

The CACHALOT

THE NEWSLETTER OF THE SOUTHAMPTON MASTER MARINERS' CLUB

No 56

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Captain's Log

As Many of you are aware, I started my year in Office at the Sea Pie Supper on crutches with my leg in a brace. Coping with the event was fine, although when the Master of Ceremonies very helpfully tidied up my crutches (so I wouldn't trip over them) I was left a little tired after standing on the dais for a while. This injury has unfortunately curtailed my activities considerably, but yesterday for the first time in 5 months I managed to drive a car. Getting my freedom back is wonderful, it reminded me of when I passed my driving test, the down side now, however, is that I owe my wife Trish rather a lot of lifts !!!

Recovery is progressing and I hope to return to work in Southampton soon. Although there is real potential for a second operation on the knee, but I will cross that bridge when it comes.

Despite the handicap, I have managed to attend a number of functions and when I have not been able to, your Post Captain Ian Odd and Staff Captain Les Morris, have stepped in on my behalf, attending the Felixstowe Master Mariners' Club and the Southampton Mayor making ceremony respectively. I did manage to get to London to attend the Honourable Company of Master Mariners' court luncheon in March. This is always a splendid affair with wonderful food and wine and it is a pleasure to renew acquaintances with old friends and to meet new people. I had a particularly interesting talk with the Spectacle Makers Master, who had had also had a skiing accident 20 years ago resulting in a similar injury to mine. She continues to ski, and that cheered me up no end.

Also in March, Trish and I attend the Southampton Royal Naval Officers Association annual Dinner. The evening started with a few of us spending a number of minutes trying to work out what the "new parking charges" notice really meant !! A very enjoyable meal with an hospitable crowd then followed.

In April, Trish and I were guests at the Royal Air Force Yacht Club. As some of you know one of my recreational activities is yacht racing, I do not have my own boat but sail aboard a friends yacht under the burgee of the RAFYC, so this event was of special interest to me. Commodore David Le Mare

and his wife entertained us wonderfully, but I must give thanks to fellow Cachalot and RAFYC member Alec Macpherson, who kept my glass topped up and provided chairs when I needed them most.

Now I have my independence back, and a bit more energy, I will be able to participate in club activities in the manner I had always expected to and am looking forward to the Shipping festival service next month.

Jeremy Smart

Captain, Southampton Master Mariners' Club



Captain Jeremy Smart BSc (Hons)

Head of Enforcement, Maritime and Coastguard Agency

Captain Smart started his career at sea with the British and Commonwealth shipping group. After obtaining his second mates certificate of competency, he joined the British Antarctic Survey. 5 years later he moved into the North Sea, working on a variety of oil industry related vessels, he has served in all ranks up to and including Master. In 1990 after 18 years at sea he decided to take shore employment and joined the then Surveyor General's Organisation as a Nautical surveyor. He has done a variety of jobs within the organisation and has been involved in its metamorphosis to the present Maritime and Coastguard Agency. Since 2000 he has been head of the MCA's Enforcement Unit, which along with other matters involves overseeing all significant breach investigations and any subsequent prosecutions conducted by the MCA.

Boatsteerer's Locker

Fellow Cachalots

Since our last Newsletter your Management Committee has been quite busy, first having a meeting with the Sea Pie Supper caterers HALO at St. Marys Stadium to discuss several small points of concern after the February 2015 event and to book the event for 5th February 2016 at the same venue. We hope to have a suitable speaker and we are working on it.

You will be pleased to learn that jugs of water will be provided on each table and we are re-arranging the room layout for a bigger brass band and only one top table.

At the last Management Committee meeting, in accordance with Rule 25, we appointed David Stocks, Barry Peck, Reg. Kelso and Jeremy Smart as Trustees of the Club. It was also agreed that we publish the Minutes of the Management Committee meetings on our website to give the members a more informative approach to the Club's business. A copy is also under the Club Room Notice Board in a Red Folder and the Minutes of the AGM 2015 in the Blue Folder for those without a P/C (personal computer) to peruse.

We have had a meeting with Winchester Cathedral to discuss the Shipping Festival Service scheduled for Thursday 11th June and are looking for 8 members to act as sidesmen, (volunteers are better than pressed men). A Flyer for the Service (*see page 4*) is available for display at your local Church, library etc (see Richard).

I must thank Bridge Lookouts Paul Leece and Reg. Kelso for their Festival Service guidance as at the moment I am in uncharted waters even if Reg. has decided to abandon us for a cruise on the 11th.

The Southampton shipping scene has been in the news with the arrival of 'Anthem of the Seas' and the parade of the three 'Queens'. I have heard from several sources that the 'Britannia' suffers from overcrowding and have just read 'Cruise Ship' by Retired Master Michael Lloyd, a novel worth reading which got me thinking of the capacity of each lifeboat on these large ships and evacuation etc.

On Friday 8th May to celebrate the 70th VE Day Anniversary I tried out our Intruder Alarm System which gave out a strident audible signal – great excitement both inside and outside the building as I could not reset it until I realised after several minutes and attempts that I had left the door to the Club Room alleyway entrance open !! Complaints were then received as some past committee members at home were receiving a telephone alert that our Alarm System was activated, an alert system which was thought to have been disconnected and now is.

All this would give you a heart attack which reminds me of an email recently sent to me.

HOW TO SURVIVE A HEART ATTACK WHEN ALONE?

"Since many people are alone when they suffer a heart attack without help, the person whose heart is beating improperly and who begins to feel faint, has only about 10 seconds left before losing consciousness.

However, these victims can help themselves by coughing repeatedly and very vigorously. A deep breath should be taken before each cough, and the cough must be deep and prolonged, as when producing sputum from deep inside the chest. A breath and a cough must be repeated about every two seconds without let-up until help arrives, or until the heart is felt to be beating normally again.

Deep breaths get oxygen into the lungs and coughing movements squeeze the heart and keep the blood circulating. The squeezing pressure on the heart also helps it regain normal rhythm. In this way, heart attack victims can get to a hospital."

After a suitable rest and after the Festival Service I must now investigate the Building Smoke Detection System as well as Fire & Evacuation Plans before the next Newsletter is due. (It's as bad as having Boat Drill)

Ken Dagnell



New Member

Simon George Charkham is a Member of the the Institute of Brewing & Distilling and is retired from Whitbread & Co. He is Chairman of the Royal Naval Auxiliary Service Association and a member of the Unit Management Committee of the Southampton Sea Cadet Corps. He is also Secretary of the North Baddesley Village Hall Management Committee & Trustees.

He joins us 'to help promote the British Marine Industry especially through youth organisations. Politicians of all parties have miserably failed to protect not only our Merchant Navy and the Royal Navy but the shipbuilding industry as well over the last few decades'.

