any of its sub committees.

15 The standard annual subscriptions relating to the various subscription categories and the entrance fee shall be the amounts decided at the end of the year meeting of the Management Committee.

Subscription categories are:-

Members (those who are in gainful employment)
Retired members (those who are no longer in gainful employment)
Special Members (those who by virtue of living abroad or similar reason are deemed, by the Management Committee, to justify a reduced subscription.

16 Subscriptions are payable on election and are renewable on 1st January each year. Any member elected after 1st June shall pay one half of the appropriate subscription.

17 Any member whose subscription shall remain unpaid for 6 months after the due date may be deemed to have ceased to be a member of The CACHALOTS.

18 The Management Committee shall, in its absolute discretion and without assigning any reason, be entitled to:

(a) Refuse membership of The CACHALOTS to any applicant.

(b) Terminate, without notice, the membership of any member whose conduct is or has been detrimental or injurious to the welfare, character, interest or good name of The CACHALOTS or its members, or for any other reason.

The Management Committee, whose decision shall be final, may if it deems fit, call upon such a member for an explanation of their conduct or behaviour. Any member so ceasing to be a member of The CACHALOTS shall forfeit all rights to any claim upon The CACHALOTS or its property or funds or its Officers.

19 These rules may be subject to revision or alteration at the AGM of The CACHALOTS on at least one month's notice in writing being given to the Boatsteerer, or at an EGM to be convened for that purpose. A majority of at least two-thirds will be required to carry any motion for such revision or alteration.

20 The following rules shall apply to each Extraordinary General Meeting (EGM) of The CACHALOTS:-

An EGM may be requisitioned either by:

(i) Written notice served by not less than twelve (12) subscription paying Members (Cachalots), or

(ii) Resolution of the Management Committee.

(a) Each EGM shall be called on not less than one month's notice (or on such lesser period of notice, being not less than 7 days, as is determined by the Management Committee) served on all those entitled to attend and vote thereat;

(b) The rules for attendance and voting at each EGM shall be the same as govern AGMs of The CACHALOTS as set out in Rule 11;

(c) The quorum for each EGM shall be at least ten persons entitled to attend and vote thereat;

(d) All decisions shall be decided by majority vote of those entitled to vote, save a revision or alteration to the Rules of The CACHALOTS, for which a two-thirds majority of those present and entitled to vote shall be required under Rule 19;

(e) Any person entitled to attend and vote at any EGM may appoint a proxy (who must also be entitled to attend and vote at that EGM) to vote in his place. The form of proxy must be in writing and approved by the committee.

21 Members shall have the privilege of introducing visitors to the meeting rooms, provided such visitors shall not have been rejected for membership of The CACHALOTS, or expelled or resigned at the request of the Management Committee. Members shall be responsible for the behaviour of visitors introduced by them. No person who is eligible to become a member of The CACHALOTS shall be allowed to attend as a visitor more than five times in any one year.

22 The CACHALOTS meeting rooms shall be open to members at such times and upon such days as the Management Committee shall from time to time prescribe, and the Management Committee may make such by-laws as may be necessary for the management and good order of The CACHALOTS Rooms, and such by-laws shall be of equal force to rules of The CACHALOTS.

23 Any member of Organisations with whom reciprocal arrangements have been made and approved by the Management Committee may be authorized by the Boatsteerer to use the meeting rooms without payment for a period or periods not exceeding fourteen days in the aggregate in any one year.

24 In the event of it becoming impossible, impracticable or inadvisable to maintain The CACHALOTS rooms or to carry on The CACHALOTS, the Management Committee shall have the power to decide upon either:

(a) Operating The CACHALOTS without a meeting room, or

(b) Its dissolution, in which event it shall be competent for the Management Committee to alienate any of The CACHALOTS property left after discharging the liabilities of The CACHALOTS. In the event of such dissolution the residue of funds remaining after all debts of The CACHALOTS have been discharged shall be allocated to such charities as in the opinion of the Management Committee may have the best claim upon the generous feelings of the Members of The CACHALOTS.

25 The property of The CACHALOTS shall be vested in not more than four Trustees ("the Trustees") who shall be appointed by the Management Committee and the property of The CACHALOTS shall be vested in them to be dealt with by them as the Management Committee may from time to time direct by resolution. The Trustees shall be indemnified

against risk and expense out of the assets of The CACHALOTS. Each Trustee shall hold office until death or resignation or until removal from office by the Management Committee. Where by reason of such death, resignation or removal it is necessary that a new Trustee or Trustees be appointed, the Management Committee shall nominate the person or persons to be appointed the new Trustee or Trustees. For the purpose of giving effect to such nomination, the Captain is now nominated as the person to appoint new Trustees of The CACHALOTS within the meaning of Section 36 Trustee Act 1925 and he shall by deed appoint the person or persons so nominated by the Committee.

