

The CACHALOT

THE NEWSLETTER OF THE SOUTHAMPTON MASTER MARINERS' CLUB

No 110

March 2025

Post Captain's Log

Warm greeting fellow Cachalots from your now relieved Club Captain David and safe sailing to our new Captain Nick at the helm.... Officially now handed over at our Sea Pie Supper.

Reflecting on the past year and indeed the pace of it's passing I hope I have carried on the fine modernisation strategy set in place by our previous Club Captain Noel Becket.

In order for our Club to continue to be its welcome same for our veteran hands we have needed to appeal to a new younger membership to take up the reins. This means our Club will both outlast ourselves and indeed the next generation of new Cachalots in a form that will appeal as much to them as in the past has appealed to us.

The two principle strategy strands this year have been as follows.

Rejuvenation of membership. A broader social agenda to mix with younger mariners, build networking opportunities and lead with a pathway into our much respected Club. This has gone very well this year and testimony to that will have been the obvious mix of the old and the new at our very well attended Sea Pie Supper this year. Our membership is growing and especially so with our next generation. Our ability to mix and appeal across the generations and particularly remain relevant with currency has been our way forward. The dividends are now really showing. If all Cachalots will continue to support our informal Solent Mariners evening drink and meets as well as the fabulous S.S. Shieldhall curry nights and barbecues going forward we will have it.

Secondly the behind the scenes new webpage efforts being pioneered by our last Captain Noel. In our modern world the means by which any club is run successfully needs a ten year review. I know many do not use the webpage but future and indeed potential future members will be reliant upon it. Internet access and usage is now our world. A new website and all of the club's previous office based activities being moved to it will ensure our future. A virtual office is an administrative need. It also makes the Club completely independent of premises. As much as so many Old Guard are attached to our British Legion clubrooms future members will not. The sustainability of the Legion premises must also be prepared for. If we lose the Legion we must be ready to

not lose our Club. Many other clubs float between rented by the hour premises and our time will come to need to do so. In fact this presents an opportunity to move an aesthetically more pleasing modern premises that will appeal to younger member growth in the future. We will have agility to do so and not being tied to a physical office. Our future secure.

Finally of relevance and currency in our modern world I will share with you what I shared at the Sea Pie Supper. Captain Nick and I as Cachalots have been part of an Industry Apprenticeship Trailblazer. We have both been committed to establishing a fully funded Department of Education apprenticeship pathway to achieving MCA Master Mariner certification. We have targeted the 500GT certification to start with and will move to both 3000GT and 200GT next. These are the building blocks to growth of Unlimited certification to which we are all familiar. In January this year we received official approval and the outcome of now a few years hard work by Nick and I and indeed many others. We achieved a record in Maritime. A maximum possible national funding banding and a record for Maritime. The first to an STCW Master Mariner, fully funded apprenticeship route, paying national minimum wage upwards to OOW and with attractive non mandatory elements included. A major very first for the UK across all sectors for simulator training to be included within any apprenticeship funding. Great for us driving ships and training standards. For those at the Sea Pie Supper will recall my closing joke. If the next time you go for a haircut and the apprentice approaches you with glee announcing, "You are my first real person to practice on after the simulator" then just remember.... Whatever happens next to the state of your head you can blame Captain Nick and I.

Have a great year ahead with Captain Nick as we continue to be relevant, grow our younger membership and embrace a sustainable club model ahead for the 21st century. Your club is their club and they will ensure it lasts for you to enjoy as you wish for as long as you desire.

Embrace the new to preserve the old and we will all grow together and leave a legacy worthy of the Cachalots... The Southampton Master Mariner's Club.

Safe sailing....

Post Captain David Carter MNM

Introducing your new Captain



Captain Nick Jeffery MNM

My career in the merchant navy began in 1973 when I joined P&O's general cargo division as a deck cadet. I remained with P&O for 10 years, gaining my master foreign going certificate of competency before moving into the oil and gas industry where I spent the next 10 years rig shifting in the North Sea.