THE CACHALOTS



SHIPPING FESTIVAL SERVICE WINCHESTER CATHEDRAL THURSDAY 11th JUNE 2015

Every year in June, a Shipping Festival Service is held in Winchester Cathedral, by permission of the Dean and Chapter of Winchester, as a tribute to those who have served, and those who continue to serve, in the UK's vital shipping industry.

The Cachalots (The Southampton Master Mariners' Club) have organised this service each year since 1930, apart from a break during the Second World War.

Everybody is welcome. You don't have to be connected to seafaring or shipping to attend the Service which this year will take place in Winchester Cathedral at 1930 on Thursday 11th June. (7.15 pm for 7.30 pm)

In 2013 the Service was attended, and the lesson read, by HRH The Princess Royal, a Stowaway (Honorary Member) of the Club. This year it will again be attended by the Lord-Lieutenant of Hampshire, the Mayors of Winchester and Southampton and other dignitaries.

The preacher will be

**The Rt Rev'd Tim Dakin
Bishop of Winchester.**

The Southampton Albion Band will take part in the Service.

Proceeds from the collection taken during the service will be divided equally between the Southampton Seafarers' Centre and Winchester Cathedral.

Everyone is welcome to attend this historic service



The Felixstowe Master Mariners Club

Visit to Felixstowe Master Mariners Club

It was my pleasure to represent the Cachalots at the Felixstowe Master Mariners Club on the 17th March. This was in honour of the Clubs 40th Anniversary. The inaugural meeting of the founding members was held on the 18th March 1975. The Club has an affiliation with the SMMC in that their rule book was very much based on our own at the time. Capt Mike Thurman issued the invite to myself when I was Club Captain. As our present Captain was unable to attend, I was happy to go in his place. The date fitted in nicely with a visit to my son's at Northfleet in Kent so it was quite an easy journey to Felixstowe from his house. The date also coincided with my 50th anniversary of starting my sea career as a very green 16 year old apprentice on the M.V Sungate at South Milwall docks in London.

FMMC meets on the third Tuesday of each month at the Ferry Yacht Club just to the north of Felixstowe on the River Deben. The yacht Club is relatively small but enjoys a pleasant bar and dining area. Carl Giles, the famous 'Express' cartoonist was a member of the yacht club and copies of his works can be seen around the walls including special illustrations for the Club's annual dinners. FMMC is run very much on the lines of the Mariners of Wight monthly meeting. No wives are invited but the Club does have a few functions throughout the year where wives are encouraged to attend. It appears that membership of the FMMC is confined to Master Mariners only.

Prior to dining all members met in the bar for pre-lunch drinks. At this time, the outgoing Club Captain Geoff Hartgrove AFNI handed over to Captain David Ingham who is also the Club's President and very much a stalwart of the Club. Each Club member as well as myself, was presented with a nicely engraved whisky tumbler to commemorate this special event. Captain Mike Thurman is now the Staff Captain for 2015.

About 70 members sat down for an enjoyable 3 course lunch prepared by the yacht clubs staff. After the meal a raffle draw was made with prizes consisting of several bottles of spirits and also some game shooting tuition somewhere in the wilds of Scotland. Normally only a single prize of a bottle of spirits is made at the monthly raffles. The proceeds of the raffle go to charity. Last year the Club supported 10 local charities, all with sea associations. Each charity receiving £300. An impressive gesture from a relatively small group. The raffle was followed by a talk by Captain Paul 'Ruffy' Ruffles, the Clubs Secretary. He gave an interesting account of the stranding and subsequent re-floating of the Hain's tramp 'Treworlas' on the Madira reef in the Persian Gulf. Ruffy, serving as a deck apprentice, was on the wheel at the time of the incident.

An official photographer had been booked for the 40th anniversary but unfortunately he was stranded en-route following a traffic accident so the event went unrecorded which was a pity.

I thanked Captain Ingham for the Club's kind hospitality and told him that any FMMC members passing through Southampton are more than welcome to call in at the Cachalots.

After the meeting, Capt Thurman took me to the local viewing point which affords a good view across to Harwich and also the large container docks which are the main stay of the port.

Ian Odd, Post Captain

Ladies Lunch

The Ladies lunch on 22nd May went extremely well. It was our fourth lunch and the best attended so far. There were 19 ladies present and the meal was very enjoyable, but I think we were too large a group for them to cope with. (No disparaging remarks gentlemen please.) I think next time we will try a new venue. Margaret and I will do some more investigations. The next lunch will be held on 23rd October. Ladies, have a lovely summer and hope to see you all at the next lunch.

Carolyn Lee has asked me to see if there are any other ladies who would be willing to help with providing some of the finger food for the Shipping Festival on 11th June. If you can help please contact Carolyn on 01489 602001. Thank you.

Lesley Odd

High Level Answers Needed

This article, by Cachalot Michael Grey, appeared in his column, Viewpoint, Lloyd's List ,16 March 15, and is copied here with his kind permission. The tragic events portrayed, and the even greater ones foreseen, have indeed now come to pass and attracted the world's attention, but not yet a solution.

Nobody shouted, or banged their fists on the lectern, although it was a situation of life and death, with a great deal of the latter. There had been 3,500 “known” fatalities last year and goodness knows how many that the sea had just swallowed up on their perilous passages across the Mediterranean. But it could just have been another ordinary IMO meeting, with sober statements being given by distinguished delegates, heard in silence, or perhaps a round of muted applause.

Except that this was a “high level meeting to address unsafe mixed migration by sea” which is arguably one of the great crises of our times, which accounted for the presence of senior representatives of all the United Nations agencies. Refugees, Drugs and Crime, Human Rights, Development, Ocean Affairs and the Law of the Sea, Migration were all present and correct. Only Interpol was absent.

IMO Secretary General Koji Sekimizu spoke with some passion of the “tidal wave” of people, the systems of search and rescue and maritime safety, which are certainly not designed to rescue hundreds of thousands of people - “at breaking point”. It was, he said “a huge and multi-faceted problem”.

As the high level representatives soberly gave their respective addresses, it was not difficult to register a sense of unreality at what was happening just 1500 miles to the south, that very day, just as on every other day for more than a year, as the Syrian catastrophe unfolded, terror spread into Iraq and Libya descended into armed anarchy. Never, since the end of WWII, we were told, had there been so many desperate refugees on the move, driven by terror or want.

