

The CACHALOT

THE NEWSLETTER OF THE SOUTHAMPTON MASTER MARINERS' CLUB

No 75

March 2020

Post Captain's Log

I must put pen to paper for the final episode of my jottings as Captain. It is surprising how quickly this year has come to an end, but what a wonderful year it has been.

I had the honour of attending Trinity House to receive my Merchant Navy Medal for Meritorious Service in November. An occasion that brought all my family together from across the UK (only just, due to delays on some trains) to support me at this special event. Princess Royal made the presentation and afterwards chatted with my family. We did find out that she does not play dominoes whilst sailing in Scotland but does catch up with a lot of reading.

Remembrance Sunday dawned as a beautiful but cold day. We gathered in Southampton Civic Centre before proceeding to the Cenotaph. A very sombre but moving event as I laid the wreath on behalf of The Southampton Master Mariners. After all the wreaths had been laid, the steps of the Cenotaph were an array of red poppies as we remembered the fallen. I feel very honoured to have been a part of this.

The Christmas lunch held at The Med Bar was well attended, with a lot of light hearted banter throughout the room. Plenty of choice on the menu, perhaps too much as they sometime struggled to find the right recipient of the food, not helped by some members forgetting what they had ordered. However we all successfully ate the correct meal and thoroughly enjoyed the large portions. Due to the delay, a number of us had to make a dash between courses to feed the parking meter for another hour. A well supplied raffle saw a hefty input into my charity.

A Burns Night Supper held at the Royal British Legion in Southampton saw a room full to capacity. A number of our members were wearing their full Scottish regalia with the rest of us supporting some tartan. The haggis was piped in in all its glory and then John Noble addressed the haggis, how he remembers all that poem, especially with the Scottish dialect astounded me! Thank you John. A delicious haggis, which I would happily have had as the main course, was for me, the best part of the meal. My husband Neil then gave the tribute to "The Immortal Memory" of Robert Burns, followed by Jerry Smart giving a toast to the lassies. The piece de resistance was obviously my "response for the lassies", where I turned Robbie into Roberta and set the whole story in modern day times. A fabulous evening had by all.

The highlight of the year for the Southampton Master Mariners Club and my swansong as Captain of the Club is the Seapie Supper held at the St Mary's Stadium in Southampton. A very well attended event with close to capacity attendance. We were minus The Southampton City Albion Band this year, to see if conversation was able to voiced, not shouted, by those who normally sit closer to the band. This did however mean that the Shanty Men not only had to sing their shanties accompanied by the vocals of our guests, but also had to lead the traditional National Anthem and Land of Hope and Glory. Your opinion as to whether this is a good or bad idea is sought.

Conversation on the top table was free flowing, and by the sound of the hum of voices around the room, was the same throughout. I

had the pleasure of installing Captain Andrew Moll as your new Club Captain for the year. A position I have thoroughly enjoyed and wish Andy every success in his new roll. Moving to the opposite side of the table I took up the position of Post Captain, or as my husband describes it as "a has been and so last year". This years speaker was Dr Stephen Payne who gave a detailed and informative talk on the design of the Queen Mary 2 and how he progressed from a standard Blue Peter Badge to a Gold one.

Work for me is still busy. I was at a simulator at the beginning of the year in the Netherlands. I spent four days navigating in and out of Portsmouth Harbour either in murky overcast daytime conditions or at night time. As a result, I didn't feel as if I'd been away as it was always dark before we started and when we finished. A fabulous simulator at

Continued over

The New Captain

Captain Andrew Moll joined the Marine Accident Investigation Branch (MAIB) in 2005 as a Principal Inspector leading a team of investigators. He was promoted to Deputy Chief Inspector in 2010, and was appointed the Chief Inspector in 2018.

Prior to joining the MAIB, Andrew served for 27 years as a deck officer in the Royal Navy. His naval career was largely sea-going, spent in destroyers and aircraft carriers. He

was serving in the Type 42 Destroyer, HMS Coventry, as a Fighter Controller when the ship was lost during the Falklands conflict. His commands included: the Omani fast patrol boat SNV AL FULK, patrolling the Strait of Hormuz during the 'tanker war'; another Type 42 destroyer, HMS YORK; and the Type 22 frigate, HMS CHATHAM. He completed two appointments in the MOD; in the Directorate of Naval Operations and as the Secretary to the Chiefs of Staff Committee.