A chance to join a brand new outfit which was created to provide towage, escort and other waterborne services at Exxon's Fawley terminal saw me coming closer to home in 1993. The new company was Solent Towage, a UK subsidiary of Ostensjo Rederi, a Norwegian offshore and towage company.

After 6 years sailing as master on their state-of-the-art escort tugs it was time for some career progression so I moved ashore to be Marine Personnel and Safety manager with United Marine Dredging (now Tarmac Marine).

In 2006 I was easily tempted back to Solent Towage, this time as Ostensjo's UK manager.

17 very happy years followed until the company was wound up in 2023 when a new contract was awarded at Fawley.

I retired from full-time employment at this point but have remained in touch with our industry through a variety of routes. I am currently chair of the British Tugowners' Association, a key sector of the UK Chamber of Shipping. I am a director of the Ship Safe Training Group, one of our national training providers and also sit on the southern region committee of the Merchant Navy Welfare Board.

I have recently joined the management team of Solent Dolphin, an organisation which provides trips for disabled passengers on the 'Alison MacGregor'. The 'Ali Mac' can be seen every day through the summer months as she tours around the Solent from Calshot to Eling and up the itchen and Hamble rivers.

I was honoured to receive the Merchant Navy Medal for services to training and career progression in 2015.

Joining the Cachalots in the early 2000s, I am very proud to have been selected as Captain of this great institution for the coming year. I am committed to representing the club to the best of my ability and hope to continue the good work done by my predecessors, most recently David Carter.

My chosen charity for my year in office is the above mentioned



Boatsteerer's Locker

Meeting's at RBL – our meetings at the RBL Club room on a Friday continue to attract the usual suspects with some additional faces now and again.

Cachalots Bar – our bar lady Karen, continues looking after the bar upstairs.

Zoom gatherings – Generally available on a Wednesday from 1030. I will contact the usual attendees to confirm at the beginning of each week. Please contact me if you wish to join us and I will send the log in details.

250 Club – Remember, you have to be in it to win it!!! Proof on the right - the two lucky winners of the December draw **were** in it. That's £100 each to the Editor and the Boatsteerer.

Subscriptions – thank you to all who read the Cachalite from Terry and have topped up their membership payment and made amendment to their standing orders.

Hopefully, all will return to some semblance of normality by 1st January 2026.

Just in case, **Please remember to amend your Standing Order accordingly in good time ahead of the renewal date.**

Annual General Meeting – the AGM in accordance with Rule 11, was held in the Club room of the RBL on Thursday 9th January at 1900 with thirteen attending in person and eight by Zoom. The minutes are posted on the Club room noticeboard and on the Cachalot's website.

Following the confirmation by the meeting of the Past Captain's we welcomed our Captain for 2025, Nick Jeffery MNM and our Staff Captain William 'Bill' Hargreaves.

Functions - Mark Oakley has stood down as Functions Officer. Terry Clark and I are co-ordinating events for the time being while Julia Whorwood has offered to make the bookings and liaise with Everest Cuisine for the curry lunch events. Please drop an email to boatsteerer@cachalots.org.uk and to office@cachalots.org.uk if you wish to attend.

A programme of events is posted on the noticeboard in the Club room and is available on the Cachalots website for 2025-2026.

Sea Pie Supper – Friday 7th February 2025

Four-hundred and forty-six people attended the Sea Pie Supper at St. Mary's Stadium in what seems to have been a well-received and successful evening. See separate report of the evening elsewhere.

Curry lunches - resume on Saturday 22nd March so please advise your interest in attending soon. The cost of this first one is £25 and you will be advised if there is any change to the subsequent ones.

Remember, there is a newly installed chairlift fitted to the stairway which has been a great advantage.

Club Supper – Wednesday 21st May 2025 at RBL.

We have a potential guest speaker for a post meal talk and to be confirmed. Details and cost will be sent out soon with a reminder by Cachalite.