The sheer statistics are awesome. More than 200,000 desperate “migrants” (does that word really convey what is driving them) rescued in 2014, as they struggled to reach Europe in their mostly unsafe craft. Some 650 merchant ships diverted and rescuing 40,000 people, with even greater numbers diverting to assist. The numbers rising all the time, with 370 known deaths in the first two months of this year, with 7,500 brought to safety, in the winter season, when prudence might have suggested all the dangers are multiplied by the weather.

The forecasts are even more frightening. The International Chamber of Shipping’s Peter Hinchcliffe pointed out that if the trajectory of increase continues, this year will see up to 450,000 people risking their lives and having to be rescued. Simple arithmetic, suggests Mr Sekimizu would see six merchant ships in action every day, each rescuing 200 migrants. Just to think about these numbers for a minute and you begin to grasp the magnitude of what we smoothly refer to as a “challenge”. It is more than a challenge, when a big merchant ship, say a laden VLCC, sights a ramshackle craft heaving with humanity and rolling around in a choppy sea. There will be around 20 seafarers aboard the rescuing craft, trained to operate a huge tanker, not to drag babes in arms, women and children, the old and infirm, the panic stricken and the sick onto their ship, keep them safe and get them to land. There may be infectious diseases among their passengers, a good deal worse if the threats of terrorists to infiltrate into Europe are realised.

And we are approaching this crisis with no Mare Nostrum operation; the Italians unprepared to soldier on alone, despite the heroics of their navy and coastguard, and a far smaller EU effort, holding the fort, backed up by all those merchant ships, which seem likely to constitute the heavy lifting in the months to come. We are told the smugglers are getting more violent, arms being seen at sea, migrants shot to ensure their compliance and the worrying cases of the unmanned merchant ships packed with people, running like unguided missiles across a busy sea. Some 700 people paying \$5000 per head nets a cool \$3.2m, providing a convincing business case for the smugglers, who can obtain a beaten up old “ghost ship” for a fraction of this sum.

But what can be done in the short term? Of course there is a need for data, possibly an effort to get to grips with the smugglers, but the terrible events that are pushing these people show no signs whatever of improvement. Turkey, Lebanon and Jordan are bursting at the seams with refugees from the conflict in Syria, desperate people are escaping from Africa; 9000 every month crossing into the Arabian peninsula and the Sahara becoming a graveyard.

They are going to keep on coming; more seafarers will find themselves engaged in rescue missions, often hazarding their own lives to undertake their missions of mercy. How can these desperate people be persuaded not to trust their lives to the smugglers and criminals, when they see no other alternative? Would an “awareness campaign” fulfil any purpose whatsoever?

Logic, sense and seamanship would suggest that if they are so desperate, so determined to escape, a civilised response would be to provide a legitimate way of reaching safety, aboard ferries. When, of course, politics would immediately intrude with shouts of horror at the very notion of legitimising and civilising what people seem to tolerate as long as it remains illegitimate, hazardous beyond belief and kills thousands each year.

So, where do we go from here? All the agencies are fully aware of the scale of this emergency, which is what it is and the fact that all the horrors that drive these migrations are getting worse in a worryingly unstable world. The ICS booklet which gives guidance on ensuring the safety and security of seafarers and rescued persons (filled with sensible and practical advice) contains within it a truly horrifying illustration of a grossly overloaded fishing boat, laden with hundreds of migrants, some of whom are jumping into the sea, appearing to be at the point of capsizing. This is the reality in 2015, multiplied hundreds and hundreds of times.

Michael Grey MBE

Salvage-industry veteran Noble calls for rethink of LOF contract

John Noble says it is time to start from scratch and come up with a salvage agreement that is better suited to the modern shipping industry

Adam Corbett **London**

A series of major casualties has meant the opinion of salvage-industry veteran John Noble has been in high demand recently.

The former head of the Salvage Association is now an independent consultant. He has been providing expert comment to national broadcast media on high-profile incidents such as those involving the 51,770-gt *Hoegh Osaka* (built 2000) and 6,586-gt *Sewol* (built 1994) — and even possible underwater investigations linked to lost Malaysian airliner MH370.

He also has a lot to say about how the modern salvage industry can be improved. His starting point is the basic salvage contract, or Lloyd's Open Form (LOF).

HOTLY DEBATED ISSUE

The issue was recently hotly debated at the International Salvage Union (ISU)'s general meeting. Underwriters and owners are seemingly put off of LOFs by costly awards, while salvors are lamenting its demise and the lower returns of standard contract work.

Noble is of the opinion it is time to rip it up and start again.

"Nobody seems to like it [LOF]," he said. "The underwriters feel LOF awards are too generous. There has been tinkering but no one has the guts to say we need to start again. It is time the industry sat down with a clean sheet of pa-per."

Noble says there have been some improvements, pointing to the introduction of the SCOPIC Clause, in which he was closely involved in developing. Noble says it showed

that the industry can act on improving contract terms.

"There was a quick response by the clubs to come up with a simple system that everyone understands," he said.

The LOF system has been in place for more than 100 years but Noble suggests it does not suit the modern shipping industry.

Improved communications mean ship masters are more likely to contact shore for advice rather than immediately appoint a salvage tug under an LOF.

"Nowadays, the master will invariably ring the office in a casualty situation before a salvage contract is signed," Noble said. "Modern communication has simply made the LOF out of date."

He also suggests the shipping and salvage industries need to address the problem of investing in equipment that can handle the latest generation of mega-size ships. "In the past, when there have been problems, they have been able to cope," Noble said.

"But the reality of modern salvage is that the salvor often does not know what he will come up against.

"But now the biggest question is over whether the salvage industry has the capability of dealing with a 20,000-teu box-ship or 400,000-dwt bulker, or even the largest FPSO [floating production, storage and offloading vessel] — and the short answer is that it doesn't."

He points out that there is equipment operated by the likes of Donjon Marine and Dutch crane operator Mam-moet Salvage that could possibly handle the largest ships but it has yet to be tested.

"It has been said before but the proof is in the pudding," said Noble, indicating that the industry will only know whether it can cope when there actually is a big incident.

While the sector has been able to deal with large-scale casualties such as the cruiseship *Costa Concordia*, the expense and time have been enormous.

Noble believes the *Costa Concordia* should have been cut up rather than refloated, saving time and money. Instead, the Italian government's choice was swayed more by economic factors, such as providing work for Italian engineering companies.

CONCORDIA IMPACT

Noble feels the enormous cost of the *Costa Concordia* salvage will encourage underwriters to make sure they are more influential in wreck-removal plans of future similar incidents.

The increasing influence of governments has also meant salvors are no longer able to carry out salvage work in the way they think is best.

"One of the biggest differences is that, nowadays, salvors have to negotiate with the authorities," Noble said. "That did not use to be the case in the 1980s; they were just left to get on with it."