Andrew is a Younger Brethren of Trinity House, a member of the Nautical Institute Technical Committee; and is an RYA Powerboat Trainer, Advanced Powerboat Examiner and Yachtmaster. He has been the Chairman of Trustees for Southampton Sea Cadets since 2014.

When not working or fund-raising for the Sea Cadets, Andrew and his wife Frances enjoy long distance touring with the Triumph Owners' Club.

Andrew joined the Cachalots in 2014.



Captain Andrew Moll

Post Captain's Log (cont)

MARIN, we were able to put into practice the night time entry of the Queen Elizabeth Carrier into Portsmouth Harbour earlier this month. Very strong winds recently have successfully tested all pilots ship handling skills in inclement weather.

As my tenure as Captain comes to an end, so does the Clubs charity donation to GAFIRS (my chosen charity). Last year, they celebrated 50 years of service. This independent lifeboat station located at Stokes Bay on the Solent was involved in a total of 82 missions, with 95 casualties assisted and 9716 voluntary hours given to maintain the service during 2019. A very busy year for them, with some of those voluntary hours been given by my three daughters to obtain their Duke of Edinburgh Gold Award. The main charity event carried out by GAFIRS is the sobering dip on New Years Day. With over 700 people taking the dip this year in chilling conditions, in an array of fancy dress or swimming costumes, all for charity. My husband (in fancy dress) and 2 of my daughters in bikinis were in the revellers. Me.....I was holding the towels. Donations are always gratefully received for this charity.

So for the last time, I will sign off as Post Captain of the Southampton Master Mariners Club and wish Andy the best of luck with his year ahead.

Captain Rachel Dunn

Officers of the Club and Committee Members for 2020

CAPTAIN	Captain A. Moll
STAFF CAPTAIN	Captain K.T.V. Edwards
BOATSTEERER	K. Dagnall MBE
STOREKEEPER	Captain I. Odd
POST CAPTAIN	Captain R. Dunn MNM
Hon. MEMBERSHIP OFFICER	Captain D. Gates
Hon. EDITOR	Captain T.E. Clark
Hon. FUNCTIONS OFFICER	Captain P. Grant
Hon. BURSARY OFFICER	Captain J. Mileusnic
Hon. CHAPLAIN	Mr J. Attenborough

HARPOONERS:

N.S. Becket, T.E. Clark, D. Gates, P. Gould, J.M. Noble, L.R. Morris, M.L. Oakley, M.G. Phipps MBE, R.C. Plumley MBE

Boatsteerer's Locker

Fellow Cachalots

Here I am in sunny Spain in a nice hotel with a free bar, having been slightly delayed by Storm Ciara which even stopped the Hythe Ferry from operating.

At the beginning of the year we had our annual Dockland Service at St. Michael's Church which was attended by numerous Cachalots and maritime officials.

A few days later our Past Captains met and after much deliberation decided that they would recommend Andrew Moll to be our next Club Captain with Ken Edwards as the Staff Captain for this year.

A few days after the Past Captains meeting we had our AGM which was attended by 28 Cachalots.

A copy of the Minutes was sent to all those who attended and a copy is posted on the Notice Board in the Club Room.

(Also on the website).

This year we increased the number of Harpooners and we now have 9 with one due to retire next year. Peter Grant stood down from the position of Harpooner but agreed to carry on as a co-opted member and Functions Officer until our next AGM. The Boatsteerer also announced that he was going to stand down at our next AGM. Successors for both positions will be required.

The Sea Pie Supper at St. Marys once again was a success and the only comments we received for not having a brass band was they were missed for the VIP Entrance Fanfare and at the end for 'Land of hope and Glory' and the 'National Anthem'.

We have a meeting with Winchester Cathedral to discuss our Shipping Festival Service and due to an oversight we were advised that the Cathedral was not available on the proposed 11th June. However we could hold it in Thursday 4th June with a rehearsal on 28th May. The Cathedral are proposing to impose a Special Service charge next year and to greatly reduce this charge it is proposed to hold our Service in conjunction with Evensong on a Saturday at 17-30.

I shall still be in Spain when Barry Peck gives his Thursday lunchtime Magic Lantern Show on "Cable Ships". A volunteer is required to give a talk for April's Show – don't be shy.

You all will be pleased to note that the Club has a fresh collection of Club Ties and must soon try and order some Club Cumberbunds..

Just noticed the time which is 'Sundown Time' in Spain.

