

The CACHALOT

THE NEWSLETTER OF THE SOUTHAMPTON MASTER MARINERS' CLUB

No 64

June 2017

Captain's Log

Well, it seems some time now since I received an email, out of the blue in December 2015, from our illustrious Boatsteerer with the opening line *"Your Club is urgently seeking before the 31st December a Staff Captain for 2016 and your name has come up as a possible candidate..."*.

The email went on to highlight *"recycling Past Captains which in my opinion is not good for the Club's image..."*.

It has been a great honour and personal pride to have been nominated, still not sure who by, and then 'approved' by the Past Captain's for my initial role as Staff Captain and I have enjoyed my year in post. Roll forward about twelve months and I am waiting in Richard's 'office' for the Past Captain's to consider my 'promotion' to Club Captain for 2017. A bit like waiting outside Captain Llewelyn's office at Warsash when something hasn't quite gone to plan!

Thankfully it would appear I had not done anything 'too ghastly' during the year and so here I am as your Captain for the year of 2017 with the daunting task of following on from numerous predecessors in writing the opening page of The Cachalot.

I do consider however, that the 'recycling' of Captain Les Morris was a benefit to the Club and its image, and certainly for me. Right from the start when I came into the club room at Queen's Terrace to meet with Les, he put me at ease as we talked through our own histories at sea and beyond. Since then he has provided guidance and insight to the ways of the Club as well as providing the necessary leadership through our enforced move.

Thus, I wish to say a heartfelt thankyou to Captain Morris and to wish him well in his time as Post Captain, or as he now likes to sign off his emails as 'Past it Captain', and beyond.

I take this opportunity to welcome Captain Flemming Pedersen as our Staff Captain for the year. Flemming was born in Denmark and completed his early years through fishing vessels, coasters and deep sea vessels, serving with Maersk, J Lauritzen, among others. He has sailed in the Greenland Arctic, South Vietnam (during the Vietnam war), Falklands, and North Sea on a variety of vessels by type and size. We welcome Flemming to his role for this coming year.

Due to another commitment with an AGM of our MG Club I was unable to attend the AGM of the Cachalots but was soon standing in for Les for one of his final 'jobs' of the year at the Burn's Night Supper, held at the King's Court Masonic Centre in Chandler's Ford. The gathered throng enjoyed the traditional fare along with an excellent display of dancing by Imogen Smart accompanied by the pipes of Alec MacPherson.

Soon after, on 3rd February we had the Sea Pie Supper at St. Mary's Stadium with the desire to eliminate the haunting reminders of last year. We should not have been too worried, as despite losing some numbers, we carried out the handover of command from Les to myself (*"another grey haired old git"* was heard from the crowd!) with speeches that carried the right amount of seriousness for the occasion as well as some mirth to please the assembled guests. I had the great privilege of investing our Lord Lieutenant, Nigel Atkinson Esq, as a Stowaway prior to his well-received speech as our Guest Speaker.

I returned from holiday in South Africa just in time to join the Curry Lunch at Kuti's on 18th February and then started

receiving emails and notes from Richard about luncheons and dinners and other 'events'.

The 21st February saw the 100th Anniversary of the sinking of the *SS Mendi*. The previous edition of The Cachalot included an article of how we were represented but I would like to acknowledge the devotion to duty of Terry Clerk in going out in the RAF High Speed Launch to lay a wreath along with Councillor Lynne Hook and Richard Hellyer.

On 1st March, I had the pleasure of attending the Court Luncheon aboard HQS Wellington on the River Thames and home to The Honourable Company of Master Mariners'. Two fellow Cachalots joined us on the train up and we enjoyed a walk across Waterloo Bridge and along the Embankment to our venue. I was made very welcome and it was very interesting to meet and talk with representatives of the various City of London livery companies. It was very pleasing to see several prizes awarded to young seafarers by the Honourable Company.

On 18th March, Karen and I were invited to the Southampton Royal Naval Officers Association dinner at Carlton Place. A pleasant evening where the guest speaker was the Hampshire Police & Crime Commissioner, Michael Lane. An excellent evening in great company and where the support of John Davies, providing his last dinner for the organisation was acknowledged with a present from the SRNOA. I think I may have volunteered to provide a presentation at some time in the autumn!

As Les noted in Cachalot No. 60 of June 2016, the skittles evening at Southampton Old Bowling Green Club has become a highlight in our events calendar. This year was no exception with an excellent turnout of 34 members, wives, partners and guests. Sadly, two of the wives were *'hors de combat'* due to colds and flu but their other halves bowled left handed for them!

Having been thrashed by the Ladies last year, our eminent scorer, Terry, devised three teams and I am pleased to acknowledge the members of the Captain's team in winning with the highest score! More details may be found within this copy of The Cachalot.

Unfortunately, due to MG Club events, I was unable to attend the RAF Yacht Club Commodore's reception on 22nd April and so delegated this duty to our new Staff Captain, Flemming Pedersen who, with his wife Susanne attended and enjoyed their evening in Hamble. Thank you to Flemming and Susanne.

A small group of us attended the *'Alison MacGregor'* at Hythe to hand over a pair of binoculars which had belonged to Barry Peck's father-in-law. Barry has included a history of the binoculars, with a special binocular case, and account of the occasion.

As I finalise this log report, we presented cheques on Friday May 12th from funds raised at the Sea Pie Supper to the relevant seafarer charities and Captain Les Morris presented a cheque to a representative from his nominated charity for 2016, The Hampshire & Isle of Wight Air Ambulance. I wish you all an enjoyable summer.

Best regards,

Robin Plumley MBE, Club Captain

Boatsteerer's Locker

Fellow Cachalots

After the last edition of our newsletter in which I failed to inform you that at the AGM, as part of our celebration of the Club's 90th Anniversary next year, it has been decided that Captain Reg. Kelso be invited to be the Honorary President during our Anniversary Year, for that year only. The position will not in any way interfere with the Club Captain's normal office and duties or running of the Club. It must be old age as I am starting to forget my duties and trying to keep you up-to-date.

Now that the 2017 Sea Pie Supper is a thing of the past, your Committee's attention amongst other things is now focused on the Shipping Festival Service on 8th June in Winchester Cathedral. A meeting has already been held with the Cathedral personnel and it is hoped that we have a good turnout of our members.

The Prime Minister in a fit of pique because she had not received an invitation and before we could rectify the problem has called a General Election on that day.

Donald Trump has twittered us and declined our late invitation due to pressure of work.

Recently I went to our local library to see our local free community magazine which reported, with photo, the donation of a pair of binoculars by a Club Member to the "Alison MacGregor" a specially built launch which takes passengers with disabilities out on Southampton Waters for short cruises and is also our present Club Captain's chosen Charity.

It can also take small private able bodied groups out on an evening cruise. (Hint to Entertainments Committee to see Nigel Bassett)

On entering the library instead of the normal hush I was greeted by a large group of toddlers singing nursery songs – how things have changed – no peace for the wicked !

My local ferry from Hythe to Southampton has changed ownership from White Horse Ferries to Blue Funnel Ferries (but don't get too excited as it's nothing to do with Alfred Holts) and intends to rename the ferry and change the colour.

The recent presentations at the Club of a cheque £ 3510.90 to the Mission to Seafarers (Southampton Ship Owners Association Sea Pie Supper Prize Draw) to pay for the fuel for their mini-bus which tours the docks and transfers seafarers to town and a cheque £339.05 to the Hampshire & Isle of Wight Air Ambulance (Post Captain Les Morris chosen charity) was held in the Club Room before a reduced Friday attendance. However what was missing in quantity was made up by the quality of attendees.

The Galley Boy reports that four members turned up two weeks early for the end of May Club Supper. The revised 'Programme of Events 2017' has been displayed on the Notice Board since mid January and the event is correctly advertised in the March Newsletter. (Specsavers ?)

Summer will soon be upon us and no doubt the brochures will be studied as well as the Brexit terms.

Happy Holidays,

Ken Dagnall

The Cachalot, Cachalites and the Website

The Cachalot is this quarterly newsletter of the Club and is available in the printed form, either posted to you or you can opt to collect it from the office.

You can also opt to receive it in digital format, as a pdf file attached to an email. The pdf file is identical to the one that the printer uses to produce the hard copy, with the exception of the colour content which, due to cost restraints, is limited to usually just four pages in the printed edition. The digital copy carries colour content throughout.

