

# The CACHALOT

THE NEWSLETTER OF THE SOUTHAMPTON MASTER MARINERS' CLUB

**No 101**

**December 2022**

## Captain's Log

The clocks have now gone back to what we used to call GMT and the first storms of the winter have hit the UK causing considerable damage and disruption to travel after the long hot summer. We have a new King, Charles III and the front door of No10 has seen a lot of activity with Prime Ministers coming and going along with the various Secretaries of State. For our industry we keep a careful eye on the Secretary of State for Transport and the Minister responsible for Shipping. After all, as an Island Nation we depend on the sea and shipping. I was recently reminded of this whilst doing some teaching in the National Oceanographic Centre in Southampton. In the front entrance they have a display board which states the importance of the world's oceans to us:

93% of excess heat generated by greenhouse warming is absorbed by the ocean.

25% of CO2 produced by humans is absorbed by the ocean.

90% of the ocean's species are not yet named by science.

95% of the UK's imports and exports, including nearly half of all our food, arrives on ships via the oceans.

70% of the Earth's surface is covered by the seafloor.

95% of internet traffic and financial transactions are delivered by undersea cables.

50% of the oxygen production of the Earth occurs in the ocean.



Back in September the Staff Captain Noel Becket and myself attended the laying of a headstone in Kingston Cemetery, Portsmouth for Ibrahim Hussain, a seaman from the *mv Flag Theofano*. It was a well-attended event which was quickly followed by Merchant Navy Day hoisting of a Red Ensign at the Civic Centre and then a service of Remembrance and Wreath laying at Holyrood Church.



Our new King has connections with the sea and was for a time, when Prince of Wales, the Commanding Officer of HMS Bronington, a Ton Class minesweeper. A sailor onboard had committed an offence so was brought before the Commanding Officer who asked the sailor if he would like him (the CO) to try the case or like it to go to higher authority. The sailor replied he would like to be tried before higher authority. The Commanding Officer replied "I'm the future King of England, how bl\*\*\*y high do you want to go" !

At a very successful Trafalgar Night Dinner at the Grand Café nearly £1000 was raised for the Sea Cadets. The Cadets have just passed their annual Royal Navy Inspection and over the course of the year have been winners at both district and area drill and piping competitions. They also won gold at the Nationals for Team Piping and Colour Party. They have attended 263 courses and gained collectively 456 awards and spent over 1500 hours afloat on the water. One cadet will be joining the Royal Fleet Auxiliary next year as a Deck Cadet.

During the winter months we are hoping to install the extension to the pontoons to increase the boating hours. Thanks to the Boatsteerer Robin Plumley, Terry Clark and team for making it such a successful event.

Wishing you all and your families a Very Merry Christmas and Happy New Year.

Martin

Captain Martin Phipps MBE, Captain of the Club



# Boatsteerer's Locker

It was while on our driving trip to Lake Como that we learned, with great sadness, the passing of Her Majesty, Queen Elizabeth II. On behalf of the Cachalots, the Boatsteerer made contact by email with the Deputy Private Secretary to the Princess Royal to pass our condolences, and on my return home sent a letter as requested to Buckingham Palace for the attention of the Princess Royal. Queen Elizabeth II leaves an outstanding legacy of service for others to follow.

**Long live the King.**

**Meeting's at RBL** – as indicated in an earlier edition, the Club is now only opening on a Friday. Although the office is open from about 1130, Club bar is open from 1200 until 1430.

**Zoom gatherings** – I am continuing where possible to maintain a Zoom gathering on a Thursday morning, opening from 1045. It has been good to see some new faces, and regular ones. For the most part I am free on a Thursday so not too onerous and happy to continue hosting this for members.

**250 Club** – Remember, you have to be in it to win it!!! The Wheel of Name's using a random name generator has been used for the past few months and works well. Extra 'razamataz' at request of TC now available through the Smart TV when played from my laptop.

## **Sea Pie Supper – Friday 3rd February 2023**

St. Mary's Stadium has been booked and a deposit paid for this event in 2023. Tickets go on sale for purchase by members only from Friday 4th November priced at £57 for members and £69 for non-members and guests. Please see the club website link at [www.cachalots.org.uk/events/sea-pie-supper/](http://www.cachalots.org.uk/events/sea-pie-supper/)

## **Trafalgar Night Dinner - Friday 21<sup>st</sup> October 2022**

The event was held at The Grand Café with close to 120 persons attending.

## **Harpooner's Dinner –Friday 18<sup>th</sup> November 2022**

Twenty-two Harpooners attended an evening meal at The Star Hotel, Southampton.

## **Cachalots Golf Day – Thursday 29<sup>th</sup> September 2022**

Thirty-one players tee'd off at Paulton's Golf Centre for the Charles Webb Cup and other prizes. See separate report.

## **Club Management**

A meeting of the **Management Committee** will be held on Thursday 8<sup>th</sup> December in the Club room.

A meeting of the **Past Captains** will be held on Saturday 7<sup>th</sup> January 2023 in the Club Room.

The **Annual General Meeting** will be held at 1800 on **Friday 13th January** 2023 in the Club Room with an option to join us by Zoom. The date had to be changed from the Thursday as the RBL is not open on a Thursday evening.

## **Functions**

Our curry lunches at Everest Cuisine appears to have been well received with another completed in good company on 13th August and 5th November.

We have been having difficulty in making contact with the Chef who provided good service for our suppers at the RBL and Julia is working on some ideas as an alternative. This included, in late September, a Chinese lunch at the Szechuen Kitchen. Although enjoyable it was maybe a little too sweet for our diners. The Banana Fritter with Golden Syrup was excellent!!

## **Christmas Lunch – Wednesday 14<sup>th</sup> December 2022**

This will be held at The Star Hotel, High Street, Southampton, cost at £50 with maximum numbers forty.

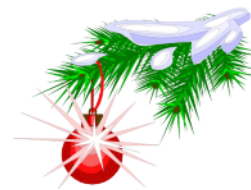
## **Burn's Night Supper – Wednesday 18<sup>th</sup> January 2023**

A supper is being planned to be held at the downstairs room at the RBL.

Robin

Captain Robin Plumley MBE  
Boatsteerer

[boatsteerer@cachalots.org.uk](mailto:boatsteerer@cachalots.org.uk)



Earlier in the year, our post-Captain, Andrew Moll OBE, was keen for the Cachalots to host a Trafalgar Dinner at The Grand-Café, Southampton. The event required one hundred and twenty covers as a minimum to ensure we covered our costs.