Off to the Bar, Cheers

Ken Dagnall

Boatsteerer

From the Editor

This is the 75th edition of *The Cachalot* but the celebration is dampened somewhat in that I have been obliged to revert to just 12 pages for the first time since it was expanded to 16 for edition #25 in September 2007. I hope it is just a blip and shall endeavour to fill the next edition with some minutes of past committee meetings. We may have exhausted the tales, yarns and memories of some regular contributors and, sadly, time and tide has taken its toll, but there are still over 250 members out there, many of whom, I suspect, receive little more for their membership than this quarterly journal. I am sure that they may have tales to tell. ?? My editorial policy remains the same in that it should contain contributions mainly from Cachalots. I don't want to go down the road of reprinting unrelated stuff from other publications.

Having said that I have included two pieces from Cachalot Michael Grey which have appeared elsewhere. Michael has now retired as a regular columnist from Lloyds List and his last piece for them can be found on page 5. He will, however, continue to contribute commentary to other nautical publications and his first piece here for Seatrade-Maritime is on page 11. My thanks to Michael and once more to Reg Kelso for helping me to pad it out.

One small bonus is that it is in colour throughout.



Skittles Evening



at the

SOUTHAMPTON (OLD) GREEN BOWLING CLUB
(The world's oldest bowling green, Lower Canal Walk, Southampton.)

On

Friday, 20th March

Another popular and relaxed evening and to keep it simple we have decided to stick with

Fish & Chips

again for the main and there will also be a sweet.

Price is retained at **£14** per head.

1900 onwards



Curry Lunches



KUTI'S ROYAL PIER

“Officially the Best Indian Restaurant in the UK”

27 members and guests defied storm Dennis and enjoyed the first Curry Lunch of the on 15th February

More lunches are booked on the following Saturdays

18th April, 9th May, 6th June, 8th August
1200 for 1230

The price of **£21** each to include the gratuity.
is still great value.

Friends and family welcome.
Book through the office please.

Parking in Mayflower Park is currently
£2 for 4 hours

Club Supper

Wednesday 20th May, 1900 for 1930

A supper is being arranged to be held downstairs at the Royal British Legion Club, Eastgate Street. Further details are not yet to hand but will be promulgated as soon as known.

Admiral of the Port's Trafalgar Dinner

Friday 16th October

Another Trafalgar Dinner is being organised at Grand Café again, along similar lines to the previous functions held there but hopefully with a few more attendees. Price will be retained at **£50** pp and you are urged to make up a party and support this function which is in aid of the Southampton Sea Cadets.



WINCHESTER
CATHEDRAL

THE SHIPPING FESTIVAL SERVICE

Thursday 4th June 2020

7.15 for 7.30 pm

At the Sea Pie Supper

Over the page you will find some photographs of the guests and main players at the Sea Pie Supper.

‘The ‘Ansome cabin bouys’ entertained us well and led the shantys but were a bit sniffy about the three verses of ‘Drunken Sailor’ that were written specially for us by the Portsmouth Shanyemen. “Don’t scan properly for group singing” opined Shep Woolley, although the Pompey men seemed to cope alright at the Trafalgar Dinner.

There was some comment on the length of the speeches but it should be pointed out that although there seemed to be a bit of a hiatus between the main and pudding courses, allowing diners to get up and wander round greeting acquaintances, and the Shanty men slipped in an additional shanty that was not on the programme, the evening still finished at least five minutes early. The Prize Draw, for an iPad which was generously donated by the Southampton Shipowners Association, raised £4061 plus 200 Norwegian Kroner, which totalled

£4076.86

A tad less than the record £4104 raised last year but we were a couple of tables short.

The winning place card was drawn by Nathalie Freeman, a lady from the Whitakers table, and was won by Steve Williams who was with Malcolm Coomer.



Standing: Rev'd Reg Sweet RN, Major Colin Moss (17 Port & Maritime Reg. Marchwood), Mr Brian Johnson (CEO MCA), Prof Anthony Hill OBE (Director, NOC), Capt Peter Selby (RFA), Mr Alistair Welch (Port Director, ABP Southampton), Cdre Jeremy Bailey (Naval Base Commander, Portsmouth), Mr David Merrington, Rear Admiral John Lang (President, Winchester Sea Cadets), Capt Ian McNaught (Deputy Master, Trinity House, Stowaway), Capt John Lloyd (CEO Nautical Institute), Capt Jim Barclay (Master HCMM),