Each edition is also posted on our website, in the 'Cachalots' Deck' section and under 'The Cachalot'.

To enter the Cachalots' Deck and read it there you need to log in with your name or password, having initially registered following the instructions detailed on the pages.

You can also choose to have the pdf file sent to your Kindle or eReader. To facilitate this you will need to send me the address of your device so I can add it to the list. It is usually in the form of 'your name_no@kindle.com'

Cachalites are emails which are sent to those on the current distribution list, keeping them informed/reminded of updates and events which happen between editions of the newsletter. They are kept quite simple, with no attachments but maybe some dynamic links. This bulletin system has proved quite successful and over 100 'Cachalites' have been sent out since its inception some five years ago.

'Cachalites' are normally sent from the editor's computer by gmail, which allows for dispatch to multiple addresses, but under the bcc system so your address should not be broadcast to others on the distribution list. The list, currently around 177 strong, is made up from the email addresses as supplied to the club and if you wish for your address to be added or removed from this list then please let me know.

Our Website, www.cachalots.org.uk is made up of two main parts, the first for public viewing and which projects such information as to who we are, what we do etc. It contains selected articles from 'The Cachalot' which may be of interest to the public.

The second part, the Cachalots' Deck, is for members only and contains club information which is deemed to be private to us. It requires that registered members log in to access it, as above.. The procedure is relatively simple by today's standards and is, hopefully, explained on the appropriate pages. We do not deal with monetary matters or credit cards here so the security requirements are pretty basic. If some crypto villain wants to hack in to discover who won £40 on the 250 Club then so be it.

The site is constructed, or powered as they say, on an open source facility called WordPress and is hosted and originally designed by C Data Services, our IT suppliers.

Most of the content is produced, edited and updated by me, the editor/webmaster.

It is not a 'dynamic' website, by which I mean that it is not changing and being updated daily. It is there to provide you with most of what you need to know about the Club. The 'Blogalog' section has really been superceded by the Cachalite bulletin system. We are not on Facebook or Twitter or other social media and currently there are no plans for us to be so.

The contact address: editor@cachalots.org.uk is redirected to my personal email address.

I also answer to te.clark@tiscali.co.uk which was previously promulgated in the newsletter and which I retain.

The gmail address cachalots.editor@gmail.com is the one I use to send out 'Cachalites' but I must confess that I struggle with it, much preferring to use the simplicity of Mozilla Thunderbird for emails.

Editor

THE CACHALOTS



SHIPPING FESTIVAL SERVICE WINCHESTER CATHEDRAL THURSDAY 8th JUNE 2017

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 8th 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 Christopher Foster
Bishop of Portsmouth**

The Southampton Albion Band will take part in the Service.

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

Everyone is welcome to attend this historic service

Vessels in the news and in this edition



The *MOL Triumph* was briefly the largest container ship in the world and, with a capacity of 20,170 TEUs, the first to carry over 20,000 boxes. Quickly overtaken by the *Madrid Maersk*, at 20,568, and a month later by the *OOCL Hong Kong*, at 21,413 the first over 21,000.

MOL Triumph is still, at the time of writing, the largest to visit the UK and is pictured here in Southampton on her inaugural visit on the 12th May.

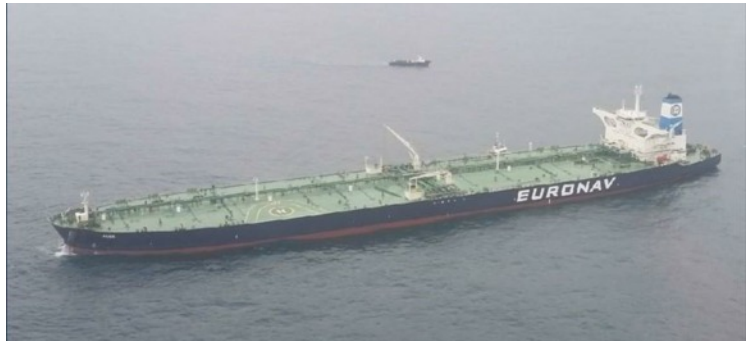
Photographed by Cachalot Bryan Chipperfield, who was himself a containership Master and says, 'I was on one of the biggest in the world when I retired back in 2004. That was the *P&O Nedlloyd Cook*, which had a capacity of a mere 7000 teu. She was 100m shorter than the *MOL Triumph*, but there was very little room to spare when swinging in the

upper swinging ground. This highlights the huge amount of dredging which the port has achieved in the last 13 years.'

Right: VLCC Alex, 333m, 299,446 dwt, which went aground on a mud bank in the Java Sea on April 12 and was refloated on May 4. She was reported to be heading for Singapore for offloading.

Below: LNG carrier Sevilla Knutsen, 290m, 97,750 dwt, which struck a reef or atoll in the N. Pacific while en route from Japan to Australia. The vessel extricated itself and went to Singapore for dry-docking.

See Michael Grey's article on the opposite page



Presentation to Alison MacGregor

On Wednesday 12th April the Southampton Master Mariners' Club made a presentation of a pair of 7x50 binoculars to Solent Dolphin, the owners and operators of the Alison MacGregor, an 11 metre motor catamaran purpose built to take passengers with disabilities out on the water in comfort and safety, and is based in Hythe Marina.

The binoculars had originally belonged to Captain Allen Brown, father of Dibden Purlieu resident Judith Peck, and though the binoculars were a replacement pair dating from 1970 and rarely used, the case was his original from his time at sea. Allen Brown went to sea in 1920, retiring in 1969 as Senior Marine Superintendent.

Judith Peck passed the binoculars and case to the Club for presenting to a good cause, and Nigel Bassett, the Chairman of the Solent Dolphin Trust was delighted to accept the offer for use on the Alison MacGregor.

Club Captain Robin Plumley with his wife Karen, Boatsteerer Ken Dagnall, Judith Peck with her husband Barry, and Master Mariners' Club newsletter Editor and photographer Terry Clark with his wife Meryl met up with Nigel Bassett at the Alison MacGregor in the marina. Nigel showed the party over the boat and then was presented with the binoculars by Robin.



The article, left, and the picture above appeared in The Herald, the waterside Community Magazine published on the 11th May, under the byline All Eyes at Sea.

Attention deficit

Lloyd's List Viewpoint 4 May 17

with permission of LL and the author, Cachalot Michael Grey

Two swallows don't make a summer, nor two significant casualties to large and well equipped ships a trend, but the "flatlining" of accidents attributed to something going wrong with navigation is something that needs attention. A fully laden VLCC and an LNG carrier ashore within a few days of each other perhaps, if it does nothing else, ought to underline the problem.

Sure, they lightened the tanker and hauled it off the putty without any cargo leaking, while the gas carrier managed to limp to a repair port, its containment system fully intact, so there will be a certain sense of relief. And of course it is far too early to even guess the cause of these accidents to ships which are expected to be representatives of the very best in operating standards. Maybe the sea bed moved upwards. Perhaps the charts were inaccurate. My pilot friends often tell me worrying stories about the equipment aboard ships they are piloting, the ship's electronics significantly in error when compared to their portable systems, verified by visual references which certainly don't lie.

But if we forget about the two latest grounded leviathans and focus on the inability of training, education and advanced navigational equipment to significantly reduce the number of navigational casualties, I wonder whether we have rather lost the plot. All the theories suggest that advanced equipment, which takes the labour out of navigation and provides positional information either automatically or instantly on demand ought to be hugely increasing navigational safety. Our training is arguably better than ever, with scarcely a month elapsing without some new simulator suite being commissioned.

The UK Marine Accident Investigation Branch Safety Digest provides plenty of hints on how people can avoid becoming accident statistics. Its latest edition features an introduction by the UK Chamber of Shipping's Guy Platten, who is a master mariner, with a long career in the marine industry, ashore and afloat. He suggests that complacency, communication and commercial pressures are common contributors to so many accidents and it would be difficult to dispute such a pleasingly alliterative solution. And the Chief Inspector Steve Clinch urges people to ask themselves "what could possibly go wrong?" as they plan any voyage or operational task.

I sometimes wonder whether in our contemplation of causation following an accident, we pay insufficient attention to human nature and our need for mental stimulation if we are not to lapse into a sort of torpor. Just last week, in the various inquiries into a fatal tram crash in Croydon, it was revealed that on at least four occasions, drivers had actually fallen asleep at their controls, although without an accident resulting. I was also looking at the specification of a new German luxury car (not that I could ever afford such a conveyance) which promised a whole range of devices to make driving less of a chore, with the car seemingly undertaking most of the decision-making processes.