Shipping Festival Service – Thursday 12th June 2025

This event will be held at St. Michael's Church, Southampton commencing at 1900 with the ringing of the Penda bell. The Bishop of Southampton has agreed to attend the service. Reminders will be sent out by Cachalite ahead of the service. I am still looking for an alternative location for a post service reception.

Forthcoming Meetings

Management Committee – will be held in the Club room of the RBL on Thursday 6th June.

If you are one of our 'younger' Cachalots, you may wish to consider, and we would really like to encourage you, to become involved in the management of the Cachalots. Initially, this can be arranged on a mentor basis, but we really wish to encourage our younger members to take a more active role in the Club. If you have an interest in taking this forward, please contact the Boatsteerer in the first instance.

Hopefully winter will loosen its grip in the next few weeks and I hope you all enjoy a time of spring sunshine and growth.

Captain Robin Plumley MBE

Boatsteerer

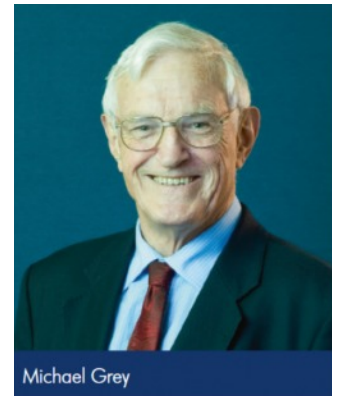
boatsteerer@cachalots.org.uk



Inhospitable havens

The Maritime Advocate online Issue 875 February 10th 2025

By *Michael Grey MBE*



“Unfriendly natives” – it said, recalling a previous visit, but the Old Man, worrying about the reaction of the pilot, demanded that the Third Mate erase this scurrilous observation, even though he subsequently agreed with its accuracy. It is not the first time they have featured as a source of seafarers’ exasperation, but ports and their official (and officious) inhabitants are noted in the latest Seafarers’ Happiness Index as one reason for its fall in satisfaction.


The safe arrival in port after a sea passage might mark an interval in, or even the conclusion of, a voyage, but is, more often than not, a reason for stress and unpleasantness for those aboard ship. High-handed behaviour by port authorities, immigration, customs and others who consider they have a perfect right to march aboard and demand instant attention from people who, unlike them, have had no rest for many hours and many different responsibilities will be familiar to most aboard ship. People stamping up the gangway looking for faults and reasons to detain, fine and prosecute the ship for failure to obey its complex, inconsistent and arcane bylaws.

A general lack of courtesy, with often unrealistic expectations of the visiting ship – the ship is never right – being a regular observation. The ship, it has been often pointed out, is the “customer” of the port, which like any old retailer or service supplier, would not even exist without their “footfall”, but is rarely treated as such. Even your friendly agent, which once would be firmly on your side and pointing out all the pitfalls, will be also working for the charterer, firmly favouring the latter, possibly even conspiring against you and your interests. Then, there are places where shore leave is prohibited, because it is so much easier to just say “no!” than to facilitate some arrangement that will allow a few crew members who can be spared their duties to get to the shops. Ships’ crews will be regarded as a downright nuisance and an interference to the smooth running of the port, or terminal.

Their welfare is “nothing to do with us.” And even if such liberty is permitted, the practicalities in the shape of distance, an absence of any affordable transport, required documentation, bureaucratic procedures or hostile gatekeepers might combine to put off even the most adventurous of souls. Small wonder that there were reports that seafarers were enjoying the longer sea passages around Africa, because of the Houthi pirates’ closure of the Red Sea. A longer interval between ports was something to be welcomed. It is not exactly an original observation, but the happiness of seafarers might be thought of as collateral damage from 9/11 and the hastily formulated ISPS Code, an explosion in the smuggling of narcotics, and the waves of illegal immigration. Covid, with the seafarers identified in the minds of the authorities as international transmitters of disease, scarcely helped, either.