Seated: Clr Jacqui Rayment, Mr Malcolm Le May, Mrs Sarah Le May (High Sheriff of Hampshire), Mrs Christine Atkinson, Mr Nigel Atkinson, (HM Lord-Lieutenant of Hampshire, Stowaway), Capt Dunn, Capt Moll, Dr Stephen Payne OBE MNM, Lady Mary Fagan LG DCVO, (Stowaway), Capt Christopher Fagan, Clr Sue Blatchford (Sheriff of Southampton),

Sea Pie Supper 2020



As the decades roll by

Lloyd's List Viewpoint 26 December 2019

with kind permission of LL and the author, Cachalot Michael Grey

Well, there's another year nearly gone, twelve months of maritime fun and games consigned to the history books, or if you are in some less fortunate shipping sectors, sent off to the shredder. But it is also the end of the 21st century's teenage years, which have been full of angst and uncertainty, crisis and austerity.

So maybe we ought to look ahead in order to cheer us up for the festive season. What are we hoping for as we enter the "twenty-twenties"? "Favourable winds and a fast passage" are what people used to wish each other, although today we have to qualify the latter with one that minimises the amount of CO2 one's speedy ship emits. You can be sure that some climate-watching blighters will be quick to condemn any shipping company which was not using the minimum amount of fuel and going faster than it was decreed. Indeed one might expect that as the environmentally obsessed years progress, there will be people who will greet the arrival of a ship with the old wartime question – "is your journey really necessary?"

I'd put money on the coming decade being increasingly focussed on fuel, the next few months, in particular, obsessing about low sulphur problems which may be more numerous and lasting than some have forecast. Port state control, armed with their sulphur-sniffers, will have a field day and engineers will go hairless worrying about problems of compatibility and whether they can trust the bunker supplier.

But it will all settle down; harbour tugs getting more adept at responding when ships' engines start to stutter and pilots, as always, being on hand to soothe the situation. Then we can get around to addressing the dreaded carbon conundrum, with its potential heady mix of hydrogen, methane, biofuels (sustainably grown, of course), hybrids, solar, wind and batteries. But I bet we won't see big ships giving up the mighty diesel in a hurry, whatever people might be persuaded to use in the combustion process.

Will we see a new age of autonomy arriving? I'd caution against putting too many hopes on this new marvel of the technocrats, who, at the end of the day, have to sell the idea of a very sophisticated and expensive ship with no crew aboard, against the tried and tested combination of a simple ship and a cheap crew. It might work in domestic trades, provided they are operating in smooth waters and an unchallenging environment. But is it really worth the effort?

Can we look forward to a safer environment for those who work afloat? We don't drown bulk carrier seafarers in such numbers as we did once, so that's a plus point, but it is still much more dangerous to work afloat than ashore, and there is no real excuse. We still kill people in confined spaces, they get mutilated and maimed in mooring accidents and they disappear over the side far too often. It is good to be rather more introspective about crew "wellness" and their mental health, but it would be good to see more earnest enquiries in the future about why people are lonely and miserable afloat. What is it about sea life that needs to change?

But so much about shipping, from the quality of the ships to the lives of those who work in the industry, remain dependent on those who use them paying a fair rate for the transport they provide. In most of my working life, sea transport has been a bargain for its customers, who have become utterly accustomed to scarcely noticing the cost, but screaming blue murder when the carriers try and ease in a supplement, after their fuel price increases steeply. And one suspects that this won't change, as long as the people who own ships keep ordering more in their traditional undisciplined fashion.

It's not that I am being pessimistic – why should I be when the maritime world is so essential to the welfare of mankind, and so full of fascination? Its crises might be recurrent, but it does manage to feed and fuel the world and it's something I have been very happy to have been part of since I stumbled aboard my first ship some 63 years ago.

So a new decade in Lloyd's List will begin without my modest contributions, which have been churned out since I joined the paper in 1988. I have other things to do and it's time to stop. I have to say it has been a privilege to be able to look through this window on the maritime world and write about it with such enjoyment. I have worked with delightful colleagues, it has taken me all over the world and it has made me so many friends among so many responsive readers, even among those I have made angry. I'm sure we will stay in touch. So a very happy Christmas and may all your twenty-twenties deliver all you could wish and more.

rjmgrey@dircon.co.uk

This was the last column for Lloyds List by Michael Grey



2019 Peter Marriot Bursary

I am very pleased to report that our bursary was fully utilized by both Southampton and Winchester Sea Cadets. Our aim remains the same in trying to encourage and maintain the younger generation's interest in ships and the sea through association with a recognised youth organisation. This is why the bursary has been limited to voyages on board the brig 'TS Royalist' and the motor vessels 'TS Jack Petchy' and 'TS John Jerwood'. For most of the cadets it will be their first time off-shore, a new exciting experience in a controlled disciplined environment but most importantly good fun, even if they have to embrace new tasks such as dish washing and using a Hoover. The fact that the mobile phones are collected up and the use of them onboard is restricted seems to be accepted.