With the on-board electronics keeping you in the correct lane, adjusting the speed and maintaining a safe clearance from other road users, the plush upholstery cushioning you against the bumps in the road and an audio system playing you the music of your choice on exquisite loudspeakers, how the blazes can you stay alert? Is not this beautifully engineered machine encouraging your complacency? It sure isn't helping you practice your driving skills.

Transfer all this to a maritime situation and might not the failure of these well equipped ships and their properly qualified officers be simply a consequence of boredom and the entire absence of any real challenge. As a person of a certain age, I am constantly exhorted to exercise my mind and body to ward off its imminent deterioration. "Use it or lose it!" - urge the medical specialists. I dare say some person from "Generation Y" will try and reassure me, but if the machinery is taking all the decision-making, the need for judgement, the development of navigational skill and the ability to take sensible, managed risks, how do you stay awake, alert and engaged? If your role is that of a mere "over-looker" and machine-minder, where on the scale of one to ten is to be found your personal boredom-threshold?

I'm sure that manufacturers of navigational equipment and "integrated" navigational systems will be seething with rage at such allegations, but I suggest that they should take a step back and ask themselves whether their ultra-clever equipment is encouraging complacency and is a prime cause of the navigational accident "flatline". They probably cannot turn the clock back, and would merely argue that their wonderful kit is enabling people to be so much more productive, but the statistics don't exactly prove their case.

Where is the challenge, the stimulation, the sense of achievement if the individual is reduced to being a spectator, called to do something sensible only if the computers screw up, which they don't do often enough to keep you awake? The human being is a bad auxiliary and ought to be central to the main objective of keeping a ship safe. Why is that so difficult to understand?

The answer, of course is that people who buy equipment that promises to do what only superior officers would do in the past, save money and possibly a few hands, while expediting the voyage, just cannot resist what is on offer. But maybe they too ought to step back and ask themselves whether the wonderful navigational system that is on offer will make its users, more or less complacent, tremendously alert, or bored out of their tiny minds.

rjmgrey@dircon.co.uk

Curry Lunch

The next Curry Lunch is booked at our favourite hot-spot,
Kuti's in Oxford Street.



Saturday 8th July, 1200 for 1230.

Excellent value at **£14.50** per head
Join us if you can.

Club Buffet Supper

Wednesday 6th September

We are still having a problem in securing a caterer to replace John Davis but are confident that this event will take place in one form or another, ideally at the RBL, but other venues will be considered.

Keep the date open and we will advise you of developments by *Cachalite* and on the website.

Quiz Evening and Fish & Chip Supper

Saturday, July 8th

St.Mark's Hall, Highcliffe. BH23 5AA

Cachalot Ian Peterson and his wife Jackie have been supporting the Mission to Seafarers for over 40 years and this is their annual event, usually a very good evening, they report.

6.30 for a 7pm start.

Tickets £10.

Bring a glass, your beverage,
nibbles and your friends!

Ian Peterson (01425 275366)



Friday 6th October

RBL downstairs Club room

More details in the next edition



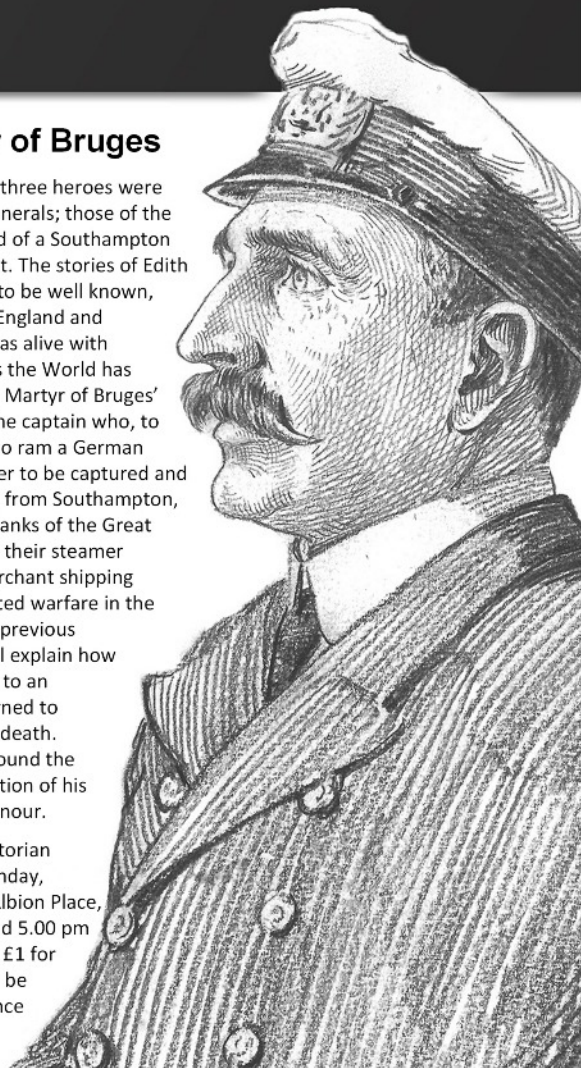
HISTORICO

UNDERSTAND THE PAST

Captain Fryatt – The Martyr of Bruges

At the end of the Great War, the bodies of only three heroes were ever brought back to England and given state funerals; those of the nurse Edith Cavell, of the Unknown Warrior, and of a Southampton born ferry captain called Charles Algernon Fryatt. The stories of Edith Cavell and of the Unknown Warrior have come to be well known, but the merchant seaman who sailed between England and Holland with cargo and civilians while the sea was alive with enemy submarines and who gained fame across the World has long since been forgotten. 'Captain Fryatt – The Martyr of Bruges' is a special exhibition that will tell the story of the captain who, to save his passengers, crew and ship, attempted to ram a German submarine and how, for this gallant act, was later to be captured and executed in Bruges. The exhibition will tell how, from Southampton, he moved to Harwich and rose up through the ranks of the Great Eastern Railway Company to become captain of their steamer s.s. Brussels. It will cover how the danger to merchant shipping increased once the Germans declared unrestricted warfare in the waters around Britain and how he had had two previous encounters with German submarines. And it will explain how he came to be captured off Zeebrugge and sent to an internment camp near Berlin before being returned to Bruges to be court martialled and sentenced to death. Finally, the exhibition will tell of the reaction around the World to his death and the subsequent repatriation of his body and the many memorials erected in his honour.

The exhibition, which has been produced by historian Mark P. Baker, will be open on Saturday and Sunday, 2nd & 3rd September 2017 in the Masonic Hall, Albion Place, Southampton, SO14 2DD, between 10.00 am and 5.00 pm both days. Admission will cost £3 for adults and £1 for accompanied children under 16, and tickets will be available on the door or can be booked in advance online at www.historico.co/tickets.



The annual Merchant Navy Day Service is due to be held at Holyrood Church, Southampton at 1200 on

Sunday 3rd September

The Service, which is organised by the Solent Branch of the Merchant Navy Association, is usually attended by the Mayor of Southampton, the local branches of the Royal British Legion, the RNA, the Southampton Sea Cadets and other local maritime organisations. Standard bearers muster at the front of the Church at 1130 and the Mayor arrives at 1150.

This year, a plaque will be placed in the Church in the memory of Captain Fryatt.

The late Hamish Roberts wrote a comprehensive account, 'The Case of Capt. Fryatt in the Great War', which appeared in *Cachalot* 32, June '09.

www.historico.co

The Continuing Criminalisation of Seafarers

The SEAMAN GUARD OHIO was a Sierra Leone registered vessel acting as a “floating armoury” in the pirate-infested international waters between Sri Lanka and southern India.

The Indian authorities were well aware of the vessel’s presence (in international waters); her anti-piracy operational role and that she carried arms. They also knew that the automatic weapons in the armoury had been professionally altered to fire single shots with their automatic firing ability disabled.

In need of bunkers, the vessel anchored off Tuticorin in October 2013 and arranged (through an agent in the port) to take bunkers from a fishing vessel because, as she is not IACS registered, she was denied entry into the port. This gave rise to a charge of “illegal bunkering” and the use of “subsidised “fuel but the vessel was cleared of these charges by the local Court.

Subsequently -and despite the fact that the Master contended that he was outside Indian Territorial waters - the vessel was instructed by an Indian Coastguard vessel to enter the port and, prior to entry, the Master *declared the weapons (which were stowed in the armoury under lock and key)*.