We highlighted the event to Cachalot members and contacted various maritime organisations associated with the port of Southampton. Our primary guest was to be the Lord Mayor of Southampton and Admiral of the Port, Cllr Jacqui Rayment. Our guest speaker was Rear Admiral David Snelson CB, FNI

Cachalot members and their wives assisted in preparing the tables ahead of the evening with some late afternoon customers watching on, with slight bemusement!

On the evening we welcomed 114 guests through a guard of honour provided by the Southampton Sea Cadets, with a drinks reception ahead of the meal in the wonderful lobby of the former hotel.

Two Sea Cadets piped all hands to dinner ahead of the primary table party, hosted by our Club Captain, Martin Phipps MBE.

The procession of the Admiral of the Port was lead by the Lord Mayor's Cadet carrying the Admiral's Flag, followed by the Town Sergeant with the silver 'Oar of Admiralty' with the Admiral's flag placed adjacent to their table.

Following welcomes from both Captain Phipps and the Admiral of the Port, Captain Moll made an appeal on behalf of the Southampton Sea Cadets for guests to 'dig deep' into their pockets for the Prize Draw of a modern communication device (iPad).

The Rev'd Reg Sweet, RN provided the Grace ahead of the serving of the victuals, Breaking the Line, Mizzen Main and Victory Dessert followed by Hardy's Finale.

The Second Grace was read by our Staff Captain, Noel Becket and The King proposed by Captain Phipps.

After a short interval and the collecting of envelopes with place cards and money, our Guest Speaker, Rear Admiral David Snelson CB, FNI provided an interesting address as the Immortal Memory with the traditional toast made in silence.

The Staff Captain announced the result of the draw takings as £915 plus €5 before the Admiral of the Port drew the winning place card which, I believe, came from the table of the Southampton Sea Cadets! I recall it will go towards a new concrete slipway at the Southampton Sea Cadet headquarters.

The evening was drawn to a close by the singing of two sea shanties, *Spanish Ladies* and *Drunken Sailor*, led by the Boatsteerer and two willing assistants from the Whitaker's table, for which grateful thanks, and the National Anthem.

Overall a very successful evening in good company and one which we have hopefully managed to cover our costs.  
Boatsteerer



# Admiral of the Port's Trafalgar Dinner In Aid of the Southampton Sea Cadets Friday 21<sup>st</sup> October 2022



*Left:  
Southampton Sea Cadets  
form a guard of honour  
for arriving guests*



*Right:  
Admiral of the Port,  
Cdr Jacquie Rayment  
and her consort,  
husband Marcus,  
flanked by the  
Town Sergeant with  
the Silver Oar, and the  
Lord Mayor's Cadet.*



*Left:  
The Silver Oar of Admiralty is the cherished badge  
of maritime jurisdiction of the Lord Mayor  
and is symbolic of rule over the seas.  
The Admiral was able to divest herself of the heavy  
Mayor's robes prior to the meal*

*Right:  
The Club flag and the Red and White ensigns  
formed the back drop for the speakers*

*Bottom right:  
A trio of the Boatsteerer and Cachalots Ashley  
Jenkins and Tom Dynes led the singing of a couple  
of traditional sea shanties*



*Above:  
One of the pilots' tables, hosted by Staff Captain and pilot Noel Becket  
with his wife Debbie (in the foreground) held no less than three female  
local pilots. Past Captain (2019) Rachel Dunn, an Admiralty pilot in  
Portsmouth, is next to her husband, Cachalot Neil Dunn, a Southampton  
pilot and container ship specialist. On his left, in exuberant mood, is  
Barbara Charlton, a trainee Southampton pilot and her husband Noel,  
another container specialist. When Barbara becomes authorised, that will  
be a husband-wife duo in one port, certainly a first for Southampton. Next  
to Noel Charlton is Cachalot Clare Holmes, who became the first female  
Southampton pilot in 2000. She also is now a container ship specialist.*





# The Late Queen

*Members were asked for any personal memories of Queen Elizabeth II and these were submitted:*



Past Captain (1997) Terry Hughes supplied the above picture of a radiant Queen and says:

Attached is a photo I took of Her Majesty enjoying herself, during a visit of the Cutty Sark Tall Ships to Newcastle in July 1986.

She is shaking hands with John Hamilton (the then Race Director), to his right (back to camera) is General Sir Patrick Howard Dobson (the then Chairman of the International Race Committee) and to his right is the Lord Lieutenant (in uniform) and to his right is Lord Turnham (the then President of the International Race Committee).

I was also on the committee and Chief Vessel Inspector.



Boatsteerer and Past Captain (2017) Robin Plumley MBE recalls:

In 1993, I received a letter dated 20<sup>th</sup> July 1993 from the Hydrographer of the Navy, as part of the Queen's Birthday Honours List "*advising that Her Majesty The Queen has been graciously pleased to award you the Polar Medal in recognition of your outstanding service to, and as a member of, British Antarctic Survey expeditions.*" The award was gazetted in the Supplement to The London Gazette dated Tuesday 27th July 1993.

I had transferred from BAS in 1992 to the research vessels operated from Barry, but soon to move to the newly built Southampton Oceanography Centre. In command of *RRS Charles Darwin* I was unable to attend the dates provided for an investiture until the following year. This eventually occurred on Thursday 17th February 1994 at Buckingham Palace, with HM The Queen making the awards.

I was able to take two guests and went with my wife Karen and my father.

There is a briefing beforehand in how to address The Queen (Ma'm not Maam) or (jam not marmalade), and the arrangements for being brought forward and what to expect with Her Majesty.

The Polar Medal is the last of the Honours and with my surname at P, I was the last recipient to be brought before The Queen, with one of my former colleagues in BAS ahead of me. There are plenty of hands available to ensure you make the right move at the right time. Well briefed, I made my subdued entry with relatives and guests seated to the right in the magnificent Ballroom, a military band playing quietly in the background. On reaching the correct position, turn and a slight bow to The Queen then two paces forward. As she hangs the medal to the temporary loop on my jacket, she asks how the *RRS James Clark Ross* is getting on in the



Antarctic. She launched the vessel in 1991 at the shipyard of Swan Hunter on the River Tyne. With a suitable and short reply she smiles, shakes my hand and with a deft push from her, I take two steps back, make a slight bow, turn and walk to the exiting side of the Ballroom. My medal is taken off immediately and the loop removed as they place the medal in its box. At this point the band strikes up with a fanfare and the National Anthem followed by Benjamin Britten's *Young Person's Guide to the Orchestra*. Very stirring. As I was last, and not yet out of the Ballroom, Her Majesty is already making her departure from the stage and I am reminded to stand still facing forward and make a slight nod of the head as she walks past.