During 2019 five female cadets from the Southampton unit with ages ranging from 13 to 16 were assisted to undertake a voyage onboard 'TS Royalist'. Two Winchester cadets, Oliver Norris Hill and Chris Lee, had a successful voyage on 'TS Royalist' joining the vessel at Largs and spending the week sailing the Western Isles. Their voyage reports are printed below.

John Mileusnic, Bursary Officer

Master Mariners

Thank you to the Southampton Master Mariners for allowing me to have the experience of being able to go onboard TS- Royalist for a week in Scotland.

TS Royalist is a 136ft square rig sailing ship which has 24 cadets and around 8 staff members onboard the ship. Since I had been on the ship before I was going for a higher qualification while onboard, this meant that I had to take charge of 11 other cadets and give them instruction when we were coming along side in port. But I also assisted with the anchoring, sea boat and stowing the sails which meant I had to go to the very top of the mast which was an amazing experience.



When I first arrived of TS Royalist it was moored in Largs, then we sailed from different ports in the area and travelled to a couple different small islands in the area arriving back at Largs at the end of the week.

Some of my best memories of Royalist were when we had anchored in a sea lock and we were allowed to go in swimming if we wanted to, I was one of the people that did, even though the water was very cold and you couldn't stay in very long it was still very fun as we also tried to do the macarena in the water which wasn't easy at all!

I also learnt a lot about myself because I'm not a very confident person normally but after a couple of days I had to take charge and take part in certain things like going to the very top of the mast and having to lean over the sail while only standing on a wobbly thin rope, it was nerve-racking the first time but it is something that I will never forget. These things have helped with my confidence considerably and made me a more confident person. I have also learnt things like teamwork leadership and

seamanship.

Once again, I'd like to thank Master Mariners for giving me the chance to have this amazing experience. Olly



I've written about my experience on Ts Royalist below.

While aboard Ts Royalist, I learnt a large number of new skills and greatly enjoyed all the experiences I was given. Examples of these opportunities include climbing the rigging to tie up the sails or being able to steer the ship while out at sea. It was great to put seamanship, which I had learned at the unit into real life experience.

I believe royalist is a unique experience as you can work on your independence while improving teamwork skills. Upon reaching Scotland, the learning began instantly, with us working on health and safety whilst at sea, and general terms used upon a ship.

Over time, the amount of skills and knowledge we were gaining increased rapidly, practicing rope work, navigation and much more. Working watches provided a fantastic real life experience.

Additionally, I was able to meet people from a vast amount of places around the UK, such as Scotland, Ireland and Southern England. We spent all of our time together and worked together effectively as a team.

I am very grateful for the opportunity to go on TS Royalist, and I would do it again in a heartbeat.

Many thanks, Chris Lee



Autonomous Ships.

Given that human error is the leading cause of accidents at sea, it has been said that the autonomous ship will be safer than the fully manned one.

But will it - in every instance — BE safer ?

There are those who think that an autonomous ship is totally unmanned but that is not the case. The term autonomous applies to a vessel whose technical operation is not, under normal circumstances, controlled by those onboard. Such control will be exercised from an office many miles away thus allowing considerable financial savings by dispensing with many of the higher-paid Officers on the Bridge and in the Machinery spaces. So, why might the safe operation of the autonomous ship be at risk ? Today's technology is the culprit.

Increasingly, machinery is operated and controlled by land-based software and multiple shipboard systems are interconnected including navigation and manoeuvring. This "remote monitoring" comes from corporate land-base offices using ship-to-shore communication to continuously monitor shipboard equipment - and ALL the systems are connected to THE INTERNET.

Specifically, three navigation-critical systems have been proven to be vulnerable.

GNSS (Global Navigation Satellite System); This provides the precise location of the vessel - but it can be manipulated to totally mislead the navigator.

ECDIS (Electronic Chart Display & Information System) provides charts and routes but can be easily "intercepted" to provide false information.