On arrival the entire complement was imprisoned (and then placed on remand) with their passports impounded. Charged with bringing prohibited arms into India in breach of the *local* Arms Act they remained in prison for six months before being released on bail and a further six months before a hearing by the Indian High Court -WHICH QUICKLY THREW OUT ALL OF THE CHARGES AGAINST THE MEN.

The Tamil Nadu judiciary appealed and withheld the men’s passports and another trial saw each and every crew member sentenced to five years imprisonment.

The Indian authorities were well aware of the vital anti-piracy role the vessel was playing in support of their own modest naval presence and must have known that the vessel presented no threat to ships or seafarers -indeed, the reverse must have been obvious to them.

In “The Cachalot” No.59 (March 2016) Southampton Master Mariners Club-member Michael Grey MBE wrote at length (“Law and Justice”) about the “grim ordeal” being experienced by the 10 crew members and the 25 armed guards (the whole comprising six Britons (all ex Servicemen) Indians, Ukrainians and Estonians under an Ukrainian Master). This can be read, in full, on the Southampton Master Mariners Club (“The Cachalots”) webpage.

Through the good offices of my local MP. (Ms.Mims Davies) I received a copy of a letter written to her by Mr.Alok Sharma, (Minister for Asia and the Pacific) and dated 2/11/16 in which he states:

“While we are unable to interfere in another country’s legal processes, I can assure you since the men’s detention we have made clear to the Indian authorities our interest in the case, and the importance of ensuring that it is resolved as quickly as possible. During my visit to India in October, I raised the case with a number of senior individuals in the Indian government, including the Indian Minister of External Affairs, Sushma Swaraj and the Indian Foreign Secretary, Subrahmanyam Jaishankar, making it clear the enormous stress and difficulty the situation has caused the men and their families.

We have raised this case with the Indian authorities at the highest level on over forty occasions since November 2013. We will continue to use every opportunity to do so.

Consular staff continues to focus on the men, taking account of their individual needs, and continuing to do all they can to support them and their families”.

In January 2016 “Human Rights at Sea” (www.humanrightsatsea.org) released their “Human Rights Case Study -MV Seaman Guard Ohio” and I commend a study of this comprehensive and revealing document to anyone seeking a more detailed account of this gross miscarriage of justice and the fiasco of the “legal” proceedings.

In a more recent exchange of correspondence Ms. Mims Davies MP. has undertaken to submit a written question to the Minister to ask how the support of HMG is being offered and I await further detail of this.

The reality is that these innocent seafarers have been abandoned by their employers and the maritime industry at large and unless, without further delay, some positive action is taken these men face a further lengthy period of years in the appalling conditions persisting in Chennai prison and their families face starvation and deprivation for many months to come.

Currently, all has “gone quiet” and there is a widespread belief that these innocent men will be held in captivity until their five year sentence has been served.

Mission to Seafarers is making an effort to support the families but, obviously, as a charity their means are limited. It is really up to seafarers globally -and their organisations - to bring this miscarriage of justice “into the open” and persuade their respective Governments to take action to free these innocent seafarers. Undoubtedly, the involvement of more Members of Parliament (by inviting them to ask questions in Parliament) would serve to highlight this appalling situation and strengthen the resolve of HMG in seeking their release.

This article will be forwarded to each of the four branches of the Nautical Institute in the hope that they, too, may be able to apply pressure on their Government to secure the release of their fellow seafarers.

CRK 14/4/17



MV Indus, Voyage 13

Derric Webster's memories, in Cachalot 62, of losing a propeller blade from the British Holly have prompted me to relate a similar incident when I was a second tripper on the Indus, a Nourse Line vessel tramping for P&O. Space allows me to elaborate a bit and bring you the whole voyage, typical of those days.

I re-joined the Indus at the end of March, '62, in South Shields where I had paid off a few weeks earlier. There were three other apprentices, another re-joiner and two first trippers, so I was already a senior apprentice. As indentured apprentices we didn't sign articles.

We sailed light ship to Bordeaux and, over nine days, loaded a full cargo of fertiliser, calcium ammonium nitrate, in bags. We were bound for Whampoa, in China, via the Suez Canal and Aden for bunkers.

As we departed Aden there was a strange incident when the 3rd Engineer, a stocky scot, decided he didn't want to go any further and tried to jump over the side. He was dragged back inboard and locked in the 'hospital', a bare cabin so designated with a couple of rusting hospital beds in it. It was situated on the main deck just forward of no.4 hatch. No sooner was the door locked than Jock had undone the dogs on the port-hole and was half way out again before we could yank him back by the legs. Crashing to the deck knocked him out for a bit, giving us chance to bar the dogs up tight enough to prevent a repeat. I don't remember how or where we got rid of him but I don't think we would have taken him all the way to China, three weeks away. I do remember that the 4th and 5th engineers were promoted up one to fill his space.

Whampoa was up the Pearl River, towards Canton, and has now been consumed by Guangzhou (Canton). On arrival at the pilot station we were boarded and searched by Red Guards, two or three of whom stayed on board on our passage up stream, keeping a close watch on us. One of my fellow apprentices had bought on of those new-fangled transistor radios in Aden and was stood at the rail holding it in front of him, trying to get a signal. He was spotted by one of the Guards, who thought he was taking photos which was strictly forbidden. The four of us were rounded up and taken to our cabin where everybody and everything was searched and all cameras found were opened up and the film exposed. The paranoia and absurdity shown by those particular fanatical Chinese has stayed with me, even after sailing with Chinese crew later in my career. Once aroused, there was no reasoning with them.

During our ten days discharging in Whampoa, we were able to go ashore unhindered but there was little to be seen in what was then still a relatively rural area. In fact, we were the attraction, people stopping and staring at us in a very unnerving manner. I have experienced similar in rural India but the Indians were generally a bit more animated.

From China we made our way, in ballast, nearly 6200 miles to Durban, stopping at Singapore for bunkers on the way. We berthed just along from the whaling berth, which was still in operation then, and in four days loaded a full cargo of coal and coke which we hauled back across the Indian Ocean to Rangoon in Burma.

Probably a tad more than a full cargo because when we arrived off the mouth of the Irrawaddy we were 'neaped' and had to anchor off for a few days, awaiting a fuller tide, during which time we just about ran out of fresh water. Less FW = more coal, that's if you have your sums and timings right. We had to resort to collecting our 'ration' of water in buckets from the galley pump. Perhaps we should have broken out a new hatch tarpaulin, hoisted it at the fore and sailed up to Rangoon in true sailing ship fashion. We were also obliged to break out more 'salt water soap', bars of hard yellow-brown soap, about 8" long, with the look and texture of well dried parmesan cheese, and about as effective in cleaning dirty work clothes.

When we finally made it up to Rangoon the coal was discharged, by hand, by an army of what were then known as coolies. Every dusty lump hauled away in a basket on top of the head, shoulders or back of each unfortunate barefooted labourer. A form of discharging which persists today in the unloading of barges along the Irrawaddy, although some of them now wear those universal safety shoes - flip-flops.

In just two weeks the ship was emptied, cleaned and prepared for our next venture, a general cargo run around the Far East. We took in Singapore, Hong Kong, Kobe, Osaka, Yokohama, back to Osaka and Kobe again, then Nagoya, Moji, Yawata, on to Shanghai and back to Hong Kong, Singapore and Penang, loading and discharging at each port. These exotic places were an eye-opening education for a young man. We finished that particular charter back in Rangoon, two and a half months after we had started out from there. Some months earlier the army had staged a military coup, the effects were beginning to show and there was an unpleasant and sinister atmosphere on our return. *(It happened that I was in Mandalay 53 years later, three days after the Generals capitulation to Madame Aung San Suu Kyi's National League for Democracy so I can claim to have been in Burma at both the beginning and the end of the Generals' rule.)*

On to Penang again, this time to load a full cargo of iron ore for Muroran, in Hokkaido, Northern Japan. We arrived at Muroran in a howling gale on a foul night late in November and, unable to board a Pilot, the Old Man was tasked with trying to anchor the vessel in a crowded anchorage. Captains on those ships didn't get much experience at ship handling, which was mostly done by the pilots, but Sammy (yes, he of the Cornish Pasty story, Cachalot 61) was nothing if not a trier. Unfortunately, after much backing and filling and umpteen engine movements, he found a space to drop the hook but as the weight came on it the anchor cable suddenly went slack and we left the anchor on the bottom. We retreated out to sea to await better conditions and the following day we made it back into port to discharge our cargo of iron ore.

