

The CACHALOT

THE NEWSLETTER OF THE SOUTHAMPTON MASTER MARINERS' CLUB

No.6

December 2002

Editorial

Welcome to the latest edition of your newsletter, it hardly seems a year ago that we produced the first one. Subsequent numbers seem to have been well received, thanks, of course, to the “Stirling” efforts of your Captain and his well kept log. In the last one I had to squeeze the print together to get it all in but this time I have increased the pages to make it easier on the eye.

Accompanying this newsletter you should find the Programme of Events 2003/2004 which also includes other divers information, as usual. More importantly, at the bottom is the cut off slip for return with your subscription cheque (due on January 1st and payable to “The Cachalots” please. Don’t forget to print your name on the slip just in case it gets separated from the cheque). Rates for 2003 are unchanged. Country Members should not forget that they should neither work nor reside within 15 miles of the port, the Storekeeper having his own chart drawn on the Gates projection to settle any argument. Retired Members are defined as those who are no longer in gainful employment which I would have thought would be open to even more argument. It must include me though since I gave up Piloting in June. I shall be able to buy five more shares in the “250” Club now.

This monthly draw has proved a great success this year following a plea in an earlier newsletter. It helps to pay some of the Club’s costs and keep the subscription rates down. You stand to win £40 in each monthly draw or £100 in December. The draw itself is conducted very scientifically with whoever happens to be passing through the office at the time trying to pull their own name out of the bag. We tried a more high-tech approach on the computer but it threw up the name “Gates”. Being a Microsoft program it turned out to be “Bill” and not “Doug” so we gave that up.

I include a complete list of the winners to date this year. Take no notice of the fact that no less than five of them are Past Captains of the Club. It’s not a fix, honest! In the words of another, less reputable, lottery, “It could be you”.



At the AGM on 16th January Captain Ian Stirling will be officially handing over the Captaincy to his successor. The public installation will take place at the Sea Pie Supper. In future, following an agreed proposal at a meeting of the General Committee in July, the official installation of the Captain elect will take place at the Sea Pie Supper. This will preclude the situation

where we seem to have two Captains between the AGM and the Sea Pie Supper.

Talking of the Sea Pie Supper, most of the 630 tickets were taken up within 48 hours of going on sale. If any members find that they have surplus tickets and wish to pass them on then this **MUST** be done through the office. This is not just because of security but also to facilitate the drawing up of the table plans. We need to determine just who is coming and where they will be seated if our well-oiled routine of setting out the wines and spirits is to continue successfully.

And talking of well-oiled, you are strongly advised to take advantage of our pre-order system for your wines and spirits, rather than struggle to order same at the crowded bars on the night. The advantage is not just pecuniary. Order by 23rd January on the form which you should have received with your tickets.

Plans are well in hand for a repeat of last year’s successful Burns Night Supper. It will be held in the Club-room on Friday 24th January and will follow much the same format as before. Places will be limited to sixty so keep an eye on the notice board for the list to go up. Or contact the office or **Gerry Cartwright**, the Functions Officer.

Other functions that are planned include the usual Curry Lunches and Club Suppers. These will be held in the Club-room whenever possible .

continued on the back page

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(\$	250 Club	Winners in 2002	(\$
(\$	January	Captain T. E. Clark	(\$
(\$	February	Captain R.L. Hellier	(\$
(\$	March	Captain P.D. Dalby	(\$
(\$	April	Mr. J. Brogan	(\$
(\$	May	Captain R. Pilley	(\$
(\$	June	Captain W. Robertson	(\$
(\$	July	Captain E. Plowman	(\$
(\$	August	Captain J. Noble	(\$
(\$	September	Captain B. O’Connor	(\$
(\$	October	Captain T.J. Nighy	(\$
(\$	November	Captain R.S. Olden	(\$
\$			



CAPTAIN'S LOG

I note from my files that this is the sixth newsletter the Club has produced since the decision was made to try to improve communication with all its Members, not just those who manage to attend the club room at lunch time on week days. So far the reaction that has reached the Editor and contributors has been favourable. This has spurred us on to attempt to find further contributors in order to ensure a steady flow of copy. If you have an anecdote or even a quotation to pass on just contact Terry Clark on 01489 573374 or t.e.clark@which.net.