The Polar Medal was instituted in 1857 to reward early explorers attempting to discover a shorter route north of Canada for ships bringing spices from the Far East. The first awards were made to thirteen men engaged in a search expedition to discover the fate of Sir John Franklin and his crew who were lost in 1847 while looking for the North West Passage.



Ken Dagnall MBE, our Post Boatsteerer, writes:

On the day of H. M. The Queen's funeral we were on a SAGA River Rhine-Moselle cruiser registered in Holland with a multi-national crew. As a mark of respect since the death we flew the Union Flag at half mast and the ships staff wore black armbands. The televised funeral service was broadcast throughout the boat including the 2 minutes silence and the boat's daily time table adjusted accordingly.

I first met Her Majesty at the British Embassy in Paris during her state visit to the French Capital in 1992 when I was presented to her at a reception in the Embassy gardens by the Consul-General as her Honorary Consul for Le Havre covering most of Normandy and was congratulated for the work her honorary consuls did.

The next time was at Buckingham Palace when I was invested with the MBE and as it was my 62<sup>nd</sup> Birthday she wished me 'Many Happy Returns of the Day' (her staff must have done their homework). Yes, memorable occasions meeting this remarkable woman.



Captain Ken Owen remembers: (*from "Outlook", his local Mellor Church Parish magazine*)

A few years ago, my wife Allwyn, and I, were extremely pleased and honoured to be invited to one of Queen Elizabeth's Buckingham Palace Garden Parties.

On the big day we queued, as previously instructed, outside the Palace gates, together with some four thousand other guests, and were somewhat surprised when a polite uniformed policeman separated us from the other visitors, and asked us to proceed through the gates, across the forecourt, and enter the Palace through the main doors. There we were saluted by a smart Ghurkha sentry and escorted to the beautiful gardens, to await all the other guests. We discovered that the reason for our exceptional selection was that I was wearing my Merchant Navy uniform, and thus more vulnerable to any terrorist attack outside the palace walls, than other guests.

The Garden Party really was magnificent with the Queen and Prince Philip and most of the senior Royals mingling with guests in such a natural and friendly way.

Those readers of Outlook who, as I do, enjoy the 'Laughs with Lynda' articles, may be interested to know that Lynda Gwyther and her late husband Harold also attended the Queen's Garden party some years earlier.

When, many years later, I heard of our Late Queen's great sense of humour, particularly with her James Bond collaboration at the London Olympics, and Marmalade Sandwich sketch with Paddington Bear, (both without the knowledge of her family) I must say that I did wonder just what Lynda had discussed with Her Majesty.

I also noted that both Queen Elizabeth and Daniel Craig had one thing in common: both had sea-going fathers. The Queen's father was in the Royal Navy, and Daniel's father was in the Merchant Navy as a Midshipman in Elder Dempster Lines. part of the Ocean Group.



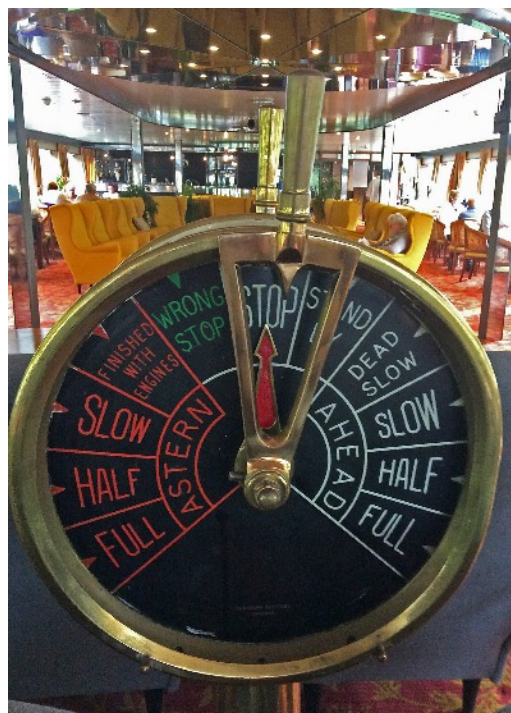


## The Wrong Stop

Further to Ken Dagnall's contribution on the previous page; when he was cruising the Rhine on Saga's *Rex Rheni* he took this photo of a Chadburn telegraph which was adorning the passenger lounge as some sort of nautical decoration.

What intrigued him, and us in the Club room, was the 'Wrong Stop' position. None of us were familiar with it and a trawl of the internet revealed that it may have been a Blue Funnel thing.

However, none of the Blue Funnel men I have spoken to since can remember it either. So, it's over to you out there to maybe throw some light on it.



## New President for the Conway Club



Past Captain (1989 & 2013) John Noble has been appointed President of the Conway Club.

The tenure is for three years from January '23.

He is shown here meeting Mr Kitack Lim, the IMO Secretary General, at the International Seafarers Day reception held at the IMO building on the 29th September.

John was there representing ISCO (The International Spill Control Organisation)

## New Members

**Jon Whitford** is a master mariner and a First Class Pilot with ABP in Southampton. He is a keen sailor and joins us following encouragement from certain colleagues.

**Kevin Williams** is Head of Research, Ship Engineering, at the National Oceanography Centre. He is an MBA and BSc (Hon) Engineering with a Chief Engineers CofC. He enjoys golf and the martial art Choi Kwang Do. He has taken part in some Club events in the past and hopes to be able to contribute to the Club in the future.

## Keep those milk bottle tops coming after all!

Further to our report in the last newsletter that St. Andrews Church in Dibden Purlieu was no longer collecting plastic milk bottle tops, Richard James in the office says that Jubilee Hall at Fawley are still collecting them in aid of **Naomi House & Jacksplace**. Richard was the conduit for the tops so far collected anyway and is happy to continue to be the delivery boy to this new collection centre.

**So keep 'em coming!**

## Ambassadors afloat

**The Maritime Advocate online Issue 813 September 23rd 2022**

By *Michael Grey MBE*



**T**he old ideas are always the best, it is said, and if you are in the mood for clichés, you probably agree that they invariably come around again and again. It is interesting to see the efforts that are being made to “sell” careers at sea and to try and persuade the current workforce that life afloat isn’t quite as bad as they think and they ought to hang around, rather than turn their backs on a way of life that has not treated them well in the last few years.

Around the world, there is evidence of a growing shortage of trained seafarers, which should surprise nobody, who has seen how the pandemic has turned seafarers into latter-day Flying Dutchmen, doomed to circle the world without ever being permitted to land on the quay and generally treated as disease-carrying pariahs. It’s still going on. Just a few days ago we read about the Stella Maris chaplain in a UK port finding a crew which had been unable to set foot on shore for ten months, while the strange pandemic policies of China are still making life difficult for ships visiting their ports.