That was completed in just a few days and we were off again, minus one anchor, this time to Nauru in the Pacific to load a cargo of phosphate.



MV INDUS

**GRT: 7,094; LOA: 441 ft; Built in 1954 by Charles Connell & Co;
Engines: 4cy opposed piston Doxford, Barclay Curle;
Complement: ~68, 13 British officers, 2 Chinese motormen,
Chinese carpenter, 52 Indian crew;
this was her 13th voyage;**

A couple of days out, in the middle of the night, the ship started to vibrate quite violently and when we stopped the 3rd mate was dangled over the stern on a pilot ladder while the engineers cranked the shaft round by hand. He reported that, as suspected, we had indeed lost a blade from the prop and we limped back to Yokohama at slow speed and the vessel was dry-docked.

The propeller was constructed of a central boss onto which the individual blades were bolted and we carried a full set of four spares secured upright in no.5 'tween deck, for just such an occasion. Had the missing blade been damaged in the hazardous anchoring attempts in Muroran? On close inspection of the boss, a hitherto undetected 'blow hole' in the casting was revealed and a relatively straight forward job turned into a much longer one. By the time the surrounding metal was cut back to a sound base, the hole was about the size of a football and it had to be filled painstakingly slowly and cooled just as slowly so as not to create any uneven stresses in the casting. The whole job took four weeks to complete and we on the deck side had a pleasant time of it. No cargo work and little maintenance (chip, scrape and paint) could be done in the dry dock. The downside was that, as an apprentice on around £13 per month, my 'subs' allowance was soon used up, even with an exchange rate then of about ¥1000 to the £1.

The dry dock people took pity on us and laid on an occasional limo with a uniformed chauffeur, white gloves and all, to take us sightseeing. I remember visiting the Great Buddha at Kamakura, where one could climb up inside and see the world through Buddha's eyes.

While we were in Yokohama, our missing anchor was retrieved from the anchorage at Muroran and returned to us.

Repairs completed, we sailed on Boxing Day to resume our journey to Nauru for that cargo of phosphate. Nauru is a steep-sided phosphate rock island which allowed for vessels to moor up close to the shore, the cargo being loaded via long reaching cantilevered elevator/conveyor belts. The mooring buoys were themselves moored in deep water and vulnerable to any swell. Staying on the moorings in force 4 or more was not permitted but luckily the weather was with us and we loaded in one day, bound homeward to Aberdeen.

Yes, Aberdeen, 12,747 nautical miles with a cargo of bird s—t! Add on the 4255 miles that we covered from Muroran → Yokohama → Nauru and that's over 17,000 miles and 94 days it took us to complete that particular part of our 11 month voyage. With four weeks in drydock and the cost of the salvage of the anchor it is no wonder that the British Merchant Navy was beginning to feel the pinch and shippers and ship-owners were looking for an alternative mode of operation.

To recap:

Cargo 1	South Shields/Bordeaux/Whampoa	10358 n.miles	CAN fertiliser
Cargo 2	Whampoa/Durban/Rangoon	10923	Coal
Cargo 3	Rangoon/Rangoon	9233	General
Cargo 4	Rangoon/Penang/Muroran	4369	Iron Ore
Cargo 5	Muroran/Yokohama/Nauru/Aberdeen	17002	Phosphate
Total		51885	in 10months, 28 days

However, the total cost of the endeavour will have been offset somewhat with the carriage of one female passenger from Nauru to Aberdeen. An exclusive 50 day passage with all the luxury and attentive service that a post war tramp ship could provide!

So attentive that she ended up married to the Mate. but he was a very nice chap and I hope and believe that they lived happily ever after.

Disputed Territories

On Irish radio, a few weeks ago, the commentator made a brave endeavour to explain the reasons for the current tensions between Spain and the United Kingdom with regard to the sovereignty of Gibraltar. He dealt at length with the problem (as he saw it) before wandering into the historical "minefield" of the Falklands - and the Argentinean viewpoint. It was all good stuff - but such was my confusion that I felt compelled to undertake some modest "research", little of which clarified the ownership of the territories.

Currently, The Falkland Islands (or The Malvinas as the young man kept saying) are a British Overseas Territory with internal self-governance and the United Kingdom government is responsible for; inter alia, the defence of the territory's 3000 inhabitants, the majority of whom are of Scottish descent.

There is a belief that the 4,700 square mile archipelago was first discovered by Amerigo Vespucci but historians have long disputed this and most attribute their discovery to the early English Arctic explorer John Davis. In any event after their discovery "very little happened" and it took almost a century before a Royal Naval vessel, under the command of a Captain Strong, sailed between the East and West islands and christened the intervening waters "Falkland Sound" after the (then) Treasurer to the Navy. However, some history books attribute their "discovery" to a Captain John Byron, Royal Navy (see below) About the same time (1764), a French explorer named Louis-Antoine de Bouganville came across the uninhabited islands and put a landing party ashore on East Falkland, established Port Bouis as a settlement, claimed the territory for France and christened the island(s) Iles Malouines in tribute to his home port of St.Malo.

Now, for some unknown reason, Spain showed an interest in these far flung islands and France -also for some unknown reason - agreed to cede them to Spain but this was a time when British interest in the area was being reinvigorated and the aforementioned (now) Commodore Byron (known to his men as "Foul-weather Jack") seized the Islands yet again for King George the Third and established a colony called Port Egmont on a small island adjoining West Falkland. Where the settlers came from is not revealed but they were probably military personnel.

Almost immediately, a Spanish naval squadron arrived and established a military base on another island and for some years both powers lived in almost total ignorance of the presence of the other. About 1774 they became aware of each other and just as war seemed inevitable Spain backed down and agreed that Britain had found them first.

(Cont'd over)

About 1820 the young Argentine Republic established a settlement on another island but after some six years they ceded it to a Frenchman, Louis Vernet, who was a stockbreeder. He claimed ownership of the entire area but when he tried to tax a group of North American whalers who used the islands as a whaling station the US Navy intervened and destroyed his settlement.

Thereafter, the Argentine reasserted its right to the territory and, almost immediately, the British decided that they HAD to find out WHAT was going on. About 1832, HMS Clio, under the command of Captain Onslow, was dispatched to find out who was living where throughout the two major islands. They soon discovered an Argentine settlement on East Falklands (Port Soledad) comprising some 25 soldiers and an armed schooner but after some diplomatic discussion the Argentineans agreed to leave and the Falkland Islands once again fell under British control and settlers - mostly from Scotland - moved in.

Soon a whaling station was established and it was, for a short while, a convict station before a "government" was established and the area settled into an uneasy relationship with its nearest neighbour - one which persists to the present day.

CRK 4.4.17

I think I should now ask Captain Kelso to explain and sum up the Northern Ireland situation, and then perhaps the Middle East. Now THAT would fill up quite a few pages! Ed.

Master of none

Lloyd's List Viewpoint 6 April 17

with permission of LL and the author, Cachalot Michael Grey

Let's hear it for Captain Pan Xuejun who was hauled into court in Hong Kong last month, charged with the illegal importation of strategic commodities, namely nine armoured vehicles into the Frangant Harbour aboard his ship last November. Lest anyone assume that Captain Pan was some sort of pirate or arms smuggler, even intent on launching an armoured invasion of the People's Republic via its Special Administrative Region, clarification might be required.

He was the master of an APL container ship which happened to be transporting the personnel carriers, property of the Singapore Government, from Taiwan back to their homeland after their participation in military training exercises. Presumably, if anyone in APL, yet to have their day in court, had realised the political significance of the cargo, they would have opted for a more direct transit. The People's Republic has certain strong views about the legitimacy of Taiwan and the happenstance of their Hong Kong territory becoming a wayport for this controversial cargo gave them an opportunity to exercise their sovereign rights, at some volume.

Poor Captain Pan might be thought of as the collateral damage, throwing the book at the master being obviously easier than attempting to seize his ship, or prosecuting the government of Singapore. It is what normally seems to happen these days, whether we are dealing with a case of short landed cargo or an allegation of pollution.