That is not to say that some modern salvage legislation has not been successful, says Noble, pointing to the US Oil Pollution Act (OPA) of 1990, which he believes provides a good model for salvage and insurance preparedness around the world.

WHO IS JOHN NOBLE?

John Noble has worked in commercial shipping since 1962 and served at sea as a deck officer for Blue Funnel and Palm Line.

He obtained his Master Mariner's certificate in 1977.

BROAD EXPERIENCE

Later, he worked as a claims executive at Thomas Miller (manager of the UK P&I Club) and later set up the London office of Murray Fenton & Associates in 1980.

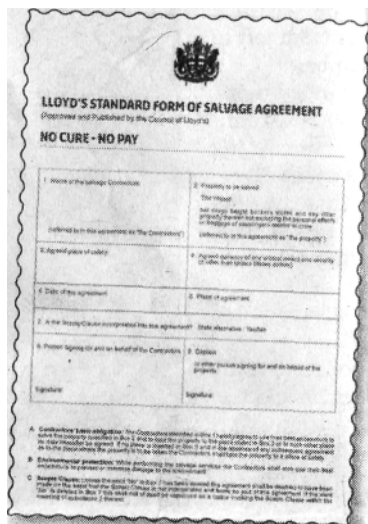
Between 1999 and 2005, he was chief executive of the Salvage Association.

Noble has attended 60 major casualties, including the *Haven*, *Braer*, *Sea Empress*, *Irving Whale*, *Hyundai Spirit* and *Erica*.

Over the past 34 years, he has worked with all the major salvage companies and served briefly as a special casualty representative prior to taking up the Salvage Association post.

Until recently, Noble was an advisor to the International Salvage Union (ISU).

John Noble: Nobody seems to like it [LOF]. The underwriters feel LOF awards are too generous. There has been tinkering but no one has the guts to say we need to start again. It is time the industry sat down with a clean sheet of paper.



Fifty Years on Salt Water

Episode 11: At the end of 1921 Charlie Chapman is called to Germany to give evidence in the War Crime Trial resulting from the Llandovery Castle incident. In some respects this was considered to be the most important of the six British cases that were eventually brought to court and Charlie is the principal witness.

I received a message to report at the Head Office in London and prepare to go to Leipzig in Germany, for the trial of the submarine officers for sinking the *Llandovery Castle*. This was over three years since the sinking took place. The Germans were calling the trials themselves for this particular case, to show good faith, as several "War Criminal Trials" had already been held on behalf of the Allies, at their request.

I had instructions to be on Liverpool Street station at a certain time, to meet up with other people who had been contacted to go as witnesses for the case. Our party consisted of eight of the survivors from the *Llandovery*, and two men who were actually on the submarine when we were sunk. They told us they slept on the torpedoes that were fired at our ship, as they were cramped on board for space. One was the Chief Officer and the other the Wireless Operator of the s.s. *Atlantian*, a ship the submarine had sunk previously. It was very interesting to hear their version of what happened during the sinking of our ship. Also of their voyage back to Germany when the submarine actually struck a mine and the bow half was blown off. In spite of this damage the U86 was towed by another submarine and reached port safely.

Our party was in the charge of two detectives from Scotland Yard. The Solicitor-General, Sir Ernest Pollock, and Commander Despard-Twigg, the Commander of the *Lysander*, the destroyer which saved us from the Atlantic Ocean, were also travelling to Leipzig with us.

It was good to meet some of the survivors again and talk of the happenings of that ghastly night when we all lost so many friends.

I was to be chief witness, as the Captain had died in the meantime which left me the senior officer alive. The fourth officer Don Barton was also in the party. The Purser, for some reason best known to himself, did not wish to attend the trials, although he was the last man we pulled out of the water.

On arrival in Leipzig we were accommodated in a rather nice hotel for the weekend. The trials started on Monday morning and lasted a week, so including this time and travelling time to and from Leipzig, we were away for ten days and very interesting days they were too.

In due course we assembled in the law Court, a huge building, holding well over a thousand people, and the two prisoners were brought in. They were Lieutenants Boldt and Dittmar, the first and second lieutenants of the U86. The Captain had left the country, so could not be put on trial. My blood seemed to run cold at first when I saw these two men appear in the court, when I thought of all the harm and misery they had caused.

After the preliminary opening of the court, all the *Llandovery* witnesses were ordered out, and the case proceeded. There were also fifty-two German witnesses, including Admiral von Trotha.

After about half an hour my name was called and I entered the court as the first witness. This, to me, was a very tense moment as the court was packed to overflowing.

The Judge, Herr Schmidt, sat at a large semi-circular table, with ten other people of varying ranks. I had to stand in the half circle sideways, facing an interpreter who was a Dutchman, so that the people in the court could hear what I was saying. I noticed in passing close to the prisoners that they were both wearing the 'Iron Cross', awarded them I suppose for their bravery in sinking a hospital ship. One was in uniform and the other in mufti.

I was standing in this position for near three hours, having questions fired at me, it seemed from all directions, including the eleven people at the Judge's table and the counsellors for the defence. When the questioning began, the Judge started by asking one or two questions and I politely asked him if he minded if I told the story in my own way and he could then question me on any point he wanted to be made clear.

He was quite in agreement and I carried on from the time I was blown out of my bunk, till we were rescued by the *Lysander*, being interrupted several times to explain things more clearly. I only spoke of what I saw myself and said nothing about what other people had said and seen. When it came to the question of firing on the boats, the Judge stopped me and asked what I thought of the officers of the submarine and I replied, I would rather not say in front of so many people in the court. He then pressed for an answer and politely I could only say, I wondered what sort of men they could be, to fire a torpedo at a hospital ship with all her lights burning. I was tempted to say a good bit more but thought I might as well keep quiet, and not upset the dignity of the court.

The prisoner Boldt's behaviour was at times quite truculent and once, when he glared at me and gave me some black looks, I went up to him and informed him that, 'It was my day today' and he had already had his. I was politely called to order, but it eased my feelings.

I was followed by other *Llandovery* witnesses, whose stories were very similar to mine. Unfortunately, Major Lyons, the doctor who had his ankle broken, did not arrive from Canada till the case was nearly over. So I did not have the pleasure of seeing him again and to thank him personally for the silver cigarette case he sent me in recognition of my services in saving his life.

When the wireless operator of the *Atlantian* gave his evidence, he stated while he was on the submarine he heard the crew talking about a hospital ship that was in sight, and the submarine followed her for several hours till it became dark. Apparently two torpedoes were fired, according to his evidence.