Small wonder that shortages are arising, and that seafarers are becoming very much more particular about the contracts they are asked to sign, if indeed they respond to the crewing departments’ blandishments at all. You cannot just switch off memory, like a light.

We are also seeing a long overdue reaction from the most enlightened maritime employers, who are responding to their labour problems with a degree of sensitivity about life at sea and how it might be made kinder and more attractive. They are showing interest in health, welfare and “wellness” in their workforce, rather than the traditional attitude of “that’s the job on offer- just get on with it!” One might suggest that this is reflecting the attitudes of societies in more developed countries, where the employer wishing to recruit and retain the best will take some interest in the welfare of the individual employee. Realists (rather than cynics) will suggest that they are being forced unwillingly down this road. But shortages are emerging and sensible employers really have no choice.

It is interesting to see that climate and environmental concerns are causing some governments to reconsider their attitude to coastal shipping, looking at supply chains and crowded landside modes of transport. But it is not always easy just to restart shipping services that have been allowed to decay for decades. In both Australia and New Zealand, they are finding that there just isn’t the home-grown talent to crew the proposed services that will take cargo off the roads and onto the sea. There just aren’t any seafarers available.

How can life at sea be made better? There is no real mystery about it and one might begin by enumerating some of the things that make seafarers miserable, almost all of which are regularly identified in their “Seafarers’ Happiness Indices”. Affordable and quality connectivity is available, but needs to be available for all. Lengths of tours are an issue constantly mentioned, while people really don’t need to be afraid of the difficulties of finding a new ship if they go home on leave. You can, of course, point to those countries where unemployment remains endemic which obviously remain a brake on any meaningful progress, with plenty of people ashore desperate for any job. That, it might be suggested, sustains the dinosaur employers who don’t see the need for change.

What about this problem of people struggling with mental health and the burden of loneliness, which is reported on far more these days, with tiny multinational crews rattling around in big ships? One of the welfare agencies has suggested the use of somebody aboard each ship being appointed the “Social Ambassador”, to watch over the crew and prevent people retreating into misery and loneliness. Now there’s an old idea reborn! On the ships I sailed in, such a role was practically the main task of the Junior 3rd Mate, whose reputation would be judged on his success in keeping the crew busy with endless competitions and amusements with the ship at sea, and sports and excursions in port. It was a thankless task, but one which honed officer-like qualities and diplomatic skills.

You will swiftly realise the difficulties in reviving such a role, in ships where there are just not enough bodies for the work that must be done and where leisure time is frequently non-existent. Junior 3rd Mates disappeared decades ago and you have to ask who on earth will be available for this ambassadorial role in a life which has retreated to one of work, eating and sleeping, of solitary watches, and life behind closed cabin doors. If seafarers have any time for leisure, they might just respond to such ideas. But time, in a full-on world of haste and hurry, business and bureaucracy, is the missing component in a life afloat today.

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www.seaarchive.com

and the author, Cachalot Michael Grey MBE [greyrjm@gmail.com](mailto:greyrjm@gmail.com)





## Christmas Lunch

Has been arranged in the Private Victoria room,  
upstairs at the Star Hotel, High St. Southampton, on

**Wednesday 14<sup>th</sup> December**  
**1230 for 1300**

Paté or Smoked Salmon

Traditional Christmas Turkey roast  
with all the trimmings and selection of Veg.

*There will be a vegetarian option if ordered in advance*

Christmas pudding or Apple pie with cream.

Tea/Coffee not included

Buy your own drinks. From the bar

There is a maximum of 40

Priced at £50 per head.

*Names and menu choices to Julia Whorwood*

[functions@cachalots.org.uk](mailto:functions@cachalots.org.uk)

*Or to the office*

[office@cachalots.org.uk](mailto:office@cachalots.org.uk)

02380 226155

The cut-off date for the next edition  
will be on  
Friday 17<sup>th</sup> February '23

### **250 Club**

Aug	C N Phelan	I B Thomson
Sept	D P Neaves	F N Pedersen
Oct	F N Pedersen	C N Phelan



## Annual General Meeting 1830 Friday 13th January 2023

The AGM for 2023 will be held in person at the RBL with an option for a link by Zoom. This arrangement seemed to work last year. Please advise me if you wish to attend in person or by Zoom. Please be reminded only members whose subscriptions are paid up for 2023 are eligible to take part or vote, in person or by Zoom.

Rule 4 of the Rules states 'at least six Committee Members (Harpooners) shall be elected at an AGM' and serve a term of two years. Further, Rule 8 states 'Harpooners will retire after two years but will be eligible for re-election'.

The following five Harpooners have another year left of their term:

Terry Clark, Douglas Gates, Les Morris, Mark Oakley and Julia Whorwood

John Noble comes to the end of his term but will not be standing again due to other commitments.

Any member whose subscription is fully paid at the date of the AGM is encouraged to stand for election, providing a proposer and seconder. Where necessary a ballot will be held at the AGM. As we already have five Harpooners in place, we only need to fill one place although the Rules allow for 'at least six Harpooners'.

In 'normal' times, any vote of candidates would be completed by those members attending the AGM in person. We will allow votes to be cast by indicating their vote using the Chat facility available on the Zoom application.

If you wish to become a Harpooner, please submit your proposal with the name of your proposer and seconder to the Boatsteerer no later than 23rd December 2022.

We look forward to hearing from you.

Captain Robin Plumley MBE

Boatsteerer

[boatsteerer@cachalots.org.uk](mailto:boatsteerer@cachalots.org.uk)

### Burns Supper

Our Caledonian Cultural Experience  
will be held downstairs at the RBL again, on  
**Wednesday, 18th January**



Expect the traditional fare and  
entertainment

1900 for 1930

Black Tie & Miniatures

Price yet to be determined

### Sea Pie Supper 2023

**St. Mary's Stadium**

**Friday 3rd February**

Plans are well advanced for the SPS  
next year and tickets are now on sale.

To members only  
and through the office please.

Members £57 Guests £69

02380 226155

[office@cachalots.org.uk](mailto:office@cachalots.org.uk)

### Subs are due

Subscriptions are due at the end of the year  
and you should find a form with this edition

## Cachalots Golf Day – Paulton’s Golf Centre



On Thursday 29<sup>th</sup> September, thirty one of us gathered at Paulton’s Golf Centre for a bacon buttie and coffee ahead of the second Cachalots Golf Day since 1989. We were playing for the Charles Webb Trophy and our winner from last year, Steve Wallis, returned to defend his trophy!!