Cynical souls might suggest that one of the principal purposes of the master of any merchant ship is to be the man who carries the can. Captain Pan when he appeared in court did not, apparently, enter a plea, doubtless acting on the advice of his counsel and has been bailed to appear again in May. Whatever the verdict might be then, he will have had this ordeal, occasioned by nine flat rack containers out of his several thousand TEUs on that voyage, hanging over him for six months. Which, you might think, is probably about par for the course, in the administration of justice these days.

It rather emphasises the way the master's role has changed from being one who took real responsibility for the cargo shipped on his vessel and the illusion of today's arrangements where his authority over the contents of all those shipped containers is, in practical terms, non-existent. How can the master of any containership, let alone one of the "mega" monsters possibly keep track of the nature of the cargo that is put aboard? He might quickly scan a computer printout of the hazardous cargo, crossing his fingers that the shippers of something nasty have not omitted to declare it, or its manufacturers changed the name to one that conceals its evil nature.

His chief officer, when he reports on the disparity between the weight of cargo as indicated by the draught marks and that documented by the terminal (hopefully rather less than it was before the verification of the gross mass became mandatory last summer), may remark on some aspect of the loading that has struck him. But the all-embracing role of the modern master does not include detailed scrutiny of the manifest before loading commences, or the liberty (at least in practice) to reject items of cargo he might not like the look of.

You can imagine the discussion if indeed the master's eagle eye alights on some itemised line in the manifest. "Nine flat racked used personnel carriers - may have fuel in their tanks". They are probably not tanks, as they don't appear to be heavy lifts. Who knows, they may be just buses, which I suppose they are really, albeit designed to carry around armed soldiers. Best not to raise a question about it - don't want to get slapped down by the terminal yet again! I'd be more interested in ensuring that "barbecue fuel", which in reality is charcoal and prone to heating and spontaneous combustion, is stowed out of the sun and that some blighter hasn't sneaked a forty footer of calcium hypochlorite below decks, manifested as "leisure products".

But as for the niceties of Hong Kong's regulations on the importation of strategic commodities, somebody along this logistics chain must have known about its meaning, but I would suggest that it was not the master of the offending ship. But that is neither here nor there; we have the master available to face the music and that, honest seafarers, is what goes with the four gold rings and the scrambled egg.

Maybe the hazards of the master's role will change when seaborne trade gets switched over to the "blockchain", which we are told will be the great disruptor of the next few years, making even Brexit soo... yesterday. I watched an "idiot's guide" to blockchain, but I have to say I am not that much better informed, my reaction suggesting that it is about as socially useful as that snake oil "market based mechanism" being pushed at IMO by those green shipping haters in Brussels.

It actually sounds a charmingly antique term, that ought to feature in one of Captain Richard Woodman's celebrated novels of seafaring life in the Napoleonic wars. "Let go your futtock bands, brail up the spanker and heave tight the garboard blockchains!!!" - would see the term in a more realistic context. Sadly a blockchain will be what some poor master will be wearing around his ankle, as he stands in the dock charged with some offence he barely comprehends, circa 2017.

A Salvor's Lot

By Roy Martin Part IV - The Price of Oil - 2

The final episode of Roy's account of his time in Singapore

The Iran/Iraq war began in 1980; but it was not until 1984 that serious attacks on neutral ships started. Lloyd's estimated that the conflict, which became known as the Tanker War, damaged 546 merchant vessels and killed about 430 civilian seafarers. The Iraqis launched about three times as many attacks as the Iranians. In 1987 the United States offered to protect neutral ships, but only if they re-registered under the US flag.

Early in 1984 both Smit and Selco sent salvage tugs to the area. From Singapore we sent the two 4,200 BHP (60 ton bollard pull) fire-fighting/salvage tugs *Smit Colombo* and *Smit Rangoon*; Smit International Middle East (SIME) supplied the *Drado* of 2370 BHP and the *Argus IV* of 800 BHP. Selco sent a similar fleet.

Rather than describe all the fifteen major salvages that were carried out I intend to concentrate on one, the *Tiburon*, as this is the only one that I still have on file. Coincidentally this earned the biggest salvage award. The *Tiburon* had recently been purchased by the Suisse Outremer Reederei in Zurich and registered in Liberia. The ship had been built by Kockums of Malmo, Sweden, as the *Sea Scout*.

Just after Noon on 27 June 1984 the *Tiburon* was struck by an Exocet missile fired by an Iraqi aircraft. The casualty left Kharg Island earlier that day with just over 250,000 tons of crude oil. The cargo in the centre tanks was heavy crude, while the wing tanks contained a lighter grade. The missile struck the vessel in the forward starboard bunker tank and the resulting explosion caused shrapnel holes in the main deck. The explosion, and/or the subsequent escape of steam, killed seven in the engine room and fatally injured an eighth. Seven others were also injured. Smoke and heat entered the accommodation and the intense heat, smoke and steam prevented the Chief Engineer entering the engine room wearing breathing apparatus. The owner's superintendent rescued the Radio Officer. The ship was left without power and was therefore immobilised.

Distress messages sent on the VHF and MF were picked up at Kharg Island and by SIME, their tug *Drado* and the station tugs *Smit Colombo* and *Salvanguard*. The station tugs sailed for the casualty immediately. At about 1320 two injured crew members were rescued by an Iranian helicopter and 40 minutes later a lifeboat was lowered and taken to the bow; where all but three of the surviving crew members and the owner's superintendent boarded. They were transferred to an Iranian Coastguard launch an hour later. At 1530 the flames had reached D deck in the accommodation block, so the remaining four left the casualty.

The Kharg Island tug *Karbal* was the first on site, with a crew of 12 and 25 from the Bushire Fire Brigade. The superintendent transferred to the Iranian tug, the Master and the rest of the crew left for Iran. The *Karbal* was joined by two Iranian fire-fighting tugs late that evening. They attempted to fight the fire, under the direction of the superintendent, while the *Karbal* towed the casualty downwind to minimise fanning the flames. Despite their efforts the fire was worsening.

The *Salvanguard* arrived at about midnight and their superintendent boarded. As the first salvage ship on site the Master expected to be awarded the contract; but when the superintendent contacted the owners he was told that an LOF had already been agreed with Smit in Rotterdam. Selco became the sub-contractor and would therefore share in any award. The *Smit Colombo* arrived shortly afterwards and the two Masters agreed that the *Salvanguard*, the most powerful of the tugs, would take over the tow at dawn, while the *Smit Colombo* fought the fire alongside.

There were changes in the Iranian tugs and a new arrival, the *Favardin*, with a salvage officer on board, connected and seemed to be attempting to tow the casualty back to Kharg island. This was not what the contractors intended and, in any case, this route would have involved crossing a 30 metre shoal; with the tanker's after draft of near 26 metres increasing by the hour.

Later that morning the Iranian authorities agreed that the casualty should be taken to Bahrain and the *Favardin* disconnected. The contractors thanked the Iranians and agreed to remunerate them for their services. The salvors brought the fire under control, only to suffer further explosions, which caused the fire in the vicinity of the engine room to intensify. The tugs were now running short of foam. By the 29th both salvors had salvage officers and their teams on site and additional chartered vessels with stocks of foam were arriving. The Salvage Association's surveyor also arrived.

Because of the water ingress, and intentional ballasting, the vessel was getting ever lower in the water. Photographs taken that afternoon show waves breaking over the deck edge: the freeboard was estimated to have reduced to about half a metre. The heat on the deck was causing the cargo valves to exhaust heavily. That evening a Smit fire-fighting expert and his team boarded and started an inspection. As they neared to starboard bunker tank there was another explosion. It was assumed that the foam blanket had been breached. The boiler room casing was red hot and it was obvious that the fire was both deep seated and intense.

Late on the evening of the 29th the casualty and the salvage vessels were closing the oil fields near the Saudi Arabian coast; so the course was altered to give more sea room. Boundary cooling continued through the night and several course alterations were made due to wind shifts. During the morning the wind freshened and *Salvanguard* swung the casualty on to a heading of 030. By now the after main deck was continually awash.

Early in the afternoon it appeared that the foam blanket and the constant cooling had extinguished the fire. The tow speed was increased from three to about six knots with several of the tugs connected. But at 2200 the fire re-ignited on the starboard quarter and in the engine room, so the tow speed was again reduced. Within half an hour the fire was brought under control and at 0030 on the 1st July the convoy was clear of the war zone. Only half an hour later the fire broke out again, this time on the boiler casing. The fire was out by



Tiburon as the Sea Scout

0215, but cooling continued through the night. By this time the fire - fighters had been divided into four teams, with two in action at any one time, supplemented by members of the tug crews.