EGM

An EGM has been called for

Tuesday 1st October

1830 in the Club room

To discuss and ratify the proposed changes to the Rules as detailed above.

A form of proxy is enclosed and should be returned to the office by Thursday, 26th September.

Situations Vacant

The Boatsteerer and Storekeeper have both indicated that they wish to relinquish their responsibilities within the next few months, and certainly before the end of 2013.

The Executive & Finance Committee has also recognised that this would be a good time to modernise the posts, possibly including sharing the workload of each post between two people.

If any member would be interested in a greater involvement in the Club management, please contact the relevant post holder for more information on details of what is entailed.

Club Website

The website was recently off-line for a two weeks while we trialed an alternative supplier/host.

It is currently back as we re-examine the choices open to us.

Club Buffet Supper

A Buffet Supper has been arranged in the Club Room

On

Friday 6th September

A Speaker, Glyn L Evans, will give a talk on:

The Maritime Art of

KENNETH D SHOESMITH R.I.

1900 for 1930

Catering by John Davis

Price is **£18** per head and numbers limited to **38** on a first come basis.

Coach Trip to the National Maritime Museum

Thursday October 3rd

Due to popular demand we have booked a larger coach for our day trip to Greenwich but there are still a few of the now 44 seats left.

The afore mentioned Big Tickets are only available when a special exhibition is on and not in our case. However, we are informed that concessionary tickets to include *Cutty Sark*, Flamsteed House and the Meridian Courtyard are usually available between exhibitions but not more than a month in advance. So we cannot book these until the first week in September but can confidently set the price at **£40** each.

Sadly, the days of free parking in Southampton have come to an end but we can pick-up outside the club at 0800. Be warned that parking in College St or Ocean Village will cost £8 for the day, and £12 on Town Quay. Free parking can be had at our second pick-up, Kings Court at 0820. Could those booked or booking please indicate their preference.

Trafalgar Dinner

A Club Supper is to be held in the Club Room

On

Friday 18th October

With a theme to commemorate Trafalgar Day.

Cachalot Roger Keyzor will give the toast to the Immortal Memory of Lord Nelson

Smoked Salmon and Salmon Parcels

*Roast Beef, Yorkshire Pudding,
Veg and Roast Potatoes*

Orange and Lemon Syllabub with Shortbread Biscuits

Port

1900 for 1930

Catering by John Davis

Black Tie

Price will be **£27** per head and numbers will be limited to **39** on a first come basis.



Coffee & Cakes

(The home-made sort)

Friday, 11th October

1100

In the Club Room

No entry fee!! BUT, donations will be gratefully accepted to help the wonderful work done by

Macmillan Cancer Support.

Let's hope that we can beat the magnificent **£681** that you raised last year at this event.

The Shipping Festival Service Winchester Cathedral 13th June 2013

On the following four pages are images taken at the SFS and we felt that such an auspicious occasion warranted us bringing them to you in colour.

Although I had covered previous services it was with some trepidation that I agreed to take on the role of Royal Photographer at this one, as I don't pretend to be anything other than a very amateur one. And the Princess Royal has a reputation of giving over enthusiastic snappers short shrift.

My remit was to shadow HRH and obtain what shots I could, as unobtrusively as possible and bearing in mind that she does not pose or respond to 'watch the birdie' commands.

I warmed up with shots of the arriving congregation and the assembling parade, made up of a Colour Party drawn from HMS King Alfred, the RFA, HM Coastguard and Warsash Maritime Academy, together with a Standard Bearers from the RNA, the Association of WRNS, the RMA and the MNA. Cadets from the Southampton, Itchen, Winchester and Portsmouth units of the Sea Cadet Corps carried the flags of the Mission to Seafarers, the Apostleship of the Sea, the Sailors' Society and flags of Shipping Companies and Organisations associated with Southampton. Young Cadets from the the Southampton unit were forming a Guard of Honour at the West Door.

HRH, who had already attended two other engagements that day, was arriving locally by helicopter, with a short drive to the Cathedral. She was met by the Lord-Lieutenant (and Stowaway) Dame Mary Fagan who introduced awaiting dignitaries, including the High Sheriff of Hampshire and the Mayors of Southampton and Winchester. Captain John Noble was then introduced and invited HRH to inspect the Colour Party and introduced the Parade Marshall, Mr Geoff Matthews.

After the inspection HRH entered the Cathedral at the West Door where Dame Mary presented the Bishop of Southampton, the Dean of Winchester and members of Chapter and Clergy.