The weather forecast had been generally favourable for our day and apart from heavy cloud mid-afternoon, the day stayed dry and generally warm with a light breeze.

The thirty one players included players from DP World, ABP Pilots, Svitzer, Southampton Shipping Golfing Society (SSGS), Exxon Fawley, BMT Group,

and other guests to swell the numbers. Seven of these were also Cachalots. We have also gained a couple of new members following the golf.

This time we decided to find a course which provided buggies and a good value day of golf with a meal and facilities to gather together before and afterwards. Paulton’s Golf Centre fitted the brief admirably.

The majority of players from 2021 signed up quickly and at one stage we had 36 players. Unfortunately, four players from SERCO were called away ahead of the day for operational reasons. Something large, grey and broken apparently! One other withdrew a couple of days before, hence we ended up with 31. Thus we had seven teams of four and one team of three. A good number.

I arranged prizes through the golf club professional and I recovered the Charles Webb Golf Trophy from the store and gave it a polish!!!

A history of the Cachalot’s Golf Section was included in a previous Cachalot.

The teams were chosen with a mix of handicaps and different organisations which provided interest for players to mix and talk during the round.

The first of eight team’s tee’ d off by myself at 1100 into grey skies.

Individual rounds were scored by Stableford points and the best two scores counted towards the team score.

Prizes were given for the best individual round, 2nd and 3rd and best team score.

Prizes were also awarded for;

Nearest the pin on the 15th

Nearest the pin in 2 shots on the 18th and,

Longest drive on the 7th.

In the clubhouse while I was counting up the scores, celebratory drinks were enjoyed as we sat down to a pleasant meal. And then to the prizegiving!

### ***The results:***

Longest drive on 7th

Nearest the 15th pin

Nearest the 18th pin in 2

Team prize 93 points

Individual 1st 41 points

Individual 2nd 40 points

Individual 3rd 39 points

David Ardley (SSGS)

David Slater (Guest) and Mark Oakley (Cachalot)

David Ardley (Southampton Shipping Golfing Society)

David Ardley (SSGS), Gareth Mead (ABP Pilot), Eric Whitelaw (Guest),

Art Rille Ris Lambers (DP World)

Doug Wray (BMT Group)

Art Rille Ris Lambers (DP World)

Robin Plumley (Cachalots)

Doug Wray received a crystal cut whisky tumbler inscribed with our crest and Cachalots Golf Day 2022. The Charles Webb Golf Trophy will be inscribed with his name but remains in the care of the Cachalots!

J.G. Dalton is the last name to appear on this trophy in 1989. He also won in 1983 as well as winning the Cachalots Whitbread Golfing Cup in 1985. Gerry, who had been Operations Manager for Cunard in Southampton, joined the Southampton Master Mariners’ Club in 1969 and was appointed Honorary Life Member in 2005. He went aloft just five weeks after his 100th birthday in 2012.

An enjoyable and successful day in great company with £48 being raised towards Club funds. The player who was unable to attend at the last minute donated his golf cost of £50 to the Captain’s Charity.

Many thanks to all who came along and supported us on the day. Special thanks to Bruce and Mark for the encouragement and support and to all the staff at Paulton’s Golf Centre golf club for looking after us.

Finally, thanks to Mark for the suggestion! I have already been asked about a repeat in 2022.

For the record, the Boatsteerer came 3rd with 36 points!!

***Robin***



# Carrying the can

Seatrade Maritime Opinion & Analysis September 2022

By Michael Grey

**I**t is, some have suggested, just a symptom of the way society has changed. If you make a mistake, or take the wrong decision which leads to what we used to term an “accident” it is likely to become the subject of criminal charges.

The surgeon who has employed the scalpel inappropriately, the truck driver who has let his mind wander, the shipmaster who has run a ship aground or collided, will today face more than the sack. The law will demand its pound of flesh and it is perhaps difficult to think of why this should not be the case.

But there are some events where the threads of responsibility are so ridiculously tenuous that the law itself loses all respect, and in our maritime world the use of criminal sanctions seem often to have become completely promiscuous and bereft of any common sense. Just the other day we read of the suspended gaol sentence and \$28,000 fines imposed by a court upon the master and crew members, following an explosion in a container which had just been loaded aboard a feeder container ship in the port of Jebel Ali.

The box, containing chemicals prone to overheating, had been stored on the quayside for nearly two weeks in the summer sun and there was just no way that the ship’s crew could have known this as the stevedores loaded it. To be fair, the authorities charged and ultimately fined others whose responsibility might have been clearer, but this was just one of the more egregious cases of the way that the innocent are being targeted by exceedingly blunt justice.

In a pre-container age, the master and mate really had the responsibility for the safe stowage of the cargo and were able to exercise their authority to the best of their professional judgement. As containerisation gathered pace, it became perfectly obvious that this could no longer be the case with the cargo planning and the authority surrounding it removed from the ship. But the responsibility has remained with the master, who will still face the music when something, over which he or she has no conceivable control, goes badly wrong.

And when it does, the P&I club will smoothly ensure that any bond is paid and the ship released to carry on trading, even though the master will remain, often for months on end, to face the charges which have been laid. It is not difficult to recall case after case where professionals have been held, almost like hostages, as the legal processes grind on and the injustice becomes compounded by time.

It might be said that the master, could be judged responsible for everything that went on aboard the ship, because traditionally this has been the case. But this surely has become completely outdated, at a time where the master has become almost a cipher, acting at the behest of owner or charterer. And as the industry becomes increasingly digitised, there will be an increasing operational responsibility passing to the management ashore. We can already see this happening with operational management centres ashore, acting on data transmitted automatically from the ship to direct and control a growing range of technical matters, once the preserve of those aboard.

Who is the real authority, when a ship, whose course, speed, direction and conduct has been prescribed (not just advised) by shore control, after the storm turned out rather worse than had been anticipated and there has been a heavy loss of boxes over the side? Currently we are also seeing voyages of autonomous and semi-autonomous ships, perhaps on a trial basis, but an indication of where the future is heading. Somebody other than those aboard such a ship are taking the authority – will they too assume all liabilities and responsibility under law?

It is just too easy to trot out some untested formula about the supposed responsibilities of manufacturers of this clever equipment. In short, the world has changed, and it is time society’s perception of the liabilities and responsibilities of senior ships’ officers is given a commensurate update.