Towing and cooling continued throughout the day and the after deck was about two feet under the water. During the last of the daylight the casualty's anchor was prepared for letting go and the *Salvanguard* increased speed to four knots to arrive at 0600 on the 2nd. Near dawn it was necessary for the *Smit Colombo* to assist by side towing, but this caused the tanker to sheer violently. At 0600 a US Navy escort arrived. It was not until 0930 that the *Salvanguard* was able to begin shortening her tow. At 1045 the *Drado* found a shallow patch ahead of the tow, this was negotiated and at 1135 the tow with slipped. The other four tugs took way off the casualty, which was anchored by noon and the *Salvanguard* was released.

Work on the *Tiburon* continued throughout the day. The forepeak was filled to reduce the stern draft and the engine and boiler rooms were filled with foam to prevent gassing. The two teams of divers began a full bottom survey. This had to be abandoned because of the strong current, but two large holes were found some forty feet below the main deck in the way of the boiler room. By midnight the after freeboard was about two feet.

At 2200 on the 6th the chartered tanker *Kourion* (35, 000 Dwt) arrived, her tanks were inspected next morning and the *Drado* put her alongside, with Yokohama fenders between the two tankers. Portable inert gas generators had to be used. The intention was to discharge the light crude from the wing tanks; but the centre tank, with heavy oil, was draining: this meant that the grades were mixing. The *Kourion* loaded 27, 152 tons and sailed. By then the weather had deteriorated to Force 5, with a 6' sea.

On the evening of the 8th the salvage team were informed that BP's *British Renown* (261,000 Dwt) had been chartered to take the bulk of the cargo. At around 1500 the next day came the news that the British tanker had been struck by two Iranian missiles. One had hit near the cargo manifold and caused a small fire, which the crew extinguished; but the tanker needed to return to Dubai for inspection and repair.

As the *British Renown* had only been about 12 to 15 miles away from the casualty when she was hit, it was decided to move the *Tiburon* further south to safer waters. The move had to await the arrival of a U S Navy escort, which was promised for about 36 hours hence. At 0700 on the 12th they began raising the anchor, using two air compressors. The tow began at noon, when the first of the escorts arrived; the second joined shortly afterwards.



The British Renown

At 0830 on the 13th came news that the *British Renown* had been re-chartered and had given an ETA of the 15th. The tow continued throughout the day, but approaching midnight the towage connection parted. The remaining tugs managed to keep the casualty on course, with the *Smit Colombo* taking over the tow until the *Salvalour* could reconnect at daybreak.

The casualty was re-anchored at 2038 on the 14th. The *Kourion* was already anchored nearby. The *British Renown* arrived at 0200 on the 16th and by 0830 on the 18th the *Smit Colombo* and the *Drado* had safely berthed her alongside the *Tiburon*.

The transfer was completed on the 30th. Throughout the operation it was found that various tanks were interconnected and hydraulic valves could not be operated, so the lightening tanker carried one homogenous grade. Fortunately the *British Renown* was able to supply inert gas throughout. Divers continued patching the casualty and other temporary repairs were made as required.

The service was terminated on 3th August. After the salvage the *Tiburon* was sold as the *Stib* and subsequently re-sold and broken up, in Kaohsiung.

We in Singapore were not involved in the management of the Gulf salvage operations, but we received a significant proportion of Smit's revenue, having provided the two most significant salvage tugs.

In March 1985 the Pan Electric Group Singapore, Selco's parent company, had been sold to local interests. On the 18th November 1985 Pan Electric requested that their shares be suspended, pending restructuring. On Friday 29 November we heard that receivers were to be appointed. I hurriedly arranged meetings of my colleagues and the other the affected parties for Saturday 30th. These took the form of two working breakfasts at home. The first was for Moslems, the second for the others. June and our Amah served breakfasts to both groups. During the second meeting we heard that the appointment of the receivers had been confirmed.

On Monday morning we learnt that both the Singapore and the Kuala Lumpur Stock Exchanges would not open. By this time bankers and others, including the President of Smit and his team, were flying in and other meetings followed. The Stock Exchanges remained closed for three days, re-opening on what, inevitably became known as Black Thursday.

My notes for the main meeting are headed 'Board Room 6th Floor, Room 632 (Old Wing). I suspect that this was in the Monetary Authority of Singapore Building 10 Shenton Way, as I have a memory of the Gurkha guards there. When the meeting got underway we found that Selco had borrowed using the Lloyds Forms from the Gulf Tanker as security. Not only had the various banks ignored the fact that Smit were sub-contractors on the Selco LOF's; they had also advanced considerable sums on the LOFs where we were the prime contractor. To compound the problem two banks had both advanced funds on several of the same contracts, so much for 'due diligence'!

We estimated total receivables from the Gulf LOFs at US\$29 million; of which Selco were due \$14 million. But Selco had borrowed a total of US\$26 million against the contract, plus an unknown amount advanced by Bank Paribas. The meeting became acrimonious. At one point an American banker shouted 'we will make sure that not a dollar of this money will leave New York until we have been paid in full.' I pointed out that not a pound of the money would even leave London until we had been paid our rightful share. Pan -EI's total debts amounted to S\$453 million, owed to 35 banks; 60% this was unsecured. Much later there was a court case when Paribas claimed that Citibank had advanced money on the forms against which they had already loaned substantial sums.

I spent time in December valuing the Selco fleet, so that Smit in Rotterdam could decide what vessels they might put in an offer on. In the event the Singapore Authorities arranged for Sembawang to take over Selco; lock, stock and barrel.

Late in January I was hospitalised with stomach cramps. It turned out that the cause was only Diverticulitis, which I had suffered from for several years. After a few days the surgeon friend who had taken me to the hospital came in for a chat. Basically he told me that I was overdoing things in a big way; he finished by saying 'most of all you get away from her b***** social life, because it will kill you man'!

I had already declined to sign a third three year contract, with the promise that I could stay until I chose to retire, and now told Rotterdam that I would like to be replaced as soon as they could arrange it. In July Karel Kaffa came to take over and, after a round of parties, we left in August.

An extract from De Sleeptros for October to December 1986:

*The departing man and the new arrival accompanied by their wives;
Left the Martins, right the Kaffas.*

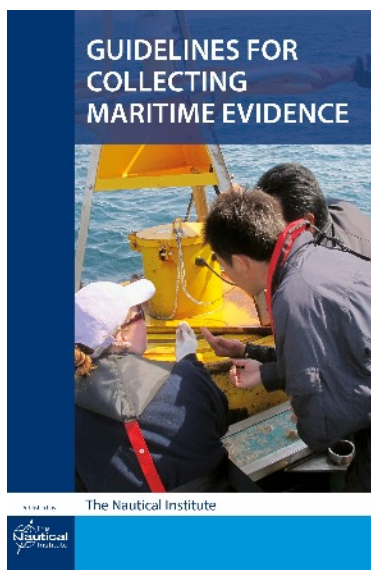
Mr Scheffer recalled the many good, and also difficult matters with which Mr Martin found himself faced during his directorship. 'More especially in recent times have I cooperated intensively and closely with Captain Martin and always have I greatly appreciated his views and support'. During Captain Martin's Singapore period there was considerable fleet renewal. Older units were sold, many new ships arrived: 'Smit Rangoon', 'Smit Colombo', 'Smit Belait', 'Smit Sumatera, the sheerlegs 'Smit Cyclone was rebuilt.



Appropriately pictured by the EXIT

Guidelines for Collecting Maritime Evidence

Technical Editor John Noble FNI



Readers may be familiar with the development of the "Collecting Evidence" series of books. Dr Phil Anderson FNI published the first book in 1989 entitled "The Master's Role in Collecting Evidence"; this was followed in 1997 by an updated book entitled "The Mariner's Role in Collecting Evidence". The publication was further updated in 2006 when Dr Anderson produced the book titled "The Mariner's Role in Collecting Evidence-in light of the ISM". Later, in 2010 the North of England P & I Club (now the North) and the North East of England branch of The Nautical Institute combined to publish the handbook "The Mariner's Role in Collecting Evidence". The concept of all these publications was to deal with the issues of collecting evidence, after an incident on board or close to a ship, involving those individuals who had sailed on or had direct dealings with it.

I was asked to take on the task of producing a book that would reflect the roles of evidence collection in a broader context within the maritime industry. From my own experience in dealing with casualties, plus many Court and arbitration attendances, I am aware of the many interests who become involved in collecting and using evidence following a maritime incident.