AIS (Automatic Identification System) monitors surrounding traffic but is easily "spoofed" to give false information relating to location, movement and identity. (In 2013, a team from the University of Texas, using a GPS "spoofer", a small antenna and a laptop, negated the equipment on an expensive yacht. The vessel turned a complete circle but the chart display failed to indicate any alteration of course!)

Other systems are at risk and The International Chamber of Shipping recently published a list of these which included :

Bridge systems used in Navigation and for Propulsion manoeuvring.

Machinery Management and Power Control systems and Communication Systems for internet connectivity via satellite/wireless communications.

The danger occurs when systems are exposed to uncontrolled networks or have direct connectivity to the INTERNET. Ships create vulnerability when they network both their IT systems and Operational equipment and then connect both to the INTERNET for shoreside monitoring. A hacker who penetrates the IT perimeter has FULL access to even the most critical onboard systems. This includes systems used for AUTONOMOUS CONTROL.

There ARE specific cybersecurity guidelines such as NIST 800-82 , a security framework for industrial control systems but - unfortunately maritime companies have a legacy of low cyber awareness and CYBER SECURITY CAPABILITY. Being "average" in terms of cyber security is not good enough - the danger is too great. Cyber security experts all agree that layered defences and multiple security defences within the layers are best practices against intrusions and breaches. While nothing guarantees immunity, significantly lower risk is achievable with "ZERO TRUST" which relies on the concept of NEVER TRUST AND ALWAYS VERIFY A CONNECTION.

If AUTONOMOUS VESSELS are the future of maritime shipping, then cyber threats may be its Achilles Heel.

CRK 15.1.2000

Acknowledgements: "Marine Link" and Mr. Jeffrey Auger. Journal of The Warsash Association.

New home for the Royal Mail Lines chair

Members will remember Captain Plumley's unenviable task of disposing of Club artifacts.

One sadly neglected old chair bearing the Royal Mail line's crest featured on his list.

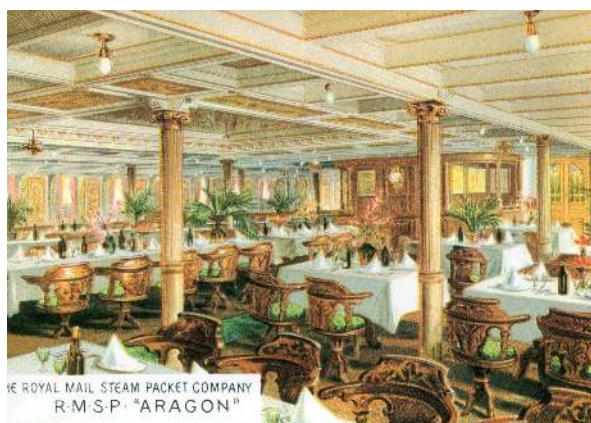
It was too heavy to lift owing to its cast iron tripod base which had been bolted to a faux deck to make it suitable for use in the old Royal Mail Lines House in Oxford Street.

The Cachalots were privileged to have the first floor suite until we were obliged to relocate after the demise of Royal Mail Lines.

*Yes, weekly from Southampton
Great Steamers White and Gold
Go rolling down to Rio
and I' love to roll to Rio someday before I' old.*

Thus Rudyard Kipling inspired my father, when he was discharged from the Royal Navy in 1919 to sail in those Great Steamers White and Gold, only having a break when his ship was torpedoed in 1940 and he was left rolling down to Rio in a ship's life boat.

Before I joined the Royal Mail Group in 1952 I was already familiar with Royal Mail House so it is not surprising that I was keen to bid for the RML chair. I think it was a Purser's Office chair because the 1st Class passengers' chairs were far more elegantly carved as you will notice from the picture (*below*) of the dining saloon in RMS ARAGON. Not from her though, she was torpedoed off Alexandria in 1917 when acting as a troop ship. 610 soldiers and sailors perished.



The Great Steamers White and Gold really did go rolling down to Rio, no stabilisers in those days! Thus the three-legged chairs were bolted to the deck adjacent to dining tables and having a rotating seat passengers were enabled to position themselves against the table.

I sometimes imagine my father sitting in one of those chairs when he sailed in the old "boats 1911-1938 and this romantic dream inspired me to own the remaining RML chair, a fitting tribute to my dear old dad.

It has been lovingly restored and sits proudly in my entrance hall, or perhaps I should now call it the foyer!