**Published with the kind permission of the editor of Seatrade-Maritime [www.seatrade-maritime.com](http://www.seatrade-maritime.com) and the author, Cachalot Michael Grey MBE. [greyrjm@gmail.com](mailto:greyrjm@gmail.com)**



## Captain Ken

*Here are two more contributions from Ken Owen that have appeared in his local Mellor Church Parish magazine "Outlook" of August and September 2022.*

*Ken lives in the Derbyshire Peak District and has been writing about some of his sea going experiences for the Magazine, so his stories are not particularly aimed at maritime folk.*

*"Outlook" is an excellent Parish magazine and it can be read online at*

*<https://mellorchurch.org/outlook-magazine/>*

The recent magnificent Organ Recital given by John Le Grove, with Nathan and Eleanor, at Mellor Church, reminded me of an occasion, some years ago, when my ship 'Strathconnon' was calling at Marseille.

I had decided to make use of a free afternoon by visiting the old Byzantine Cathedral which stands majestically above the ancient port.

The Cathedral also intrigued me, as it looked down several miles out to sea, on the Chateau D'If prison island of the Count of Monte Cristo.

It was a hot sunny afternoon, and nobody seemed to be about so I entered through a small door and was admiring the interior when I noticed another visitor who drew my attention to the magnificent organ.

We obviously didn't share a language, but I nodded my agreement with his enthusiasm, and to my delight, he sat down at the organ and began to play.

After several minutes of truly delightful organ music, a Church security official suddenly entered and began to remonstrate with the very capable organist., who immediately pointed out that it was me that had given permission for him to play.

There followed a most fascinating argument, as we seemed to have no common language, and the French 'job's worth' Official was clearly unimpressed with the organist's obvious talent.

As a keen though not particularly good boogie and jazz pianist, I have several memories of some interesting pianos in a variety of countries.

The current troubles in Sri Lanka, formerly Ceylon are very unfortunate.

The capital, Colombo, was once a very popular place to visit and on one occasion several of us decided to go for a lunch at the Mount Lavinia hotel, some several miles south of Colombo.

It was the perfect tropical spa on the Indian Ocean beach and as we settled down in front of the hotel, I noticed a magnificent grand piano, on a stage facing out to sea.

With full permission from the management, I sat on the piano stool and prepared to play.

I opened the keyboard lid and, to my complete surprise, found someone had stolen the keyboard.

The piano was empty.

I think I was more disappointed than the audience.

I did enjoy playing on the old jazz piano at the famous Peace Hotel in Shanghai and then at the old Portuguese observatory on the Bund promenade. That felt very romantic.

Although I did play boogie in New Orleans, it was only at the Seaman's Mission, not a proper jazz club. But it was at Gulfport Mississippi at the Best Western Hotel where I really enjoyed my best session ever.

My most memorable appearance was in the late seventies, in Hong Kong, when I was chief Officer of the OCL Container ship 'Liverpool Bay'.

The Captain was Canadian, Bob Peterson, who had been a drummer before coming to Britain in a Blue Funnel ship in order to join the RAF as a fighter pilot. However he changed his mind and decided to become a ship's officer. and indeed became the best captain ever and was on his final voyage.

Of all things, the Chief Steward on that voyage, was Dave McCartney, an actual older cousin of the Beatle, Paul.

The ship was not due to sail until the following morning, so we decided to call at the Speakeasy night club. The Club asked us to play and introduced us as 'the Liverpool Bay City Rollers', playing for the first time in Hong Kong.'

I added that it was in fact the first time, playing anywhere.

So there we were, Ship's Captain on drums, Chief Mate on piano, Second mate on guitar, and Dave McCartney serving drinks.

It was quite hilarious as every time Bob hit the cymbal, the audience gave loud applause.

And Bob observed he had never ever enjoyed making such a fool of himself.



Recently, The world's oldest daily newspaper, Lloyd's List, was sold by Informa, the worlds largest publishing and exhibition company.

Until it went on line in 2013, Lloyd's List founded in 1734 and had appeared every working day for almost three hundred years, and was once known as the Shipping Bible,.

I had always been fascinated by the Paper since my teen age years, and later had occasional 'letters to the Editor' published.

I was totally surprised when arriving home on leave from what was to be my final ship, 'APL Denmark', to receive a telephone call from 'Lloyd's List', inviting my wife, Allwyn and me, to attend a Dnner at the 'Banqueting House' in London.

Naturally I was only too pleased to accept, as the Banqueting House with its Rubens painted ceiling is all that remains of the old Whitehall Palace.

The setting simply was magnificent, and we were guided to our seats by uniformed attendants with large burning flares.

We gradually realised it was an awards ceremony Dinner, and as I was not even aware I had been nominated. you can imagine how privileged I felt when I was awarded the 2004, Lloyd's List International Shipmaster of the year, which was presented by BBC news man, George Alaghiah.

He presented me with a beautiful Armillary sphere which now stands on my piano.

It was certainly a strange feeling that the awards were presented in the same room that in 1649 King Charles was condemned to death by. of all people, our own Judge Bradshaw of Marple Hall, and went to the scaffold that had been constructed outside the window of the very same room.

At least it was also in the same room that the Monarchy was restored, only a few years later.



# Onboard with technology

**The Maritime Advocate online Issue 813 October 7th 2022**

By Michael Grey

It was World Maritime Day last week, not that anyone outside our intimate circle of shipping friends would have noticed, such is the way that this vital industry has disappeared over most peoples' horizons. The IMO Secretary General said some interesting things about technology and its place in the maritime world, but also pointed out that technological change needs to take those affected along with it.

This was amplified by Captain Kuba Szymanski of InterManager, who emphasised that everyone needs to keep seafarers in mind when implementing digital solutions and new ways of working at sea. You can't just impose change, he inferred, but have to keep in mind the need to maintain safety, provide proper training and ensure that operating procedures don't become redundant.

We probably need these reminders when everyone is frantically researching new fuels, amazing advances in artificial intelligence, communication breakthroughs and the headlong rush towards "net zero". Scarcely a day goes by without some triumphant announcement of a technological breakthrough which "could" (this is the operative word) revolutionise fuel economy, sustainability, cargo handling, speed up the whole logistic infrastructure, automate everything and reduce operating costs substantially. It is also worth noting that most of these huge advances tend to be future projections, rather than actual achievements.

One shouldn't be too sceptical – my wife says it is unattractive – but on my notice board at eye level as I write, there is a verse written by Ronald Hopwood which tells the reader –

“In an age of swift invention it is frequently believed  
That the pressure of a button is as good as work achieved  
But the optimist inventor should remember if he can,  
Though the instrument be perfect, there are limits to the man.”