Although photography is not officially permitted at Cathedral Services, the RN photographer for HMS Alfred and myself managed to sneak some shots at the start of the Procession and of the interior of the Cathedral which had been beautifully decorated for a floral exhibition. (Some of LA Rosenbaum's images are included in the following pages.)

In the Procession were our two Honorary Chaplains, The Revd Andrew Hockett and Father Roger Stone, as well as The Revd David Potterton, Principal Chaplain of the Sailors' Society.

Also Commodore of the RFA, Bill Walworth, a Cachalot.

Among the congregation there were two more Stowaways, Sir Malcolm Edge and Mr Robert Woods, with their Ladies.

The Service went with a well rehearsed smoothness, HRH read the Lesson and The Right Revd Jonathon Frost, Bishop of Southampton, gave the address. The City of Southampton (Albion) Band, under the direction of Nick Dawson, supplied the music and the service was sung by the Boy Choristers and Lay Clerks of Winchester Cathedral Choir.

After the service the congregation was invited to the Cathedral Visitors Centre where a marquee had been set up and wine and eats prepared by the Ladies of the club were served by Sea Cadets of the Winchester unit.

HRH had kindly agreed to meet some of the members and guests and the Boatsteerer had the unenviable task of selecting 7 groups of 8 for pre-vetting and presentation. We had a 15 minute window in which to get them ready and the idea was that the leader of each group should assemble his charges in a designated part of the garden and introduce them to HRH as she came round. What with around 150 other people all trying to grab a drink and a bite and moving hither and yon, it was like trying to herd cats! I did manage to snatch a few 'watch the birdie' shots of the groups and then made my way to where the Captain was to meet HRH.

I had carefully set up the shot and positioned myself ready and as HRH approached from one direction, the Man with a Bike approached from the other. I could hardly shout, "Hold it Ma'am, -let the traffic pass" so there he is, unwittingly featuring in an otherwise splendid picture of the Captain presenting his wife, Louise, to The Princess Royal.

Back in the garden, as HRH circulated, my success rate was little better. Unable to dash around to get in the best position or to direct those nervously waiting to be introduced, I could only snatch what I could, resulting in lots of shots of the Royal back and some unfortunate facial expressions and poses. I couldn't record every hand-shake, not even the one with my wife, and the one group I missed of course, was my own. George Angas introduced Douglas Gates and myself but I can't remember what inanities I came out with in response to her questions.

But very pleasant she was, seemingly in no hurry to rush on with it, even though her PPO kept looking at his watch and muttering about running 20 minutes late.

I had decided that a flash would be too obtrusive and as the light faded the abilities of both myself and the camera were stretched to the limit.

Having met the 7 groups, The Princess Royal moved inside the marquee, where Captain Noble presented her with her Stowaways Brooch in a jolly exchange.

Finally, she was presented with a posy of flowers by Cadet Petty Officer Zoe Becket, of the Southampton Sea Cadets, and again took the time to engage in conversation with the cadet as she accepted the posy.

My personal reflections on HRH's attendance is that she lifted the whole event, as can be seen from the smiles from start to finish. Even after what must have been a long day for her, she was prepared to more than fulfill our expectations in a very Royal way.

Terry Clark, Editor (And Photographer, by Appointment)

157 of the images taken at the SFS, including those taken by the RN photographer, are available on a DVD.

They are in the form of a slideshow, lasting about 13 minutes, and hopefully reflect some of the atmosphere of the event.

A copy can be yours in exchange for a £5 donation to the Shipping Festival Service collection, which is split equally between Winchester Cathedral and the Southampton Seafarers Centre. Any monies received after those accounts have been finalised will be donated to the Captain's charity, The Mission to Seafarers.

The Shipping Festival Service Winchester Cathedral 13th June 2013



Club Captain John Noble pictured with Victoria Bolitho, a Cadet at Warsash Maritime Academy who is sponsored by Maritime London.



Cadet Petty Officer Zoe Becket, Southampton Sea Cadets, with her Father, Cachalot and Southampton Pilot, Noel.

Right: HRH, The Princess Royal was met by the Lord-Lieutenant, Dame Mary Fagan, who introduced awaiting dignitaries, including the Club Captain. HRH then inspected the Parade

Photo by LAPHOT Dan Rosenbaum RN



Photo by LAPHOT Dan Rosenbaum RN



Photo by LAPHOT Dan Rosenbaum RN

The images on this page were taken by LA(PHOT) Dan Rosenbaum (RN FPU East) for HMS King Alfred

Photo by LAPHOT Dan Rosenbaum RN



Photo by LAPHOT Dan Rosenbaum RN





HRH is greeted at the West Door by the Bishop of Southampton and the Dean of Winchester.