On the second day of the trial, the German witnesses started to give evidence. The first man called was a petty officer from the U86, by the name of Popitz. He confirmed that they had followed the *Llandovery Castle* for several hours, but saw nothing suspicious about the ship. He also said submarines suspected all hospital ships, as they were a danger to submarines and the German papers said the English abused hospital ships by the material they carried. At this point I stood up in court and said I had some information about his statements regarding hospital ships. I was called to the stand and related how we were stopped and searched by a submarine, in the Mediterranean, and the Commander was quite satisfied that everything was in order. I also stated that I had spent a year on the *Guildford Castle*, when she was a hospital ship, and at no time did she abuse the Geneva Conventions regarding this type of ship.

This witness, and prisoner Dittmar, apparently did try to persuade the commander of the submarine not to sink the *Llandovery*. He also said that all the crew were ordered below, and the officers fired the gun at the boats until one officer hurt his hand and then the chief gunner was called on deck to carry on firing. Apparently two days after the sinking, Commander Patzig called the crew together and said, "Whatever has happened, I take on my conscience before God and I want you to say nothing about it." The next witness was Johannes Ney, the second engineer of the U86, who gave his evidence very reluctantly and several of his statements were in direct contradiction to depositions he had made at a preliminary examination.

He had said before that the lifeboats were destroyed by gunfire, now he said he knew nothing about it. But he did admit that it was common talk among the crew that the lifeboats had been destroyed by gunfire. Later, as mentioned before in my story, when the U86 struck a mine the sailors said it was God's punishment for the sinking of a hospital ship and firing on the lifeboats. The Chief Engineer said there was a lot of depression among the crew after the *Llandovery* was sunk. He told Patzig that he would not have torpedoed the ship and Patzig replied that he would not do it himself a second time, as he knew the sinking of this ship was unjustified. Another Commander said there could be no justification for the shooting of helpless men and women in the water. One witness said he had seen troops on the *Llandovery Castle* in the Mediterranean Sea. I immediately asked the Judge if the witness was an officer or rating. He asked why and said he was a rating. I then asked if he thought a commander of a submarine would allow a rating at the periscope, when they were close enough to see soldiers on the deck. After that his evidence had no impression on the Court.

The Judge then told the defence, if they insisted on bringing frivolous witnesses along he would postpone the case till the British could bring along witnesses to refute their accusations. Ultimately, after some consultation, counsel for the defence agreed not to offer any more such evidence.

Admiral von Trotha said that by 1918 the war had developed extra-ordinary bitterness among all U Boat commanders. They were all convinced that no feelings of humanity should be permitted to restrict the special efforts demanded of them by the emergencies of the Father-land, and that officers must perform their duties regardless of considerations of humanity.

The Judge asked Lieutenant Boldt why he fired on the lifeboats and he replied we thought they were men of war. The Judge said, no wonder we lost the war when naval officers cannot distinguish the difference between a man-of-war and a boat load of men and women.

The evidence having been concluded, the Crown Prosecutor said that in all his career he had had no harder task than he had now to discharge. The accused had displayed courage and self sacrifice in the service of the Fatherland. It was difficult for him to bring a charge of murder against them. The sinking of the lifeboats was illegal except in cases of military necessity, which did not occur in the present instance. It had been proved that persons had been killed by the firing. Therefore the accusation must be made one of attempted murder and demanded a sentence of four years penal servitude. This was passed on them and Dittmar was also dismissed from the German Navy, Boldt being already a civilian. He served part of his sentence and escaped to the Argentine, where a few years later he committed suicide by shooting himself. The only information I have been able to obtain about Commander Patzig was that he was a Commander on the *Graf Spee* when she was sunk in the River Plate. There was a man by the name of Commander Conrad Patzig on her and it was believed that it was the same man.

While I was in Leipzig, a copy of a letter from Admiral Sims of the American Navy, which was in European waters at the time of the sinking of the *Llandovery Castle*, was handed to me, from which I quote: *On the afternoon of August 13th, 1918, U.S. Naval Ships sighted a number of partly decomposed bodies in the water. These bodies were taken onboard and identified as far as possible. The burial service read over them, and they were then buried at sea. The details are as follows: One soldier in Canadian Uniform (no identification). One soldier in Canadian Uniform, identity tag marked Pte.C.H. Hoskins, No. 406310. C.A.M.C. with Diary and Saving Certificates. Two soldiers no means of identification. One woman no means of identification. One body was Captain George Barrington, identified by a slip of paper in his pocket, also a disc and a silver cigarette case. On one of the bodies was a slip of paper which indicated that the bodies were amongst those lost when the Llandovery Castle was torpedoed. This information is forwarded, believing that it may be of use to your service for record, and*

further that the friends of those buried would care to know that, after all, Christian burial had been awarded them and that in certain instances they had been positively identified. Signed W.S. Sims

While on the subject of letters, I do not think it would be out of place to quote one I received from the joint Managers of the Union Castle Line.

"Having had a communication under date August 28th from H.M. Procurator General's Department, in relation to the attendance of witnesses at the German War Trials, we think it due to you to give you the following extract from that communication, adding the expression of our own satisfaction with respect to the way in which you acquitted yourself in giving evidence before the German Court, in connection with the sinking of the "Llandovery Castle": It may be of interest to the Authorities of the Union Castle S.S. Co. to know that Mr. Chapman's evidence made a great impression upon the Court. He gave it in a very creditable manner, and in the course of his Judgement the President made the following comment on it. "Chapman showed himself a quiet and discreet seaman and a capable, reliable, conscientious and impartial man." His evidence was entirely confirmed by the absolutely reliable German witness, Popitz. Moreover both the Public Prosecutor and Counsel for the Defence, stated that they accepted Chapman's evidence in its entirety. It will be readily understood that from a German Court in a case of such a character as that being tried, this was an exceptionally high tribute to a British witness, and it is hoped that it may be brought to the notice of the Directors and recorded to Mr. Chapman's credit in his future career in the Company."

After the trials were over, the party returned to England, everybody having enjoyed meeting each other again, under more pleasant circumstances than when we were last together. We all went our various ways. I was put on staff duty, relieving officers so they could go on leave. After two months of this I joined the *Garth Castle* for the second time, this time not as a hospital ship, but on a voyage to Durban in South Africa and back by way of the Suez Canal. *to be continued*

I assume that Charlie wrote these memoirs some time after his retirement in 1957, without such modern aides as Wikipedia and the internet, so can be forgiven for any discrepancies in reporting subsequent events that he was not actually witness to.

In other accounts it would appear that it was Ludwig Dithmar, also shown as Dittmar in postings on the 'net, who was the officer that warned Major Lyons to get well clear, indicating that the officers already knew of Patzig's murderous intentions. Dithmar was obviously taken back into the navy and was promoted Kapitän zur See in April '41. He worked as an archivist at Naval High Command, was discharged in 1945 and was a chronicler of the history of the U-boats and their crews. He is reported to have died on 1/12/70.