The Nautical Institute is widely recognised as a leading resource in maritime learning, as evidenced by the range of publications produced. The "Guidelines for Collecting Maritime Evidence" book joins a stable of thoroughbreds. There are contributions from a

wide range of individuals and organisations who are required to collect or use evidence in their daily work. Evidence following an incident can be used in many ways for example: Lessons to be learned; Criminal Prosecution; Liability (who pays) issues and dispute resolution. The contributors in this publication have given of their time and expertise to produce what I believe is a valuable digest of by whom, where and how maritime evidence is collected. The in-depth experience of the individual chapter authors is reflected in their contributions.

Finally, I acknowledge there are still areas to be covered such as collection of electronic evidence, metallurgy, classification, food sciences, micro-biology and fire; but a start has been made with this edition.



John Noble at the book launch, 18 May

Presentations at the Club, 12th May



Above: Owen Wright, from the Hampshire & IOW Air Ambulance, receives a cheque for £339.05 from Post Captain Leslie Morris and Captain Robin Plumley MBE. The sum was raised for the Captain's Charity during Les's year in office.

Left: John Attenborough, for the Mission to Seafarers, is delighted to receive a cheque from the Captain for £3510.90, being the sum raised by the Prize Draw at the Sea Pie Supper. In attendance were Ashley Jenkins and John Bellamy from the Southampton Shipowners' Association, who put up the prize.

Scene abroad



While on a recent holiday in Sri Lanka with my wife, we visited Fort Galle and as we wandered along Church Road I took these photographs of Clan House, still standing but with the offices of Clark Spence padlocked up. The Ships Arrival board is still displayed outside the door but sadly there were no entries on it. The offices closed back in 1999 but Aitken Spence lives on as a leading player in Hotels, Travel, Maritime Services, Logistic Solutions and Power Generation in Sri Lanka and is now based in Colombo. A consortium consisting of China Merchant Holdings International and Aitken Spence was awarded the \$450 million dollar contract to build and operate the new deep-water container terminal in Colombo port. The bottom brass plate lists: 'CLAN LINE OF STEAMERS Ltd; ASIATIC STEAM NAVIGATION Co Ltd; EAST ASIATIC Co Ltd COPENHAGEN; ROYAL DUTCH MAIL LINES; ELLERMAN & BUCKNALL LINES Ltd.

Rope Ends

A request from Past Captain Terry Hughes

As a UK National Council Member of the Merchant Navy Association, one of my remits is to look after our website.

Every year memorial services are held throughout the world and UK dedicated to all those who have served not only in the Armed Services but the Merchant Navy as well - Churchill's fourth service. Once the occasion is over, the Memorials are left with their own memories and the company of the many wreaths laid at their feet. However, through time some Memorials are neglected and unfortunately left to the sometimes unkind weather conditions and other elements.

If one looks on the internet there is very little information concerning Memorials dedicated purely to the Merchant Navy. With this in mind I am building a page on the MNA website dedicated to such Memorials. I am looking for good quality photographs from not just the UK but anywhere in the world where there might be a MN Memorial. Ideally the photographs should be without people in them in order to show their best aspect. Also, the photographs should be personally taken so as not to infringe any copyrights.

To provide some idea as to what I am looking for, see the following link:

<http://www.mna.org.uk/wp/mn-memorials/>

Your help in providing photographs will be much appreciated

Captain Terry Hughes - Past Captain, Cachalots

Email: web.admin@mna.org.uk



Skittles Evening

Thirty-four members and guests attended the annual skittles evening at the Southampton Old Bowling Green Club on the 24th March. With all three of the Club's Captains present, each was able to sign on a crew under their own command. We managed to fit in three rounds and, fittingly, the Captain's team came out top with a score of 267, followed by the Post Captain's with 247 and the Staff Captain's slightly astern with 236.

We were pleased that Past Captain Lionel Hall was recovered enough from recent problems to take the Best Gentleman's award, his individual score of 30 winning him his favourite, a bottle of red. The Best Lady's, a bottle of white, went to a lady called Jill, one of Ian Thomson's guests, with 25. Win Harwood picked up the Wooden Spoon(s) award, scoring just 14 with her three goes (9 balls). Win has the satisfaction of knowing that she will still be stirring things up, with her spoons, when the wines will be long forgotten.

We were also pleased to be able to prove that we are still relatively unaffected by the '...ists' and '...isms' of political correctness and can enjoy the simple pleasures of fish & chips and ice-cream in good company.

I tried to take a photo, with my new-fangled smartphone, of Lionel receiving his prize from Captain Robin Plumley. Unfortunately, smartphones don't come with smart operators and all I managed to get was a video, mostly of my feet and the floor. I suspect that the touchy gadget may soon be consigned to the 'can't be faffed' drawer of over-hyped technology. Bring back buttons and dials!

Terry Clark

Gone Aloft

Colonel Michael Mounde MBE, who went aloft on 2nd March, aged 76, was a retired army officer who joined in May, 2006. Michael was an examiner for RYA Yachtmaster Offshore and past Chairman of Destination Wessex. He was a regular attendee at Sea Pie Suppers.

Major Bryan Vansittart Wynn-Werninck, on 5th March, aged 98, was another retired army officer who was a Major in the Royal Corps of Transport and commanded LCTs during the war. Bill, as he was known, was a talented marine artist and two of the sketches he made after witnessing the loss of *HMS Orchis* at Normandy in August '44 accompanied an article he wrote on the incident which appeared in *Cachalot* 38 in Dec.2010. Bill joined as a Messmate in March '92.

Colin Bradford Oxley, on 25th March, aged 89, was a Master Mariner who retired from Shell Tankers. He lived in Lyndhurst and joined in May 1990.

Michael Anthony Steel Pugsley, on 28th March at the age of 82. Mike served his time with Blue Funnel and came ashore in 1960 with a Master's ticket and worked initially as Master with Sealink IOW, (then British Railways Southern Division). In '63 he obtained a post as Assistant Boom Defence and Salvage Officer with the MOD (Navy). The job involved work in the Bristol Channel, Bath, Malta, Portsmouth and Plymouth. He retired in '91 as Principal Salvage & Mooring Officer (South) on the staff of Flag Officer Plymouth. He was a Fellow of the Nautical Institute. Mike wrote an account of his service which appeared in *Cachalot* 7, March 2003.

Tom Effeny, who died on 27 April, aged 92, was no longer a Cachalot, but was so for many years and should be mentioned here. He went to sea as a ‘midi’ with Blue Funnel during the war and became a Southampton Pilot in 1955, retiring in ’88.

New Members

Arthur George Parrot is a retired Sales Director in Marine & Industrial Products who served an indentured marine engineering apprenticeship with the Cunard Steamship Company. His professional and leisure interests are all things mechanical, including steam locomotives at Southern Locomotives and the *SS Shieldhall*. He joins us to share a mutual interest and love in marine matters - ancient and modern.

Philip Wake OBE, RD*, Msc, FNI is also a Lt Cdr RNR Retd and the recently retired (17th May) Chief Executive of the Nautical Institute. He went to sea in '67 as cadet through to Chief Officer with Ellerman City Lines and then spent nine years in various roles with Southern Africa Europe Container Service. In 1987 he became a consultant to Lloyd's Maritime Information Services and the a Director at Clarkson Research Studies. He joined the Nautical Institute as Assistant Secretary in 1999 and has been the CEO there for the past 14 years. He recently moved to Chichester and hopes to maintain maritime involvement and networking in his retirement.

The CACHALOTS

The Southampton Master Mariners' Club

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The Club room is currently open **two** days a week, Thursday and Friday, 1130 - 1500. Liz will be only too happy to serve you a drink. There is no catering on site but there are many sandwich outlets within easy walking distance.

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	8 June	Shipping Festival Service
Sat	8 July	Curry Lunch, Kuti's
Wed	6 Sept	Club Buffet Supper, RBL Club room
Fri	6 Oct	Macmillan Coffee Morning, RBL
Wed	18 Oct	Trafalgar Night Dinner, TBC
Wed	8 Nov	Harpooners' Dinner, TBC

**The cut-off date for the next edition will be
18th August 2017**

250 Club

\$	Mar	L R Morris	J A Vincent	\$
\$	Apr	R S Olden	I B Thomson	\$
\$	May	G. Angas	KTV Edwards	\$