The Procession



Martin Phipps (So'ton Harbour Master), Jill Phipps, Ewen McDonald (Director, Sea Vision), Lionel & Julie Hall, Maureen Lord (Wessex Heartbeat), Davis and Norma Stocks



Hilary & Reg Pretty, Emma Law (Winchester Cathedral), Simon & Win Harwood, Andrew & Margaret Tinsley, Carolyn Lee



David Parsons (MNWB), Dianne Chambers (Watch Ashore), Geraint West (Nat.Oceanography Centre), Richard James, George & Sarah Angas, Douglas Gates



Peter & Margaret Grant, Chris & Cheryl Coote, Ian & Joanne Thomson, John Mileusnic.



Capt. John Habberley (WMA), Barry & Judith Peck, Peter & Janet Marriott, Gerry & Anne Cartwright.



Meryl Clark, Paul & Brenda Leece, Reg & June Kelso, Captain Camilleri (CO Marchwood Military Port), Robin Plumley, Jim Clench (Saga Cruises)



Mrs Louise Noble is presented to HRH



HRH stopped to speak to Past Captain David Carr as she passed through the refectory



The Princess Royal talks to Zoe Becket after the presentation of the posy.

Tobermory, July 2013

Captain William ("Robbie") Robertson was Captain of the SMMC in 1993 and a few years later he was made an Honorary Life Member in recognition of his contribution to the Club over many years of membership during which he and his wife Jane were regular attendees at Club functions and on club days.

Robbie and I served on several committees and although we did not always share the same viewpoint (to put it mildly) we remained firm friends until he "went aloft" in 2005.

Thus it was that when our cruise ship "Balmoral" visited Tobermory in July we set off to find the final resting place of our friends.



The view from the graveyard above Tobermory

Doug Gates had already warned me that the cemetery was at the top of a very steep hill on the outskirts of the town (and that the grave might still be unmarked) and as we struggled up the uneven pathway towards the Church of Scotland we wondered if our mission would be successful. It was a truly lovely day and as we climbed higher and higher the views of the town and bay more than rewarded us for the effort.

As we approached the church we noticed a lady setting up a floral arrangement and we thought it wise to ask her for further guidance. She told us that it was almost certain that the grave would be in the "new" graveyard situated even further up the hill than the old one but doubted if there would be anyone in attendance to guide us to the actual site.

Undaunted, we set off again but we had scarcely left the churchyard before the flower arranger said that if we were to wait for a few minutes she would drive us up to the graveyard as she passed it on her way home.

A few minutes later we arrived at a large graveyard with numerous headstones - and not a clue where to start looking. I went to the start of the first row of headstonesand there I read "Capt. William Robertson"mission successful!

We had bought a small bowl of flowers and June set off to find some water (and to dispose of some flowers that had long since seen their best). There was another lady tending a grave (and a Land-rover parked nearby) so June asked where water could be found.

After some discussion the lady asked the purpose of our visit and when we mentioned Robbie and Jane she immediately summoned the driver of the Land-rover with the never-to-be-forgotten declaration " That is Neil, his nephew" and, without a doubt the figure that emerged from the vehicle was a Robertson !

We had an enjoyable conversation before they had to leave for another appointment and we all agreed that had the "flower lady" not been so kind as to give us a lift then Neil would have left the graveyard before our arrival ..but then, Robbie and Jane always WERE good organisers !

We left a card inscribed "In fond and grateful memory of Robbie and Jane from their many friends in The Southampton Master Mariners' Club" and the steep descent in the hot sunshine was almost enjoyable. CRK 27/7/13



Neil Robertson and June Kelso at the grave



The headstone

Fifty Years on Salt Water

Episode four of the memoirs of Leslie (Charlie) Chapman, who served his time in sail, in one trip, and went on to become a Southampton Pilot. This takes him up to the end of his apprenticeship, gaining his 2nd Mate's ticket and making the transfer (almost) from sail to steam.

To continue our voyage, after rounding Cape Agulhas and the Cape of Good Hope, we headed up north and in the distance could see the lights of Cape Town, to us a marvellous sight, as we had not seen any town lights since leaving Yokohama two and a half months earlier. We headed up for St. Helena Island, which was on our track, with the intention of putting in for fresh provisions. Unfortunately, we arrived at night time, so the Captain decided to sail on, much to everybody's disgust. About a week after passing St. Helena, we saw a sailing ship on the horizon astern and by noon it had caught up with us. It turned out to be our old friend the *Lawhill* again. She had been to St. Helena. We exchanged a lot of flag signals giving us news. The saddest was, the *Alacrita*, one of our sailing ships, was missing with all hands. She never turned up. I believe owing to a seamens strike, she was practically manned by apprentices when she left New York. The *Lawhill* reduced sail while signalling, and set them again after. She pulled ahead of us then crossed our bows, shortened sail again and allowed us to pass her. She then set sail again and sailed round our stern. Having completely sailed round us, she continued on the journey. Our Scots Captain's remarks to another Scots Captain are not for publication. The rest of the voyage was uneventful till we arrived off Cape Agulhas. We were suddenly struck by a black squall, and before we could reduce sail several of them were blown out of their bolt ropes. Fortunately we had fine weather sails bent, otherwise if we had our hard weather sails on, we might have come to grief. It took us nearly two days to repair the damage and get another suit of sails bent. We made New York two days later after a fairly good voyage of one hundred and forty three days.