Apart from routine meetings, my first activity since Cachalot No.5 was attending the Licensing of the new Missions to Seafarers Chaplain, Michael Williams, in the Mission Chapel. This comprised an Induction Ceremony and church service conducted before a full house on the 5th. September. Representatives from the local diocese of the Church of England were present as well as the British and International Sailors' Society (BISS), ABP and various other local maritime and Church interests. The most endearing feature of the congregation was the presence of a large number of Michael's former parishioners from the Milford Haven area. He had previously been Chaplain to the Mission there but had also ministered to three local churches. Their loss has been Southampton's gain! There have now been three new Chaplaincy appointments within the Port over the last three months. David Potterton has been recruited to be the new Superintendent Chaplain to the worldwide BISS headquarters in Southampton and the Apostleship of the Sea has also gained a new padre, Father Pat Foley.

The following day saw the arrival of the Royal Netherlands Navy's Logistics Ship ROTTERDAM. Mavis and I were among the guests invited to drinks on the bridge followed by a buffet lunch in the wardroom. The hospitality was superb and the hosts were charming. There was the usual Indonesian influence on the cuisine so Nasi Goreng and Rijstaffel were much in evidence and were really delicious. You may be aware that the Dutch Marine Corps and the Royal Marines are closely integrated. This ship is really a NATO replacement for HMS FEARLESS which used to provide the means for inserting marines on to a beachhead.

The ship carries landing craft and helicopters and has accommodation for a large landing party along with their trucks and jeeps. There was a slight downside to the visit; at least, to our arrival on the bridge. The ship has fourteen decks but no lift. Of course, lifts and lift shafts are a damage control nightmare for operational warships. You just have to take a deep breath and start climbing!

On Saturday, the 23rd. September we staged one of our Curry Lunches in the Club Room. Once again this was enjoyed by an almost full house. Fifty participants are a comfortable room full but we have managed sixty on occasion. Such events are always informal and friendly affairs. There is a variety of curries - Chicken, lamb, beef and vegetable. They also vary in strength, so those unused to curry should go easy on the Beef Madras for the first time, though even that one isn't as hot as a vindaloo. For people who enjoy the company but really can't stand curry there is always an alternative, usually fish and chips. However, this should be ordered in advance at the time of booking. If you wish to come but can't get into the Club during the week you may book through the office by telephone. At the end of it all many of those attending seem to become swallowed up by the West Quay Monstrosity. Another alternative for a Saturday afternoon in Southampton are all those mini cinemas in the Leisure World - thirteen screens there and another five at Ocean Village. The biggest problem I find at the pictures these days is getting the popcorn into my mouth in the dark, rather than inside my shirt. Of course, for those who can't think of anything better to do, I'm told that they often play football at 3 o'clock just up the road where the old gas works used to be.