There is a timelessness about this appeal for humility, which, although it still pops up from time to time, (a few years ago I saw it pinned up on the bridge of a very sophisticated new ship), was in fact written in 1913.

The IMO Secretary General and Captain Szymanski are spot on when they urge “optimist inventors” to make sure that they are bringing important people like seafarers into their developments. Because the fact is that invariably they are thought of only at the last minute, if at all, before some product or development is launched upon the market. I never forget an event to commemorate the entry into service of one of the world's fastest cargo ships (which obviously dates it), when some wild-eyed scientist was explaining to an audience of shippers and potential customers that an amazing new device would instruct the master about when he ought to slow down in heavy weather.


During this oration, I was watching the master's face and afterwards I sidled up to him and asked him about the use of this device. He assured me that he had no intention of ever using it, as he thought his experience in many years crossing the winter North Atlantic provided rather better indicators than a “box of tricks”, which had been inflicted upon him, the workings of which he found completely incomprehensible.

Today, of course, his attitude would be heavily criticised, as masters of ships at sea will be in receipt of all sorts of information, data, instruction and advice 24/7. But there is still this worrying gulf between those who are developing equipment, regulations, protocols, systems, who remain in isolation from those who will eventually be affected by their developments. And you can reasonably argue that if this division could be narrowed in some way, by bringing the operators into the loop at an early stage, everyone would benefit, with better equipment or systems, and operators more attuned to the overall objectives.

We still have a singularly unhelpful mindset which sees new equipment that involves quite radical changes installed and the operators just told to “get on with it”, with people trying to train themselves with inadequate manuals or using what they managed to pick up from the installation engineer. I recall a friend who ran a containership in the Atlantic arriving back from leave to take his ship to sea that night to discover that the entire navigational outfit had been changed in his absence, without a word of consultation.

There is a wonderful episode recounted by the authors of “Notable points in the design history of the Doxford opposed piston marine oil engine” (A great book, despite its formidable title), about one of the first installations in which the engine could be controlled from the bridge. The master and the chief engineer, both quite elderly and neither of whom had been party to this leap forward in engineering, were deeply suspicious of the development and agreed between them to change the new system back to the tried and trusted manual operation., telling nobody ashore. This worked perfectly, but problems arose when after their final voyage, the manufacturers had to be called in to change the system back to bridge control.

And you can think of so many developments in recent years, in which operators have been told to “just get on with” what experts have installed in their ships. How much better if they had been involved rather earlier.

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## Gone Aloft

### Captain A A Melia



**Tony Melia**, who went aloft on the 29<sup>th</sup> June, aged 86, was a Master Mariner who sailed with Union Castle and Clan Line.

Cachalot Mike Morley said, "It's been 57 years since we both sailed on the Braemar Castle from London to Durban and back, a voyage which took three months! Alan was a good friend and shipmate, always quite reserved, always a gentleman and without a blemish – all Alan's former shipmates have exactly the same recall."

He came ashore to work for Solent Containers in Southampton and then with the MOD at Thatcham, retiring in 1997 and moving to Itchen Abbas.

He joined the Club in 1993 and was a regular at the Sea Pie Suppers.

*Although Alan went aloft in June, news of his passing did not reach us in time for inclusion in the last newsletter. Our apologies to his wife Sally and family.*



### George James Barriball

**Jim Barriball** went aloft on 27<sup>th</sup> September at the age of 93. He had joined the Club as a Messmate in September 1965 and was our second most senior member.

He started his working life as an electrical apprentice for Southampton Tramway Corporation and then went to sea with Royal Mail Lines as an electrician rising to the rank of Chief Electrical Officer. In 1955 he married his long term sweetheart, came ashore and joined Siemens as a service engineer in the docks, becoming Service Manager for the South Coast Division.

He left Siemens to set up his own company, Ship Shore Services, where he remained until his retirement at 70.

He was treasurer of the Port of Southampton Club for 22

years and was also involved in the organisation of reunion dinners for Royal Mail Lines.

Jim served the SMMC as a Harpooner from 2000 -2003 and towards the end of his life his eyesight failed. Undeterred, he would say, "I've only lost my sight, not my brains!"

Our condolences to his wife Mary and their daughter Joanne.



### Revd Canon Steph Roberts

**Steph Roberts**, who was Chaplain for the Mission to Seafarers in Southampton for many years, was called aloft on the 11<sup>th</sup> September, aged 93.

He delivered the Grace at many of the Sea Pie Suppers, certainly as far back as 1977 and was made an Honorary Life Member at the Sea Pie Supper in 2014, shortly before moving away from the area to Buckinghamshire to be close to his family.



*While browsing through "The Nautical Magazine Vol 157 April 1947", as one does when in a desperate search for a page filler, I came across this piece about the origin of Chanties, or Shanties as they are now almost universally known. After only 75 years languishing in the proverbial in-tray it is perhaps a timely reminder to practice our scales in preparation for the Sea Pie Supper*

## Sea Chanties.

By A. R. M.

The origin of "Chanties", sometimes erroneously spelt "Shanties" is lost in the mists of antiquity. It is said that they originated amongst Chinese seamen, centuries ago and were adopted, modified and adapted to more modern use, by the early European adventurers and sailors who came into contact with these, possibly, the oldest users of the sea.

Some verisimilitude is given to this theory by the fact that chanties have a small tonal range and certainly bear some resemblance in their musical formation to the singsong chanting of the coolies on the China Coast when engaged in any form of labour which requires combined effort.

Whatever their origin may be, their purpose is indisputable, and is that of ensuring maximum synchronised effort at one particular moment when hauling upon a rope. It will thus be seen that these chanties played a very great part during the period when "manpower" was the only force available, at any rate at sea. Most chanties for this purpose are in the form of a line, sung by the "chantyman", with the succeeding line sung by all hands on the rope, with two accentuated words spaced out in such a way as to give time to shift grip, and thereby get two distinct hauls. Thus the verse consists of two alternate lines, sung by the chantyman followed by two chorus lines sung by the hands "tailed" onto the rope.

Sea songs are sometimes, in my opinion, wrongly termed chanties. A certain number of fairly modern songs, mostly written by landsmen, have been adapted by sailors to their purpose but these are in a different category and were used as "capstan chanties", their purpose being to lighten the burden of walking round the capstan and pushing upon the bars shipped in the upper part of that machine from which the windlass was worked.

Roughly speaking, chanties may be grouped into four categories.

1. "Topsail haulyard Chanties". This word "haulyard" has been corrupted into "halliard" in modern times, but its indication is clear. These chanties, described in a former paragraph, were used when manning the topsail and topgallant halliards. The words usually were extempore, though there were certain initial verses, which formed the basis of the theme. A good "chantyman" with imagination, could bring in all the everyday occurrences, often with sly digs at individuals, with a sort of parallelism usually associated with the Psalms of David, that protagonist of Jewish poetry.