During the voyage we were plagued with rats. They became bold when they were getting hungry, and it was a common thing to wake up in the hot weather, when we were sleeping on deck, to feel them biting at the hard skin on the soles of your feet. I was made rat catcher and caught most of them before the voyage ended, by using a special trap designed by the second mate. I was paid a small sum for each one caught, but not in cash, I had to draw the equivalent in shirts from the slop chest. I also looked after the slop chest and credited the crew with the various things they bought, so really as an apprentice I was "Jack of all trades", including sometimes acting as cook. During the voyage we towed a fishing line behind, baited with a white rag, and to the best of my knowledge we only caught one fish, an Albacore, about three and a half feet long. On occasions we were able to catch dolphin under the bow, by using a five feet long spear. This was a risky job as we had not got a net under the jib boom, and the dolphin when caught had to be put into a sack before it could be brought in board. We caught an occasional shark which helped to break the monotony of the voyage, the tail was cut off, and nailed to the end of the jib boom. The reason for this I have never been able to find out, but almost all sailing ships had one. As hungry as the crew were at times, nobody was ever tempted to eat a shark steak. Another thing I could not quite understand, several of the crew stabbed the shark with their sheath knives, while it was lying on deck, this also seemed to be a common custom amongst sailors. A few flying fish landed on deck, and were much sought after and soon went into the frying pan. It was quite a joke at night, for someone to flap the two pieces of a razor strop together, which sounded exactly like a flying fish hitting the dock, and then watch people looking for them.

On arrival in New York harbour we were sent to berth 49, Bush Terminal, Brooklyn, for discharge. This took the best part of three weeks to do, as being such a mixed cargo it was difficult to unload. On completion we had orders to go to Shooters Island up the river Schuylkill, still in New York harbour. As we were empty it was decided to moor a ballast log on each side of the vessel, these logs were about fifty foot long and about four feet square. They were fastened to the vessel by very heavy chains. It had been decided to turn our two ballast tanks into oil carrying ones, this meant carrying the coamings from the tween up to the maindeck, in the form of a trunkway, hence our trip to Shooters Island, also to have a new pump fitted for discharging the oil. Owing to this alteration, we had quite a long stay in port, fortunately in the summertime. After completion of the alterations, we went on to a movable slipway and the *Brilliant* was hauled right out of the water, high and dry. This was really a remarkable sight to see such a large vessel, with all her masts and yards in place sitting on dry land.

During our stay in port, the Missions to Seamen used to send their launch, the *Sentinel*, round New York harbour on Sundays, to pick up anyone who wished to go to the Mission. This usually took about four hours and was a pleasant way of spending an afternoon when you had no money to go to places like Coney Island. Naturally we went to the Church Service, as we knew there would be a good meal of tea and cakes after. The service was held in a floating church moored to a jetty in the East River near Brooklyn Bridge. It was a perfect replica of an ordinary church.

Fortunately I traced a wealthy relation, living in New York, so life was made easier for the rest of our stay, the apprentices spent several weekends at her apartments. She was also good enough to supply us with some stores before leaving on our next voyage. All good things must come to an end and soon we were loading another cargo of case oil for the far East, this time we were going to Yokohama, we also loaded two thousand tons of oil in bulk. This turned out to be a very long voyage, one hundred and fifty three days. We had one break during our long stay in port, the *Lawhill*, our old friend again, was lying in Boston, waiting to get a crew to sail her to Baltimore, but there was a seamens strike on at the time, and they could not get

sufficient men to man the ship. All of us available apprentices were rounded up in New York and sent to Boston to complete the crew.

We made a quick passage in fine weather. The master was Captain E. Jarvis, a very well known ship-master, noted for his invention of the brace winch. A great labour saver, as one man could handle all the lower yards on each mast. The principle of the winch was two cone shaped barrels, with grooves on them to take the wires braces by turning a handle, as one barrel slacked out the other hove in, there was a rope tail on the other end of the brace, to take up any slack if it was needed. Unfortunately this invention came too late for the captain to make much money out of it, as sailing ships were very rapidly disappearing at that time. The Germans did take them and fitted their large ships *Preussen* and *Potosi* with them.