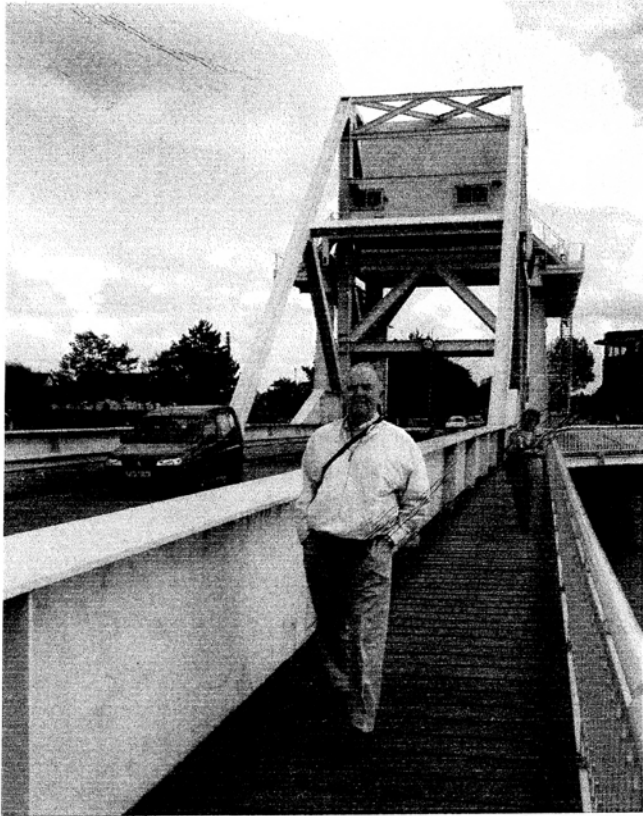


Veteran Hans Juelsdorf shares his memories of the Normandy Invasion with Brenda Gravestock, Anne Cartwright and Jill Stead, watched by his wife Mary and Captain Peter Stead.

Now for the Piece de Resistance. 34 of us boarded a coach in the afternoon of Friday, the 4th. October for a trip to France. Some were picked up at Lyndhurst, the remainder by the Old Bowling Green near the Club. The timing was just right for a quick drink in the Ferry Terminal at Portsmouth before boarding the 'PRIDE OF BILBAO' for our overnight slow passage to Cherbourg. The crossing occupied twelve hours so we had plenty of time for an evening meal and drink at the bar but still enjoy a full night in bed in en suite cabins. The following morning we also had time for a quick breakfast before disembarking. Mavis and I ate in the Carvery and found this to be an excellent place to dine. The ship is really very luxurious. The only downside was that it was 'Party Night' with many of the passengers just there for the round trip. They were determined to have a wild time. They were noisy late into the night and next morning we found that they had been throwing food around the passageways. We felt sorry for the (mostly Spanish) crew members who had only a very short time in which to square the ship up for the return leg. I understand that such trips generate a great deal of revenue for P & O Ferries so they just have to grin and bear it.

The coach made a stop at an out-of town shopping centre near Cherbourg so that we could shop for wines which were then stowed in the 'cargo' bay under the bus. It was a huge 'Auchan' superstore with plenty of choice and even free croissants. From there we visited Ste. Mere Eglise where there is an American D Day Museum and an effigy of a paratrooper hanging by his parachute from the church tower. You'll be pleased to know that, though injured, the original survived the experience. Throughout the day we visited so many sights that it is difficult now to separate them into a coherent order. We saw various landing beaches and the American and British War Cemeteries on the Saturday with lunch al fresco in the sunshine beside the pretty fishing harbour of Port en Bessin. A highlight of the day was Bayeux where we had a good look at the Tapestry using earphones with an English commentary. We then still had time to admire the Cathedral, inside and out, followed by a stroll around the shopping streets licking ice creams.

Saturday night was spent in a comfortable hotel on the outskirts of Caen. We all dined together there in a private room and enjoyed a most convivial evening. Sunday morning we



Captain Ian Stirling surveys the Pegasus Bridge, hotly pursued by his wife, Mavis.

were taken to visit the huge (and famous) Caen Sunday Street Market. Quite a few spontaneous purchases were made there but mostly it was the atmosphere and bustle that held the interest. Lunch was taken in Arromanches after a cliff top view of the Mulberry Harbour relics. Our visit to the museum which celebrates the construction of the invasion harbour was unfortunately cut short because it shut for lunch - just when there were dozens of visitors hoping to see the audio visual record. Later we visited the Canadian War Cemetery followed by the famous Pegasus Bridge near Deauville.