Lionel Hall



And a new home for that Harpoon too



Permission was granted by the RBL to mount the harpoon from the *Nova Zembla* (see *Cachalot* 74) in the Club room, above the framed newspaper cutting and the illuminated Earl Jellicoe Stowaway certificate.

Past Captain Robin Plumley (MBE and Polar Medal) took on the task of fixing the fixings and on drilling through the soft crust came up against what appeared to be permafrost. Undaunted, he persevered and it now hangs securely out of reach of those tempted to demonstrate their whaling skills.

Honorary Members Honoured

FAREWELL EUCHARIST TO MARK THE RETIREMENT OF THE REVEREND REG SWEET, R.N. AS MASTER ST CROSS

Around 300 people filled the Church of St Cross on Sunday 12th January for the Farewell Eucharist to mark Reg's retirement. A reading from the gospel according to Saint Mark was read by Reg's daughter, the Reverend Lynette Sweet, and Jonathan and Lucy Sweet (son and grand-daughter) took up the elements. The Reverend Mark Birch, Minor Canon and Sacrist from Westminster Abbey, preached the sermon. After the service there was a reception in the north transept, during which Reg was presented with farewell gifts from many of the organisations involved with Saint Cross, including the Hospital Trustees, the Brothers and Staff, the Friends of the Hospital of Saint Cross and other Parish Groups too numerous to mention.

Reg began his career in the ministry in 1962 as a Deacon at Coventry Cathedral. On December 15th, 1963 he was ordained a Priest by the then Bishop of Coventry, the Right Reverend Dr. Cuthbert Bardsley. He then served as Curate to the Parish of St. James, Styvechale, until 1965, when he became a Chaplain to the Royal Navy. In 1969 he served as Rector of Parishes in Norfolk, and also Chaplain in the Royal Naval Reserve. Again, in 1974, he became a Chaplain to the Royal Navy until 1993, when he became Senior Chaplain to the Mission to Seamen, [as it then was], in Southampton.



Reg was appointed Chaplain to the Hospital of Saint Cross and Almshouse of Noble Poverty in 1999, and his final appointment was as Master of Saint Cross in 2011. In addition to the foregoing he also serves as Chaplain to the Honourable Company of Master Mariners, Chaplain to the Anchorites, Chaplain to the Royal Fleet Auxiliary Association – Solent, and Chairman to the Mission to Seafarers - Winchester.

Reg was installed as an Honorary Member of the Club by Capt. Robin Plumley at a Club Supper held on 31st May 2017.



CELEBRATION TO MARK HALF A CENTURY OF SERVICE TO THE SAILORS' SOCIETY

A celebration was held on the afternoon of Monday 13th January at the Sailors Society in East Street to mark the 50 years of service that the Reverend Bill McCrea has devoted to them.

Several Cachalots were at the gathering as Sandra Welch, Chief Operations Officer and Peter Swift, Chairman of Trustees, presented Bill with mementoes of the occasion.

Bill was installed as an Honorary Member of the Club by Captain John Mileusnic at a Club Supper in June 2009, which supper was held to mark Bill's retirement from the then BISS. That retirement doesn't seem to have progressed as much as was intended and Bill is still happily ship visiting and tending to his ever-changing flock of sailors.



At the Burns Supper Alex Macpherson piped in the Haggis, John Noble addressed the 'beastie' in style, Jeremy Smart gave the Toast to the Lassies, Lionel Hall was supported by Carolyn Keyzor in leading the Sangs and Clatter and eight Captains could hardly be restrained from performing a verse each of Burns' 'To a Mouse', adding little to the dignity of the occasion.



Give the crew a break

Seatrade Maritime Comment and Analysis January 2020

It used to be assumed that provided the demands of the ship permitted, shore leave was, more or less, a “human right” of seafarers. There were always places where shore leave was just not possible, even if you were mad enough to wish to go ashore, either because of immigration regulations, or simple impracticability. Seafarers signing on for a voyage to the oil jetties and sea islands at the top of the Gulf, knew what they were letting themselves in for and were not going to be disappointed when the outward passage concluded at some berth miles offshore at Mina, or some other uninviting spot.

But in recent years, there has been a growing inclination, notably in container or industrial terminals, to make it very difficult indeed for those aboard ship to get ashore for a few hours shopping or recreation. Indeed, in some places, even a visit to a doctor or dentist would be denied and even the agent, providore, or somebody needed to fix the radar, would have to jump through hoops to board the ship. If the ship needed to change crew members – tough, they would just have to undertake this task elsewhere.