Boldt is reported to have died in Cali in Colombia on 26/2/31 but cause of death is not recorded. Where Charlie learned that Boldt had shot himself we shall probably never know.

Charlie was definitely wrong about the fate of Commander Helmut Patzig. The U-boat Commanders and crew have been well researched, <http://uboat.net/wwi/men/commanders/237.html> and I think we can believe the account as detailed in "The Aftermath of the Llandovery Castle Incident" and published in Cachalot 53. I could find no record of any Patzig - Helmut or Conrad - in the crew lists of the Graf Spee.

You can read much more about the sinking of the Llandovery Castle at <http://www.gwpda.org/naval/lcastl11.htm> and a very comprehensive account of the trial at <http://www.gwpda.org/naval/lcastl12.htm>



With news in May that Egypt intends to rebuild the Lighthouse at Alexandria I thought it a good time to print an article that our regular contributor, Reg Kelso, gave me over a year ago. I had originally included it in every issue since then but pulled it at the last minute when something more topical came up. Now that I have included it - on the next page - I have nothing left up the editorial sleeve, so be advised.

On the page after that there is a more recent contribution, also from Captain Kelso, about Samuel Plimsoll, the sailor's friend.

"Let your Light so shine before men....."

Centuries before Saint Matthew wrote these words the dangers and difficulties facing "they that go down to the sea in ships, who do business in great waters" were recognised by shore-dwellers who, in many cases, depended upon seafarers to keep them provided with many of their daily needs, and nowhere were these dangers more prevalent than in the Mediterranean Sea whose treacherous currents and offshore winds often carried the small boats far out to sea and out of sight of land.

Thus it was that about 280 BC, the Egyptian Ptolemy I instructed the famous engineer and architect Sostratos to construct a huge tower at the approaches to the Port of Alexandria to serve as a landmark for trading vessels and fishermen. The huge structure was built in three stages, all sloping inward, the top cylindrical, the middle octagonal and the bottom square. A wide spiral ramp ran from top to bottom, thus allowing the world's first "lighthouse keepers" to use one of the two ovens at the top of the 500 feet structure for fires whose light could be seen far out to sea. Today, the structure still stands, is classed as one of the Seven Wonders of the World and at its base bears the legend " Sostratos of Cnidus, son of Dixiphanus, to the Gods protecting those upon the Sea"



The Lighthouse at Alexandria

Drawing by archaeologist Herman Thiersch (1909)

Many years later, the Romans in their conquest recognised the need for safe entry to the seaports of Europe and the remains of their light towers are visible in Dover and across the Channel in Boulogne but as that great Empire declined so did the construction of navigational aids until, that is, the Christian church realised that the construction and location of their churches and dwellings would make ideal landmarks and lighthouses.

Prevalent among these were the monks resident on the Island of Jersey and about 1300 they maintained a routine of fire-lighting from dusk to dawn on the roof of the their Abbey.

Across the Channel, in Cornwall, the tower of The Church of St. Michael's Mount displayed its warning light for some 500 years and further up-Channel the monks worshipping in the chapel on Chade Down on The Isle of Wight maintained a warning beacon for centuries. Today, the statuesque lighthouse on St. Catherine's Point fulfils that duty.

The priests serving the Chapel of St. Nicholas overlooking Ilfracombe Harbour maintained a nightly beacon as did many of their brethren in ports adjoining the North Sea.

Later, a buoyage system was introduced and, again, the Church seems to have played a major role in the provision and maintenance of these. Many of us recall the poem that related:

The good old Abbot of Aberbrothock
had placed the bell on the Inchcape Rock,
on a buoy, in a storm, it floated and swung,
and over the waves its warning rung.

Later, in 1810, the 2000 feet long reef marked by the bell was served by the Bell Rock Lighthouse.

In Ireland, the prior of The Order of St. John of Jerusalem recognised the danger posed by a huge reef off the coast of Co. Down and was instrumental in siting a large bell buoy on the seaward side of the reef. This bell was unique insofar as it was fitted with a sail which caused the bell to toll when the wind blew. Years later the bell was replaced by a shoreside granite structure with a light tower - but the name St. John's Point was retained.

Thus, the provision and maintenance of many marine lights and warning devices in medieval times appears to have been willingly adopted by the officers and followers of Christian churches adjoining seaports and harbours but, with the dissolution of the monasteries and the resulting confiscation of lands those who saw the tending and provision of these as their Christian duty disappeared, but, before this came about, some of the major trading ports like London and Newcastle-upon-Tyne had developed a semi-religious society (A Fraternity of Seamen) and they elected to look after the lights and navigational aids in their harbours.

In January 1447 the London Fraternity became a Company of Mariners located at the College of Deptford and they were granted powers to prosecute anyone found destroying or interfering with aids to navigation. In 1547 the title changed to incorporate the name "Trinity" and it became an Honourable Corporation and during the reign of William IV all interests, private and otherwise, in marine lighting and marks, were compulsory acquired by "Trinity House". Henry VIII established The Trinity House of Newcastle and they were charged with the responsibility to build two fortification towers and fit each with " a good and steady light by night". Across the Irish Sea the Guild of St. Nicholas was given responsibility for the sea marks and lights in the approaches to Dublin, They later built six lighthouses and thus became the fore bearers of the Commissioners of Irish Lights in 1867.

In 1635, in Scotland, a Patent was granted to two Scottish engineers to build a lighthouse on the Isle of May but there is little further information on hand to indicate the formation of a Corporation or Guild similar to those instituted further South.

Samuel Plimsoll

Plimsoll was born in Bristol on February 10th. 1824 and shortly afterwards the family moved to Sheffield and, later, to Penrith in Cumbria. His parents were not wealthy and the young Plimsoll was compelled to leave school at an early age and seek gainful employment as a clerk in a brewery which he eventually managed.

Throughout his work he continued his studies and this proved extremely advantageous in his later years. He was an ambitious man and, in 1853, he made his way to London and attempted to set himself up as a coal merchant. The project was not successful and the young Plimsoll was soon destitute and forced to live in cheap boarding houses in the dockland area.

Undoubtedly, it was there that he first met seafarers and listened to their tales of life aboard ship and the dangers of seafaring. Plimsoll had long been critical of the social injustices and the callous pursuit of profit with the total disregard for the misery and dangers it created. This was an era when there were few laws to protect people at their workplace and commercial pressure overrode safety considerations in the drive to compete in global trade. Nowhere was this more manifest than in seafaring and Plimsoll soon noticed the fear and apprehension amongst his fellow lodgers when they were leaving to join a ship in the adjoining docks.