Our final organised visit was to the beautiful Chateau de Breuil where we were shown around the Calvados distillery and then taken into their shop to buy the products. Calvados spirit and liqueurs are made from apple juice so you could really call them distilled cider. The coach then drove us to Honfleur to enable us to break up into small groups for supper in the myriads of restaurants in the picturesque old town around the harbour. Then on to Le Havre for the overnight trip back to Portsmouth. This time it was a very short night and a full speed crossing so we were all pretty tired by the time we got back to base at around 0800 hours on Monday morning.

The venture appeared to have been thoroughly enjoyed by everyone in spite of having been such a concentrated experience. The coach had proved comfortable and our Driver/Courier/Leader was brilliant. He was concerned to do his best for us, knew all the roads and was a fount of information.

Two days later, on the 9th. October, The Club entertained a Group launched three years ago which calls itself 'The Merchant Mariners of Wight'. They came across on the Red Jet to have lunch with us. Unfortunately, the BISS could not cater for us to produce a sit down lunch for over twenty people at a single sitting. We therefore picked on the POSH Indian Restaurant which is located a few metres and can be seen out of the Club Room windows. The event proved a very happy one; the restaurant is excellent, and the staff very anxious to please. We intend to avail ourselves of the POSH facility again shortly for another curry lunch on Saturday the 23rd. November so why not join us and see for yourselves. We all eat together but of course it is a public restaurant so we will not have sole occupancy.

I was asked to be the guest speaker at the Royal Air Force Yacht Club Dinner on the 12th. Oct. and this proved to be another sumptuous but also highly enjoyable occasion. The Commodore was a hilarious character but at the same time clearly in charge. It's a good job no one is expected to occupy the Captaincy of the Cachalots for more than a year. It's really an eating marathon.

On the 16th. October your Boatsteerer and myself, accompanied by our wives represented you at the Annual Seafarers' Service in St. Paul's Cathedral. Lionel kindly drove us through central London to the City. What a Hero! This service is attended by at least two thousand people and is a very impressive affair. We arrived early and had time for tea in a café in the crypt that I hadn't previously realised the existence of. After the service we dined in a cosy little Italian Restaurant in the immediate neighbourhood.

My next outing was on the following Friday when I attended Southampton TV for an interview. I'd never heard of this station and at the time it had not yet started broadcasting. The studios are located in the James Matthews Building in

Above Bar (used to be Plummers). I have no idea whether the interview was eventually shown on screen. They intended it to be featured in a weekly programme on local maritime affairs. The station is very low powered and not intended to be received more than about 10 miles from the transmitter. If you live within range and want to watch Southampton TV you have to twiddle your tuning knob between BBC1 and Meridian! Frankly I don't know how to find the appropriate knob on our telly.

I'm beginning to wonder if it's mandatory for London churches to have eateries under them. On the 22nd. Oct. Mavis and I attended the AGM of the British & International Sailors' Society in St. Columba's Church of Scotland Kirk in Pont Street. The concurrent Service was also the occasion for the Induction of David Potterton as Principal Chaplain of the Society. The Guest Speaker was (wait for it) Rear Admiral John Lang who is going to be our Principal Guest at our forthcoming Sea Pie Supper in February. He did a brilliant and very coherent job in explaining the dangers and difficulties facing today's seafarers and, by implication, the need for the caring services of bodies like the BISS. The business in the Kirk was followed by a massive buffet lunch in the huge hall beneath it.

The Autumn Ball was held in the Hilton National at Chilworth. Attendance was 88 on the night because nine people dropped out at the last minute. Subsequent opinion was largely complimentary to the organisation and to the hotel though it has to be said there were one or two dissenting voices. The choice of music providers was not ideal since their sound amplification equipment proved to be too powerful for the room. On the other hand, their choice of music for the dancing was generally approved of. Happily the occasion did not incur a financial loss for the Club and £300 was raised at the raffle for the Wessex Cancer Trust. Many thanks to all who contributed to that worthy cause.