There was a long list of plausible “excuses” to prevent access to and from a ship alongside one of these “hard-line” facilities. It was said to be too dangerous to have seafarers or radar engineers or anyone else from wandering around the facility and it was impractical for vehicles to approach the gangway. The requirements of the security arrangements, notably after 9/11, would be cited as reasons for such a denial, even when the immigration status of the crew was approved by the authorities.

The reality, of course, was that making provision for a few crew members to get ashore was, in these inhospitable places, just too much trouble, and a brisk denial was so much easier. It would cost a bit of money to provide safe access, or transport from the ship to the terminal gate and the bean counters would veto such expenditure. After all, the priority of the terminal was to move cargo, not crew shopping.

Seafarers and others have complained about this state of affairs for years, without very much effect, until the United States Coast Guard started to get involved with the problem and have shown, at least in the ports of the United States, that the rights of seafarers to come and go from ships alongside need to be respected. Last year, after hearing all the arguments on both sides, the Seafarers’ Access to Maritime Facilities Final Rule was made effective and will come into force in June 2020. The USCG published a reminder of this to facility owners and operators just recently, so it is clear that it means business.

In short, it requires terminal operators and owners to have a documented system enabling individuals to transit to and from a moored vessel, in accordance with the Code of Federal Regulations. This must be part of the terminal’s Facility Security Plan and must be implemented – that means up and running – by June 1 this year.

What it has shown is that the excuses for not permitting access are just that, and given the power of regulation, can be remedied. And if the heavily regulated US can undertake such a reform, so can other places around the world. It might fall short of asserting the “human rights” of seafarers for a little shore time, but its intention, to make the lives of seafarers a little easier, is quite clear. As a contribution to the “wellness” of seafarers; something which is occupying industry minds at present, it is surely significant.

As somebody who never had to worry about whether we could go ashore, I have often thought that to sail (even to slow steam) half way around the world, for weeks on end, and then be able to see and even smell the land in one of these places with access prohibited, would be a kind of torture. There will be still more reforms needed, such as giving access to the Mission bus and doing something about extortionate taxis, but well done the US Coast Guard, for its energetic start.

Published with the kind permission of the editor of Seatrade-Maritime – check it out on www.seatrade-maritime.com

rjmgrey@dircon.co.uk



New Members

Richard Harding is a Master Mariner and an unrestricted 1st Class Southampton Pilot. In his leisure time he enjoys sailing and joins us in support of local organisations and thinks it's time 'to put something back'.

Kerry Ellen Jenkins is Client Partnership Manager with Reed & Mackay Travel who are partnered with Business Travel Direct, the rebranded Amity Travel, who are long term supporters of our Sea Pie Supper.

Terry Lawrence is Harbour Master with the Port of London Authority and Chair of the CHIRP Marine Advisory Board. He is a Younger Brother of Trinity House and represents the UKHMA on the All Party Parliamentary Ports Group. He enjoys cruising the Norfolk Broads on his own cruiser, sea angling, gardening and pond keeping. He feels it is important to participate in and support professional organisations.

Letters to the Editor

The CACHALOTS

The Southampton Master Mariners' Club

**1st Floor, Southampton Royal British
Legion Club, Eastgate Street
SOUTHAMPTON, SO14 3HB**

Tel: 023 8022 6155

Web site: www.cachalots.org.uk

E-mail: office@cachalots.org.uk

captain@cachalots.org.uk
staffcaptain@cachalots.org.uk
boatsteerer@cachalots.org.uk
storekeeper@cachalots.org.uk
postcaptain@cachalots.org.uk
functions@cachalots.org.uk
membership@cachalots.org.uk
editor@cachalots.org.uk

The Club room is currently open **two** days a week, Thursday and Friday, 1130 - 1500. Liz will be only too happy to serve you a drink. 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

Fri	21 Mar	Skittles Evening, So'ton (Old) B.C.
Sat	18 Apr	Curry Lunch, Kuti's Royal Pier
Sat	9 May	Curry Lunch, Kuti's Royal Pier
Wed	20 May	Club Supper, RBL
Sat	6 June	Curry Lunch, Kuti's Royal Pier
Thu	4 June	Shipping Festival Service, Winchester

The cut-off date for the next edition will be

15th May 2020

250 Club

Nov	K. Dagnall	D. Gates
Dec (£100)	R.C. Olden	Sally Redfearn
Jan	G. Cartwright	C.R. Kelso
Feb	B.E. Peck	R.C. Plumley