As his business fortunes improved so his zeal for social reform increased and he resolved to devote his life to the reform of working conditions – especially those of the world's seafarers. This was the era when shipping disasters were commonplace through poor maintenance and blatant overloading and the owners ensured that by over-insuring the ship and cargo they were guaranteed a handsome return if a ship foundered.

Destined to enter political life, Plimsoll, in 1867, was elected as the Liberal Member of Parliament for Derby and he immediately endeavoured to introduce a Bill that would ensure ships maintained a reasonable freeboard but this was opposed by many of the ship-owning MP's in the House. Plimsoll battled on and in 1872 he published a book entitled "Our Seamen" which was widely read and which outlined the perils faced by the crews of merchant ships.

In 1873 he was rewarded by the appointment of a Royal Commission resulting in a watered-down Bill, which Plimsoll reluctantly accepted. However, before the Bill could be enacted, Disraeli succumbed to pressure from his ship-owning friends and announced that the Bill would be discarded. This was too much for Plimsoll and he reacted so violently that he was accused of a Parliamentary breach of order and suspended for seven days. Eventually, he was forced to apologise to the House but by this time, people were becoming aware of the need for positive action and the Government was compelled to pass the Bill that was soon included in the Merchant Shipping Act of 1876. In effect the Bill gave the Board of Trade stringent powers of inspection and resulted in vessels being compelled to adopt the Plimsoll Line – a line on the hull of a ship indicating the maximum safe loaded draft and the minimum freeboard for the vessel in various operating conditions.

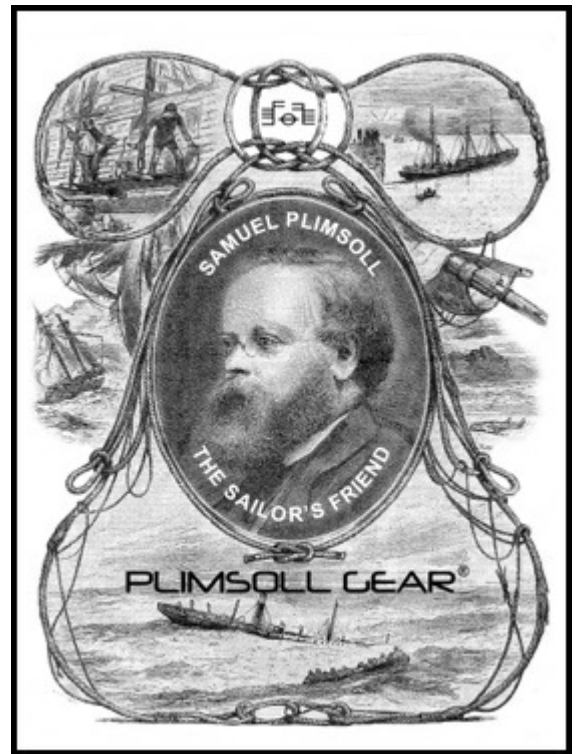
Thus, for the first time it was stipulated that every British ship, with the exception of coasting vessels of less than 80 tons, pleasure craft and fishing vessels, must carry a conspicuous circular disk – 12 inches in diameter – so placed that "the centre of the disc shall indicate the maximum load line in salt water to which the Owner intends to load the ship for that voyage". Initially, the positioning of the disc was left to the discretion of the owner but all foreign-going vessels had to display it and if it was submerged then the Owner faced a fine of £100 - big money in those days.

It was not until 1894, when the Merchant Shipping Act was revised, that the responsibility for positioning the line was taken over by the Board of Trade.

In 1880, Plimsoll was re-elected by a huge majority but he stood down in favour of Sir William Harcourt, the Home Secretary, who had lost his seat. Plimsoll knew that Harcourt carried more influence than he did and would influence Plimsoll's "causes" accordingly. Such was his fame and popularity as a politician that more than 23 constituencies offered him a seat but he left the House to continue his crusading work for British seafarers by lecturing and writing numerous articles outlining the hazards of irresponsible seafaring. Subsequently he served for a time as President of The Sailors' and Firemen's Union.

He died in Folkestone in June 1898 but it took a further thirty years for the maritime nations globally to adopt his Plimsoll Line with the introduction of an International Convention.

Today, he is remembered occasionally by those who bother to read the inscription on the bronze bust on London's Victoria Embankment – "in grateful recognition of services to men of the sea of all nations" but probably much more often by those whose job it is to study the hulls of the huge vessels entering and leaving our ports to satisfy themselves that the vessel is not overloaded.





“The surveyor and the surveyed – on board interaction”

Speakers:

Commercial: Captain Ian Odd / Alan Bloor

Leisure: tbc

Joint meeting with IIMS

Conference room 2 on board “Ocean Scene”

Seawork International Exhibition,

Canary Islands Fruit Terminal,

ABP Southampton

17th June 2015 17:00

This joint meeting will be in the form of a panel discussion to demonstrate the approaches taken by surveyors and the reaction by those surveyed in the small (leisure) craft and larger (commercial) ship sectors.

There is no charge for attending this meeting, although attendees will be required to have registered to attend Seawork (www.seawork.com).

For **further information** please contact Richard Brooks
MNI Honorary Secretary
Solent Branch of the Nautical Institute
Tel No: 07815 104419 Email
nisolentbranch.secretary@gmail.com



Many Happy Returns

It is hard to believe that our well loved Bar Manager, Liz Robson, celebrated her 80th birthday on 5th February. Liz was just away on holiday at the time so we celebrated with her with a buffet lunch in her honour in the Club room on 6th March. Over 40 members were in attendance as Club Captain Jeremy Smart presented Liz with a card and a cheque from the Club towards that next holiday.



We have had the "Kaskelot" (issue 54) so here is an aptly named yacht spotted by Past Captain Terry Hughes when he was on holiday in Madeira recently. He says he just couldn't resist taking the shot.



The above postcard, found in the office, has "Cachalot 1915" pencilled on the back. Flying the White Ensign but no other information.



Cachalot Tony Ireland, from his home in Gibraltar, emails:

Please find attached some pictures of my collection of 1/1250 scale models of some of the ships I sailed on with B&C during the Sixties. *Is that a typo Tony, or how you remember them?* Those I sailed on show their port sides, and also included are ships that I piloted, showing their starboard sides.