The 29th. October was the occasion for the first collaboration between the Southampton Master Mariners' Club and the local branch of the Royal Institute of Navigation. There was a full house for an illustrated talk on 'The Role of the Master Mariner 200 years ago' given by Professor Sarah

Palmer of the Greenwich Maritime Institute (part of the University of Greenwich). She was a very fluent and well prepared speaker and had obviously researched her subject very well. Her talk was so well received that the question time afterwards had to be curtailed after almost an hour of relentless questioning and expression of opinions. Needless to say the Club's organiser for this meeting was Captain Reg Kelso, to whom we should be most grateful as such events greatly enhance its standing in the maritime community.

On the 1st. November I had the opportunity to thank the Officers and Harpooners (Committee Members) of the Club for their support through the year by hosting the Annual Harpooners' Dinner. There were about thirty of us present in the Club Room, well looked after by the BISS catering staff. Once the port had been circulated the shaggy dog stories also began to go around. The occasion appeared to be a success but unfortunately I had to leave before the storytellers got really worked up. I was due to join the Shieldhall the following morning for a trip to Tilbury on a lucrative filming contract (lucrative for the ship - not the volunteer crew).

As a result of the Shieldhall trip I missed the Tidworth Proms. on the 5th. November. However, I hear that the concert was well up to the usual standard and that everyone enjoyed themselves.

Remembrance Sunday, 10th. November was the opportunity for the Club's wreath to be laid on the Cenotaph plinth in Southampton along with those of representative units of the armed services and various other local bodies. The ceremony was conducted with great dignity by speakers from the several local religious communities. Everyone had one eye on the weather as it had the makings of a real downpour but we were thankfully spared a soaking.

The prospects for the immediate future largely comprise the conspicuous consumption of Turkey and Christmas Pudding at various venues but they will feature in a future edition of the Cachalot. Until then I would like to wish you all a Happy Christmas and a Guid New Year.

Ian Stirling

The Cruise of H.M. Armed Merchantman "KINFAUNS CASTLE"

From 4th Aug.1914 to 20th Aug.1915

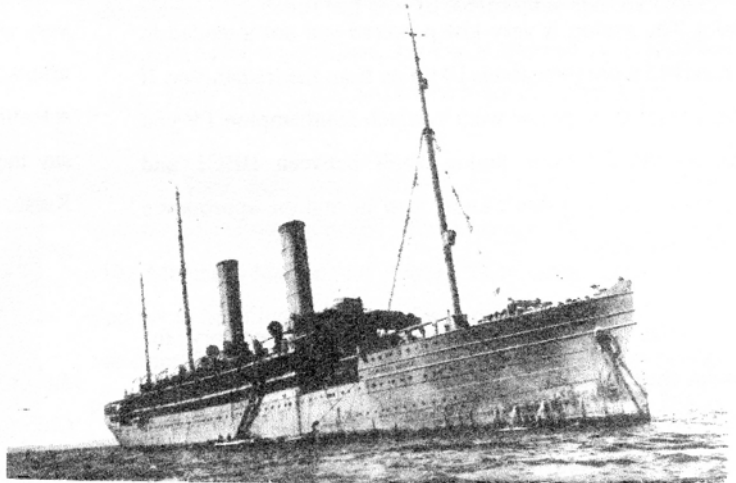
Mr. LEONARD ROGERS,

1888-1937

Chief Steward, Union Castle Line

Leonard Rogers was my Great-Uncle. This account was written by him sometime after 1923 and is closely based on diaries that he kept at the time when he was Barman & Storekeeper.