In this group may be mentioned the old favourites *Blow the Man Down*, *Roll the Cotton Down*, *Whiskey for my Johnnie*, *Blow, Boys, Blow*, and *Poor old Man*. This last had a special significance, and was used to celebrate the fact that the first month at sea had been completed, the *Dead Horse* (which signified the first month's wages mortgaged to the boardinghouse keepers at the port of shipment) had been worked off and that the crew were now free of shore encumbrances. It was frequently made into something of a ritual occasion, on which a roughly shaped horse made of canvas stuffed with straw, was "chantied" to the fore yard arm, and all hands laid aft in the hope that the Captain would order the main brace to be spliced! After this the "dead horse" was solemnly chantied down. Other ceremonies also entailed the use of the "halliard chantey" up. Many of us will remember the satisfaction with which we chantied the square of lights, two red and two white, after completing loading at some grim port on the West Coast of South America.

2. "Capstan Chanties". These have been previously referred to and their purpose indicated so far as weighing anchor by the capstan and windlass, but they were also used when a particularly heavy purchase necessitated the heaving of its fall by means of a capstan. Some of these chanties were of great beauty - Outstanding in this respect are *Shenandoah* and *Rio Grande*. Others in this class were *Sacramento*, *Sally Brown* and *Rolling Home* and were great favourites.

Though not so haunting in their musical setting they were greatly used. There was a great variety of them. *Rolling Home* could not be classed strictly as a chanty, but rather as a Sea Song, written by some forgotten author which had been adapted to use for the occasion of weighing anchor when homeward bound only. It was never used on other occasions.

A great many of this type of chantey have been popularised by broadcasting and trained choirs have rendered them in correctly scored harmony. Many have found their way into published form with musical scores and words of suitable form. Even the tunes and times have been altered. This, in my opinion, *does not* record the true chantey. Chanties were typical out-in-the-open music, to be sung by men whose voices had been trained only to make themselves heard above the noise of the sea and wind, and their beauty is not enhanced by being sung by those whose voices have been trained to choral singing.

3. "Bunt Chanties". These might also be termed single pull chanties, and their purpose was to synchronise one concentrated heave, whether on the bunt of a course when furling it, to get it squarely on the yard or when sweating the braces taut, or hauling out the bowlines. The principal ones used were, *We'll pay Paddy Doyle for his boots*, *Haiti upon the Bowline*, *We'll all sling mud at the cook*. Their formation was similar to the halliard chanty but the timing of the pull was different.

4. "Stamp and go Chanties". These were used when the load was light and it was possible to "walk away with the fall". In reality they were a sort of marching song and anything which lent itself to the correct time might be used. *We'll roll the chariot along*, *Highland Laddie* and even the *British Grenadiers*. Doubtless had chanties survived till the late war, *Roll out the Barrel*, would have been adopted!

Thus briefly I have indicated the classification of the old chanties as I, and countless others who served their time in the old windjammers, knew them. Chanties were in a class by themselves both as regards their use and melody and though their origin is obscure the influence of many different races and colours may be traced.

The cotton stowers of the Southern States of North America undoubtedly were responsible for *Roll the Cotton Down* and possibly for *'Sally Brown'*. These were mostly negroes. Other nations used chanties besides the British, notably the Americans, and their chanties were almost identical with ours. The French and Germans were not much addicted to singing but I have heard them use chanties on occasion. Chantying was encouraged in British sailing ships of my day. A happy ship was usually indicated by a good chanting crew and the psychological effect of a song in heavy almost heartbreaking weather and conditions was of great moral value.

A good chantyman was a great asset and he had a great deal of licence in his improvisations. He was, in point of fact, and unofficially, able to voice grievances to the afterguard, and most masters and their mates did well to take stock of such utterances in the casual words of a song.

In the present age of high speed and general hustle, it seems good to look back on those more leisurely days. How one's depressed and drooping spirits responded to the heartening chorus of *Blow the Man Down* when all hands were called to set the upper topsails again after a particularly vicious blow! How one responded to the strains of *Rolling Home* when weighing anchor in some Chilean nitrate port, after months of hard labour under the shadow of the bleak red hills of that treeless, waterless, inhospitable land!

How one felt when the vessel was warping into dock after a long voyage, to the strains of *It's time for us to leave her*. Perhaps in fairness it should be placed on record, however, that this chanty was rarely sung if the hands had been well treated.

Those days are gone, never to return, but their memory is still green in the minds of those of us who were fortunate enough to experience their thrills and dangers. A memory which will remain with me while life lasts, occurs to me at this moment. It was in Falmouth, where the vessel I was in had called for orders. We had arrived the night before and found the anchorage crowded with vessels of all rigs similarly awaiting their instructions as to their discharging port. I had the morning watch and near us was a full rigged ship with a coloured crew, which at daylight commenced to heave short. Her chantyman, a gigantic negro with a glorious powerful voice had selected *Shenandoah* as his choice of a capstan chanty. I leaned on the poop rail listening in rapture to the magnificent rendering of that finest and saddest of all chanties. The coloured crew matched the chantyman in the power and tenor of their voices, with the echoes resounding from the hills which surround that lovely harbour. One does not need to listen to expert renderings on the radio with the recollection of that grand experience still fresh in one's mind.

In the strain and stress of modern life and conditions, these old "chanties" are liable to be lost and forgotten, but to those of us who are of mature years they hold out a lasting remembrance of our youth.

*I was much saddened by the loss of the Club's own book of 'Chanties', complete with musical scores, which was presented to the Club in 1928 by the writer, himself a sailing ship 'Cape Horner'. It went missing during our latest move. Ed*



WORLD SHIPSOCIETY DORSET BRANCH

## Zoom Meeting

**2.30pm, Saturday, December 10th 2022**

**~ Port of Rotterdam 2018 Panorama ~**

**~with Neil Davidson ~**

**A private cruise around Europe's largest port -  
and a look at a vibrant city.**

Neil took an 11-hour group charter specifically to photograph Rotterdam shipping in June 2018 and shares a selection with us.

Their Secretary, Steve Pink, says:

There is no need to request an invitation to our December event ... everyone on our circulation list will be sent a Zoom Invitation Link about a week beforehand ... but do make sure its in your diary.

If you are not yet on that list, visit their website [shipsdorset.org](http://shipsdorset.org) and follow the links.

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The Club room is currently open on just one day of the week, 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.