- 1st. (top left) shows the RMS Windsor Castle with Needles, 2 x Red Funnel Tugs and Calshot Spit L.V., (4/O 1964)
- 2nd. (top right) shows RMS Pendennis Castle (2/O 1966), RMS Southampton Castle (3/O 1966/67), RMS Rhodesia Castle (X/2/O 1966) and below QE2 and Canberra (piloted Gibraltar 1986 -1991)
- 3rd. (above left) shows RMS Pretoria Castle (3/O 1965/66), mv Roslin Castle (2/O 1967), RMS Edinburgh Castle (2/O 1970) and below the RY Britannia (escorted as Gibraltar Pilot on her last voyage), Manxman (Piloted to & from I.o.M. and Workington 1978/82) and ss Clan Sutherland (2/O 1968/69), mv Tannenfels (exchange Cadet 1962)
- 4th. shows shelves in Study, where they are situated.

Well - I find them interesting anyway.....

Tony has added: Since those pics, I have acquired the Clan Cumming, my second ship as Cadet. It cost me more than I earned on the two voyages in 61/62....! Mind you, I was only on £9 - 18 shillings a month then.....Ha !



The Royal Naval Club & Royal Albert Yacht Club in Old Portsmouth, see Rope Ends, opposite



At a Club lunch held there in May 2009

Rope Ends

Portsmouth Dockyard visit

&

Dinner at the Royal Naval Club & Royal Albert YC

Thursday 24th September

Previous Club outings, to Bletchley Park, Greenwich and the *Great Britain*, have been greatly enjoyed but have involved lengthy and expensive coach trips. This year we thought we would try something a bit different: a visit to a great maritime heritage site right on our doorstep followed by a Club Supper at the prestigious Royal Naval Club & Royal Albert Yacht Club. We have brought the intended date of the trip forward by one week because the Mary Rose is to be closed in October for the next stage of her restoration.

A group ticket, for 15 or more and paid for at least 10 days before the visit, will give us access to six attractions and is valid for that day only.

The six are: Mary Rose Museum, HMS Victory, HMS Warrior, National Museum of the Royal Navy, Action Stations (Historic Boathouse No.6), HMS Monitor M.33.

A free Harbour Tour is also included (Subject to availability).

The Submarine Museum, The Royal Marines Museum and the Explosion Museum are NOT included on this ticket.

The intended plan is that members will make their own way to the Dockyard and muster at the ticket office at Victory Gate at 1100.

The designated parking area, within 400 yards of the entrance, has a capacity of 295 spaces and is charged at £2 for every 2 hours.

The group will proceed to *HMS Warrior* for a 60-90 minute exclusive guided tour (min 20 people). Members will then be free to visit whichever of the other attractions they wish (self guided). Closing time is advertised as 1730.

Members will then re-muster at the Royal Naval Club & Royal Albert Yacht Club in Old Portsmouth at 1800 for a Club Supper at ~1830. (There is a dress code of jacket and tie for gentlemen.) The chosen menu is:

Mushroom & Stilton Ramekin

Char-Grilled Pork Loin Steak, Black Pudding, Apple Sauce & Onion Gravy

Blackberry & Apple Fruit Crumble

Coffee & Mints

(A vegetarian option will be available)

Currently there are no parking charges for on street parking in Portsmouth after 1800.

We are splitting the cost of the day into the two elements and members are free to attend either or both.

The Dockyard visit will be **£28** per head and the Club Supper **£30**.

There is no restriction on numbers and guests are welcome.

We need 20 for the guided tour of *HMS Warrior* and understand that the dining room at the RNC&RAYC can take at least 70.

An early indication of interest would be welcome so we can make the appropriate bookings.

Further information at <http://www.historicdockyard.co.uk> & <http://www.rnc-rayc.co.uk>

Gone Aloft

PATRICK MICHAEL JOHN O'SULLIVAN

Patrick O'Sullivan, known to all his friends and shipmates as Paddy, went aloft on 3rd March 2015 aged 68, and was buried in his home village of Verwood.

He was born in 1946, and went to sea as a Cadet with British & Commonwealth in 1966, remaining with them to the rank of 2nd Officer in 1982, taking all his certificates at Warsash. He sailed on both the cargo ships of Clan Line and the passenger ships of Union Castle, including their cruise ship Reina Del Mar.

He joined the BT cableships based at 203 berth, Southampton in 1983 as Navigating Officer. Through the company's transitions from BTI Marine Services through BT (Marine), Cable & Wireless Marine, and finally Global Marine, Paddy rose through the ranks and all the cable working experiences as a normal ship's deck officer, Offshore Superintendent on chartered vessels, and beach master on new shore ends in a number of exotic locations around the world, until serving as Relief Master. He took early retirement in 2002 when Global Marine suffered a financial downturn and offered voluntary retirements to a number of staff.

I sailed with Paddy for a short period before I came ashore, then saw him during cable projects, reunions and latterly Sea Pie Supper. He was short in stature, but you were always aware that he was there. He always seemed to have an endless supply of energy. I asked mutual friends for memories that I could add to this article, and here are a couple of edited quotes from two fellow Cachalots, which I could not put better myself:

"I knew Paddy from when he joined BT. He was a small man with a big voice. He was a highly professional seaman and officer and always a gentleman. He took a lot of ribbing because of his diminutive size but always with a smile and often a suitable reply. A great asset to any company, I always enjoyed sailing with him, which I did many times. He also enjoyed doing beach shore end work, I know he did all the shore ends for Turkey Domestic and another system out in the Caribbean. He was able to work with just about anybody and get the best out of them. To sum up, he was a popular and competent officer and a good friend, and he will be much missed."

"Paddy was with me as Chief Officer on the Sir Eric Sharp in Bermuda for about two years from 1998 to 2000. During that time we serviced and laid cables throughout the Caribbean. On one occasion Paddy was put in charge of hiring a local landing craft and turning it into a mini cable-ship so that we could repair a cable over the reef at San Juan, Puerto Rico."

For myself, he was a real pleasure to have known, and I will always remember him as one of life's great characters.

Barry Peck

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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

Thu	11 June	Shipping Festival Service, Winchester
Sat	11 July	Curry Lunch, Kuti's
Sun	30 Aug	MN Day Service, Holyrood Church
Fri	11 Sept	Club Buffet Supper, Club room
Thu	24 Sept	Portsmouth Dockyard visit, Dinner at RNC & Royal Albert Yacht Club
Fri	9 Oct	Macmillan Coffee morning, Club r'm
Fri	16 Oct	Trafalgar Night Dinner, Club room
Thu	12 Nov	Sale of Sea Pie Supper tickets
Fri	6 Nov	Harpooners' Dinner, Club room
Sat	14 Nov	Curry Lunch, Kuti's
Sat	5 Dec	Christmas Lunch, Seafarers' Centre
Sat	12 Dec	Christmas Dinner, King's Court

**The cut-off date for the next edition will be
14th August 2015**