Editor



- 3rd. Aug. Arrived at Southampton at 11 a.m. after being boarded & examined off the Nab Lightship. Several alien passengers arrested. At 2 p.m. we signed articles for the next voyage, but these were cancelled at once, as the ship was to be taken for an armed merchantman. The excitement at Southampton of the impending declaration of war was intense, as this port would be the chief embarkation port, and already the commandeering of horses and billets was well advanced. At 5 p.m. Captain Crampton R.N. and his party came on board, and took command, the White Ensign being hoisted at once. War was declared at midnight.
- 4th. Aug. Work of conversion actively commenced, the Mercantile ratings enlisted, and the Naval ratings beginning to arrive.
- 5th. Aug. One of our late German waiters was found loitering about the ship, he was arrested, and details of the ship found upon him, he was taken away, and condemned. Spying was so frequent at this port, that the Captain mustered us on deck and instructed us to keep a sharp look out, as it was our home town, and should any suspicious behaviour in any place be noticed, to inform him, when he would send a file of marines with an officer to investigate at any time.
- 6th. Ship commissioned. Complement of 360 men. Armament of eight 4.7" guns, and smaller types. The inside to of the ship was stripped of practically all woodwork, armoured plating being used to protect the engine room casing, and steel nets were stretched across the engine room tops. A mattress bulkhead protection was built across the athwartship parts of the ship to stop flying splinters. Coal was taken for ballast. The activity in the Southampton docks at this time will not be easily forgotten, as the unbroken stream of ships which carried the Expeditionary Force arrived & left like trains in & out of a station. We ourselves, kept no regular hours of labour, as we carried on while there was work to be done, sometimes working sixteen or twenty hours a day, and only snatching meals when possible, as the orders were to get the ship away on service with the utmost speed.
- 15th. Aug. Ship ready for sea, manned, provisioned and armed for active service, a very fine piece of work taking only eleven days, and with scarcely a hitch. We sailed at 5 p.m. in rainy squally dismal weather, on an unknown errand and for a very indefinite period. Few people were there to see us away, as the sailing time was secret, and in lots of cases the wives of the men did not know what ship their husbands were serving in, so swift and secret was the calling up of the men. Months passed, in some cases, before wives and families knew even the name of the ship, and never at any time in what part of the world they might be.
- We ran dark all through the night, with the gun's crews sleeping by the guns, at this time we stacked 40 shells by each gun, as the ammunition hoists from the shell rooms did not tend to give quick supply.
- 16th. Aug. This morning we circled around a large cruiser, and then challenged her, but she proved to be French. Intercepted several ships, and boarded them, but no result, although one had to be hove-to by gun fire. The procedure was for the sea boat to put off, with the Boarding Officer and a signaller, the discoveries made were signalled to us, the vessel being under the ship's guns all the time, in case of any treachery, as all sorts of tricks were resorted to by the Germans to conceal their nationality. The Captain has told us that he is anxious to take several prizes, as there are a number of enemy ships about supplying German cruisers.
- 17th. Aug. Somewhere off the Spanish coast. Brought up three Dutch vessels for examination, one requiring a live shell to make her heave to. All the ships were allowed to proceed. Had gun practise. A target was made of sailcloth and battens. The shooting was wonderful considering that the sights and guns were not tested. Heaven help the ship we are compelled to sink or capture for the Captain is a determined man.

18th. Aug Great excitement this morning. News received that the S.S. *Galician*, U.C. steamer, has been captured by the *Kaiser Wilhelm*, armed German merchantman. We are to proceed in her direction and stokehold crews have been doubled. The Captain cleared lower deck and called for volunteers to paint the funnels the Union Castle Company's colour, the off duty firemen have agreed to do this in the afternoon. We have taken down the White ensign and put up the Red, so that our every appearance is of an ordinary U.C. mail boat. We are near the enemy and the Captain has stated that it is his intention of pretending to run away, so as to draw the German after us and then to round on her. He states that the job will entail extra work, but if we can capture the *Kaiser Wilhelm* it is worth it. Cleared lower deck again, and orders issued to run tonight with all lights showing, guns to be screened, and dumps of ammunition placed handy for rapid firing, as we hope to get in one lucky broadside, as we can bring five guns to bear. The German ship is faster and more heavily armed than ourselves.

A nasty accident occurred this afternoon, several sheets of armoured plating fell on one of the seaman gunners, and his mate, in trying to save him, had the tops of his fingers taken off. Curiously, the man under the plating was apparently not injured. Night orders altered, and we are now to run dark. No sign of the German, but we have been turned out during the night several times to man and arm ship.