The Captain also had several other ideas, which were labour saving and eased the work aloft for the men. In furling upper topgallant sails, the yard was left at the masthead, and sufficient buntlines reeved off, so as to make a neat job when the sail was clewed up and it was not necessary to go aloft to furl it. If I remember rightly she had pole masts, and the topgallant mast was stepped abaft the topmast. All the crew including the apprentices were accommodated in a midship section, also the galley and the donkey boiler. I should think this acted as a good breakwater when taking seas on board forward. We were in ballast during the trip so took no water on board. I much preferred the halfdeck house we lived in on the *Brilliant*. This grand old *Lawhill* was built in the year 1892, and was still afloat after the second world war. The well known Captain Alan Villiers was once a member of her crew and related in one of his books how he was aloft on the fore lower topsail yard, when the vessel struck the beach in Australia, and was thrown to the fore-castle head. As I have already stated this was a very long voyage, the reason for this was, we had to sail round South Africa and continue round the South of Australia and up the Pacific Ocean. Owing to the North East monsoon blowing in the China Sea, which was of course a head wind. During this five months at sea, after sighting a few sailing ships on the Equator in the Atlantic we only saw one steamer, off the East Coast of Australia. She was a rusty old tramp doing about eight knots and she came close enough to us to hail us and said they would report us to Lloyds. We felt sorry for them having to go to sea in such an old tub. Then later we thought whatever were their thoughts about us, in a calm, getting nowhere and wallowing about in a glassy swell.

Strangely enough, in those days sailing ship men always looked down on steamship men. Of course I realised as years went on the reason for this was we did not know any better. But it was a recognised thing that a sailing ship trained man was much quicker in an emergency than a steamboat man, that has been proved on many occasions.

We eventually made Yokohama, and after unloading, sailed for San Francisco for a second time. We made a good voyage of twenty-nine days, two days longer than the last trip we made. The town had been built up a lot and looked a lot different to the last time we had seen it. We loaded another cargo for Yokohama and then sailed back to Philadelphia. During the voyage home my time as an apprentice finished and I was promoted to an A.B. and received the magnificent sum of three pounds ten shillings a month for the last three months of the voyage.

I was paid off on arrival and sent home on a Company's steamer to England. What a welcome sight to see the green fields of your own country, after being away from home for four years and a quarter. I was welcomed at home, at four o'clock in the morning by several rounds fired from a shot gun, as a salute. This caused quite a commotion amongst the villagers, as nothing ever happened in that sleepy old place, which has not grown to the present day. When they heard the laughing going on at the farm they all went back to bed again.

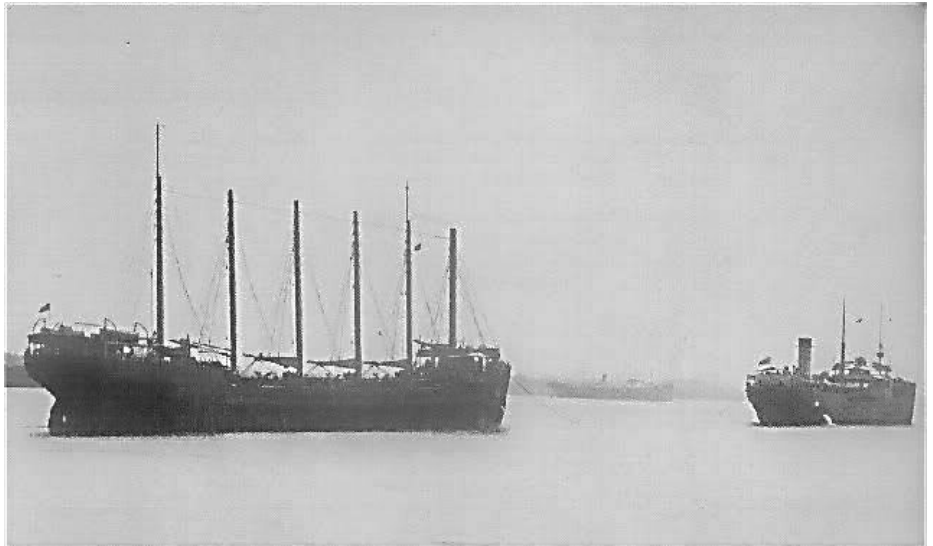
On making inquiries a few years later about the *Brilliant*, I was informed that she had been sold to the Germans as a cadet ship for training young officers, and was sailing up the English Channel in the early days of the war, that's the First World War, and refused to stop when challenged. One mast was shot out of her, she then hove to and was captured. Later she was sold to the Norwegians, and was eventually torpedoed and sunk in the Bay of Biscay. I cannot vouch for this information.