19th. Aug Still running south. This afternoon sighted a ship acting very strangely. A couple of blanks were fired across her bow but she edged away and we were piped to action stations. A live shell was fired ahead, astern and over her, which had the affect of bringing her to, as the fourth shot was always ordered to make a hit. She was boarded, and found to be Italian, very much scared. At this period there were numbers of ships which did not know war was on. The night passed quietly.

20th. Aug Sighted the Madeiras. We are proceeding to St. Vincent to coal and water. Hear the *Kaiser Wilhelm* will probably take the *Galician* to Teneriffe, a neutral port. (As a matter of fact, the German ship released her captures soon after taking them.) *H.M.S. Challenger* is now with us. Have been notified that we shall put into St. Vincent, where mail will be sent home. This will be our first chance of writing, but everything is to be strictly censored.

21st. Aug Passed Teneriffe this morning, no ships sighted today. Took our first prize during the night. A big sailing ship was sighted, and upon being challenged, gave awrong number. Our searchlights were projected on her and she showed up as a German. Evidently, she was one of the German vessels employed to supply the German fleet cruising the Atlantic. She was ordered to heave-to, which she did by squaring the yards. We stood to stations all night, and she is to be boarded in the morning. The prize crew have been piped to the armoury for arms and ammunition.

22nd. Aug The ship proves to be the four masted barque *Werner Vinnen*, of Bremen about 2000 tons. Our prize crew consists of a lieutenant, a midshipman, 15 marines, 9 seamen, a steward, cook and sick bay attendant. The German crew have been given the offer of working the ship, or being made prisoners. All but three agreed to work, and these three were brought on board and put in the cells. The prize is to make for Sierra Leone (she made the passage in 14 days safely). We are proceeding to St. Vincent to join the squadron.

I shall continue with the account in future editions if there is enough interest, and space permitting. Ed.

We are indebted to Peter Powell for the following contribution regarding that all important ceremony of

PASSING THE PORT

The ceremony of passing the port wine is rooted in many generations of naval history but during the passing of time has been hi-jacked by other services and organisations. The procedure generally accepted is as follows:

At the conclusion of the meal to proceed strictly within the constraints of the set procedure all bottles and glasses associated with other drinks should be removed from the tables and only those glasses designated for the drinking of port left on the tables.

For small gatherings seated at a round or square table proceedings will be under the direction of the president for the evening. For larger gatherings a more junior officer is seated opposite the president and is designated to assist him. For very large occasions where the tables are divided into two or more sprigs an officer is seated at the end of each sprig.

A stoppered decanter of port is then served to the president and also placed before each officer assisting. The president, and the assisting officers, then remove the stoppers and pour a small sample of the port into their glasses to check that the quality is satisfactory. Having done this the president and each assisting officer fill their glasses and pass the decanter to the diner on their left who in turn fills his glass and passes the decanter to the diner on his left (i.e. the way of the sun) until each officer has a decanter before him. If the president then decides that there is sufficient remaining for another trip he continues to pass it on but if not he will direct it to be refilled. In the case of very large gatherings it may be necessary to refill the decanter "en route" This is preferably done by a serving wine waiter if available. Again in the case of a table plan consisting of several sprigs it is possible that the decanter will "go aground" at the end of a row of diners in which case it is taken to the head of the sprig behind him (again preferably by a wine waiter).

WHAT SHOULD NEVER HAPPEN

- 1) The decanter must never be passed to the right:
- 2) It must never be passed across the table to a person opposite:
- 3) "Heel tapping" is not allowed. Every diner is expected to top up his glass when the decanter arrives at his station - even if it is only with one drop.

Where, as is often the case, the serving of the port is combined with the loyal toast, it is in keeping with tradition that where the occasion is a Naval or maritime one, guests may honour the toast sitting in acknowledgement of the days when the height of the deck was insufficient to allow officers to stand. Other services and civilians would normally stand in the usual way.

When the president judges that all have been adequately served he will retain the decanter on its passage and replace the stopper after which no further drinking is permitted.



Peter Powell

POSH NOSH

On Saturday 23rd November some 59 members congregated at the P.O.S.H. restaurant near the Club for a curry lunch and a fine time we all had of it. It transpired that we were the only customers and our thanks go to "Captain" Manoj Raichura, his "Staff-Captain" Johnson and the rest of the crew there for looking after us so well. And thanks also to Manoj for the generous donation of a gift voucher for the raffle at our recent Autumn Ball which helped to raise £300 for the Wessex Cancer Trust.

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One function that is not yet decided is the Ladies Night Dinner/Ball in October. Do we continue with the dinner-dance format with the ongoing struggle to raise numbers at a reasonable price or forego the music/dancing part and just have a speaker or other entertainment? Some feed-back from those who normally support such functions would be appreciated.

The current membership stands at a healthy 433 but it is a sad fact that only a small fraction of that number are regular or even occasional attendees at the Club-room.

It is well recognised that working practices have changed greatly in the past years and that those working in the local shipping industry are no longer able to pop out to the Club for lunch. It is also recognised that our Club-room is not all that we would wish, given a certain uncertainty that overshadows our tenancy there. However, it is well situated and the parking is not too bad when compared with other situations. What the food may sometimes lack in finesse is certainly made up for in quantity and value, the price of drinks is low and the company is good. 'Nuff said.

With regard to new members I had it in mind to publish a few more details of same other than rank, name and number but, as our Storekeeper so rightly pointed out to me, no such details should be divulged without the express consent of the individuals concerned. Rather than badger people for personal details I shall ask that a box be provided on the application or acceptance form so that future applicants can give us any information about themselves that they might like us to know.

Also with regard to new members it was expressed at the recent General Committee meeting that candidates for membership should be required to visit the Club together with their sponsor and meet an officer of the Club, much the same as happens in many other such organisations as ours. It was recognised however that in many cases this would be impracticable so an amended proposal, "Whenever possible.....etc...." was approved.

It seems that I have just enough space left to wish everyone a very

**Merry
Christmas**

Don't forget; your Club is routinely open four days a week at lunch time. It serves sandwiches, snacks, salads or cooked meals. There is a cooked special each day and the price has recently only been £2.75. Also, when dining, a bottle of house wine can be bought for only £5 - a far cry from the usual hotel or restaurant prices. If you are in town at lunch time, Tuesday to Friday, Liz will be only too happy to serve you a drink and take your food orders.

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.

Cut off date for inclusion in the next edition is
Friday 14th February

The Club's address is:
The Southampton Master Mariners' Club,
The Southampton Seafarers' Centre,
2/3 Orchard Place,
SOUTHAMPTON, SO14 3BR

Tel/Fax: 023 8022 6155

E.mail: cachalots@smmclub.fsnet.co.uk

Dates for your Diary

Thu	JAN	16	AGM
Fri	JAN	24	Burns Night Supper
Fri	FEB	7	Sea Pie Supper
Sat	MAR	8	Curry Lunch
Fri	APR	4	Club Supper
Sat	APR	26	Curry Lunch
Tue	MAY	??	Tidworth Concert
Sat	MAY	17	Fish & Chip Supper and Quiz
Wed	MAY	21	Entertain Watch Ashore to lunch
Thu	JUN	19	Shipping Festival Service
Sat	SEP	20	Curry Lunch
Sat	OCT	17	Ladies' Night Dinner/Ball
Tue	NOV	??	Tidworth Last Night of the Proms
Fri	NOV	14	Harpooners' Dinner
Wed	DEC	3	Christmas Lunch
Fri	DEC	12	Christmas Dinner

New Members

The SMMC welcomes the following new Cachalots on board:

Mr. S. Butterfield
Mr. S. Gardiner
Mr. M. Wallis
Mr. L. Williams