The sister ship *Daylight* was still in service during the second war. She had been converted to a fore and aft schooner rig and twin screw diesel engines installed. This goes to prove how well these ships were built, for one of them to be afloat and carrying cargo over forty years later. At the time, when I was serving my apprenticeship, our company had about twenty sailing ships including four under the American flag. I do not think there were any better found ships on salt water, the company made their own ropes and paints, and were very liberal with the amount put on board. The sails were all sent over from Dundee to America and were of the best hemp. America only supplied cotton sails to us.

Having spent about six weeks ashore, during which time I went to a navigation school in London, I obtained my second mate's certificate. I think it was one of the happiest days of my life, as it meant I would sail as an officer in a ship and not in the fore-castle. I reported to my old company and told them I was ready for sea again. In a few days, I had orders to join the s.s. *Iroquois*, lying at a berth in Purfleet, as third officer. I felt a very proud man going on the bridge as an officer for the first time. On sailing we stopped off Thameshaven, to take in tow the barge *Navahoe*, which we were to tow across the Atlantic Ocean, to New York. This was a regular procedure and had been going on for over two years, both vessels carrying over nine thousand tons of oil. As a matter of fact these two vessels crossed the Atlantic together 148 times, before being parted owing to the convoy system in 1917, during the war.

A wire was taken from the *Navahoe* and fixed to a hook on the *Iroquois*, the *Navahoe's* end was fixed on a towing winch. After passing Dover and landing the Pilot, a second wire was made fast to a hook on the *Navahoe*, the

other end of this was fast on a towing winch on the *Iroquois*. Both wires were slacked out equally till the vessels were about a quarter of a mile apart. The winches were then set at a certain pressure, and they automatically slacked out and hove in again, if extra pressure in the way of a heavy sea came between them. I am not quite sure of the size of the wire, I think it was a seven inch one. We towed at about an average speed of nine knots for the whole of the voyage according to the direction of the wind. The reason for mentioning the direction of the wind is the *Navahoe* was schooner rigged and had six masts on which were set fore and aft sails, as long as they would draw, this of course made a big difference to the speed. We made an uneventful voyage to New York, and loaded refined oil for London.



The Horse & Cart: *Iroquois* towing the barge *Navahoe*

Before sailing I changed places with the third officer of the *Navahoe*, this was to give me experience of being towed, as well as towing. I must admit life was not quite so quiet and easy on *Navahoe*. To start with, the bridge and wheelhouse were right on the forecastle head. The movement up there in bad weather was very uncomfortable, pitching an shipping heavy seas made it hard to see the *Iroquois* ahead, and in foggy weather it was worse as sometimes you could not hear her whistle, and had more or less to go by the direction of the wire. Fortunately the accommodation was aft and the motion there was considerably less. The foremast acted as a funnel for the boiler, which was always kept going to supply power to the towing winch, steering gear and dynamo. There were also two winches to each mast, which were used to hoist the heavy gaffs and sails.

These sails were very difficult to furl, with a fair wind, and have at times blown out of their bolt ropes. This was not from the want of experienced men, our Captain for instance was at one time First Mate of the *Cutty Sark*, and was the mate that killed a man when he was attacked in her. Unfortunately he was found guilty at a trial, which can be read about in a book about the *Cutty Sark*, and served a prison sentence of seven years. As we passed Dover Breakwater, he pointed to it, and said, "I know every stone on that place, as I helped to put them there during my sentence".

The *Navahoe* ended her days when she was ceremoniously "Buried at Sea" in 1936, off the Island of Trinidad. The Captain of a tanker gave me a photograph of her taken while he was towing her to the watery grave to be sunk.

The *Iroquois* lasted much longer, in fact I acted as a pilot on her on the Clyde during the second World War, just thirty years after I was an officer in her. This brought back many memories of those days. She was eventually sold to shipbreakers in 1947, a long life.

To be continued



***Iroquois* during WW2**

Iroquois towing concrete barge *Feldspar* of 8500 tons, a floating torpedo repair barge of 3000 tons and steel barge 300 tons. Voyage was from Pearl Harbour to Eniwetok, Marshall Islands and thence to Ulithi, Caroline Islands. Length of tow was 5,500 feet. Distance 2548 miles, average speed 7.06 knots

I found these images, and more information on 'The Horse & Cart' on Auke Visser's Esso Tanker site <http://www.aukevisser.nl/esso/>

Rope Ends

New Members

Charles James Norval Young is a Master Mariner who served his apprenticeship with Athel Line from 1944, gaining his Master's in 1954. He worked in Port Harcourt and Takoradi, looking after Palm Line and agency vessels loading and discharging. On his return to the UK in 1961 he was a Manager with Wm Cory & Sons and then General Manager with Hunting & Sons. In 1969 he formed his own company, Young Freight Services Ltd, which he sold to the South Africans when he retired in 1982. He bought a large motor cruiser in which he sailed around French and UK ports but sold her in 2003, 'two years after his 1st Mate (his wife) died'.

A Fellow of the Institute of Freight Professionals, Norval is also a member of the Solent Branch of the Nautical Institute, the Merchant Navy Association, the Royal Navy Sailing Association, the Master Mariners' Association and the Athelian Apprentices Association.

He maintains an interest in maritime sites online and joins us to continue his connection with people with seagoing and maritime interests.

Malcolm Coomer is a Fellow of The Institute of Chartered Shipbrokers and commenced his career in the shipping industry with McGregor, Gow & Holland in Southampton in 1960. In 1972 he joined OCL at the start of the Far East Container Service. He was appointed Terminal Manager in 1983 and remained there until 1990, when he transferred to the city office as Branch Manager for the logistics department at P&O Containers. He has served as Chairman of the local branch of the Institute of Chartered Shipbrokers and since retirement has acted as a tutor, by distance learning, for their qualifying examinations. He joins us to continue his association with old friends and colleagues among the Cachalots.

Curry Lunch

The last such lunch of the year has been booked at Kuti's in Oxford Street

16th November, 1200 for 1230.
price, **£12.50** per head.



Sir Morgan Morgan-Giles's Grandson, Julius, holds the late Stowaway's medals at the Memorial Service at Winchester Cathedral on 24th June, 2013

Christmas Events

The **Christmas Lunch** will be held
In the Club Room
On
Saturday 7th December
1200 for 1230
£23 per head (tbc)

The **Christmas Dinner** will be held
at King's Court Masonic Centre
On
Saturday 14th December
1900 for 1930
Black Tie
£28 per head (tbc)

Traditional Christmas Fare

A Forecast. The Crewless Wireless Craft.

In days long past the paddle played its part in forward motion,
Soon challenged by the spreading sail unfurled on every ocean,
Large fleets propelled by coal-made steam for distant parts were
loaded;

While others gained their impetus from mineral oil exploded..

Electric power invisible, compact, its force expended,
A few short years its generous help to floating homes extended,

But now, (we speak in time not yet, prophetic is our vision)

The crewless, wireless ship we view
(waste not your swift derision).

To-day with myriad cathode rays, atomic forces splitting
Electron speed to unseen craft are from the land transmitting,

A tube in shape, no deck, no keel, no funnel, ventilator,

No rudder, engine, mast or screw, nor even navigator.

Controlled by gyroscope its course, through aerial wave
connected,

From port to port across the seas unshackled yet directed.

If solid matter in its path should threaten to destroy it

Its telepathic sentient powers on courses new deploy it.

Till, as the distant port is neared, the waiting tuned receiver

In action fixes guiding "wave" by tapping key and lever.

If weakly bolt or rivet false should cause the tube to founder,

The magnet will attract and with galvanic powers surround her

So here we have the future ship, unloseable we deem her,

No longer need we navigate with paddle, sail or steamer.

This verse, contributed by Reg Kelso, was published in the August 1924 edition of "Sea Breezes". It also appeared in the Winter 2010 edition of "Look Out", the newsletter of The Merchant Mariners of Wight and, no doubt, other nautical publications. While my editorial policy is to try to keep our content to original contributions from Cachalots, in this case the above is preferable to that which, sadly, frequently fills this column.

And on the subject of contributions, if you have a tale, or a memory that you think might bear repeating, be it dramatic, humorous, even cynical, rude or contentious, then we can take it.

Ed

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

Editor: te_clark@tiscali.co.uk

www.cachalots.org.uk

captain@cachalots.org.uk

staffcaptain@cachalots.org.uk

seastaffcaptain@cachalots.org.uk

boatsteerer@cachalots.org.uk

storekeeper@cachalots.org.uk

postcaptain@cachalot.org.uk

functions@cachalots.org.uk

archivist@cachalots.org.uk

legal@cachalots.org.uk

membership@cachalots.org.uk

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

Fri	Sept	6	Club Buffet Supper, Club room
Thu	Oct	3	Coach trip to Nat. Maritime Museum
Fri	Oct	11	Macmillan Coffee Morning, Club room
Fri	Oct	18	Trafalgar Dinner, Club room
Thu	Nov	7	Sea Pie Supper tickets on sale
Sat	Nov	16	Curry Lunch, Kuti's
Sat	Dec	7	Christmas Lunch, Club room
Sat	Dec	14	Christmas Dinner, Kings Court

The cut-off date for the next edition will be

15th November 2013

			
250 Club			
June	G B	Angas	D W Stocks
July	T F	Morgan	M E Winter
August	P W	Bennett	J M H Cross
			