The ports, of course, will tell you of their responsibilities in law, for security and health and safety, and you clearly cannot have individuals wandering around ports and terminals with deadly machinery hard at work. It is often too much of a fuss, it will be patiently explained, to put in place arrangements that will enable a couple of seafarers to be safely taken to and from the terminal gate. An even bigger ask to try and run a bus service into town, when there are not enough customers to make the service viable. It is invariably easier to spell out the reasons for not doing something – maybe (remember this from Covid) they can get ashore at the next port.

I recall listening to the master of a ship talking about how the very best results come from the ship and its systems working in harmony with the port and terminal and its systems, but also noting how rarely this happened. But it is not too much to ask that visitors are treated with consideration and politeness; how many busy officials ashore would expect to be given immediate attention, without so much as an appointment? It was many years ago that I was given the information and “welcome” pack that was provided by the Port of Ghent for all visiting ships, which offered comprehensive information for crews, which included bus timetables, travel arrangements, retail opportunities, location of welfare facilities and the like. I’m sure that there are other ports which will also make such an effort, but this was impressive. It was not a surprise that the then Chief Executive of the port was a master mariner, who clearly knew the significance of this gesture and the probable appreciation of its recipients.

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and the author, Cachalot Michael Grey MBE greyrjm@gmail.com

New Members

Stephen Cooper is General Manager of Foreland Shipping Ltd whose vessels operate out of Marchwood Military Port. He started as a young man with HM Forces, 17 Port & Maritime Regiment, in 1992 with a primary role of Port Operator, Logistics and military instructor, Vessel liaison and Flight Deck Officer onboard RFA vessels. As an adult student he obtained several Diplomas in Leadership and Management before graduating in 2015 from the University of Lincoln with a Bsc (Hons) First Class Degree in Logistic Management. Leaving the army in 2016 he worked as a small business owner delivering port facilities logistic training before joining Foreland Shipping in 2017 as Operations Manager and now General Manager. He is a member of the Chartered Management Institute.

He enjoys Outdoor pursuits and joins us to support our causes and for the opportunity to contribute to local MN events.

Andrew Peter Dogherty is a recently retired Master Mariner with a HD Nautical Science awarded by Warsash College in 1983 and a qualified Maritime Lead Auditor. After a multi-faceted career with ExxonMobil (33 yrs) and BG (2yrs) he became a Maritime Safety Consultant with a long-standing relationship with the Oil Companies International Marine Forum where he served on assignment as Senior Adviser and Deputy Director and acted as their representative at the IMO. He was also an active member of multiple OCIMF committees and working groups including time as Ports & Terminal Committee Chairman.

As many of his former work colleagues and contacts are members he wishes to maintain those connections and engage more widely in the activities of the Club.

Ian Charles Lawler is a Master Mariner with a Bsc First Class Honours Degree from the Open University. He is currently Lead Project Engineer with DOF Subsea Atlantic Ltd, an Offshore Oil & Gas Marine Contractor. He is a member of the Nautical Institute, the Institute of Marine Engineering, Science and Technology and has Incorporated Engineer and Incorporated Marine Engineer status awarded by Imarest.

He is interested in Maritime History, Naval Aviation and is a 'long suffering' Southampton FC Season ticket holder.

After 30 years of working away from Southampton he is now closer to home and has recently become a Trustee of the Southampton Sea Cadets and feels it is an extension of this to become a member.

Stuart Tan is a Master Mariner and Head of Operations at Red Funnel Ferries. His sea going career included Ben Line, Geest Line, Holland America and P&O Ferries before his present berth.

He joins us as 'a respected organisation of Master Mariners that is local to me.'

Birthday Boys



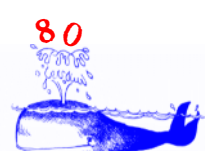
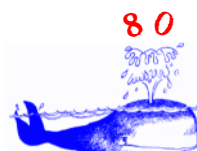
Barry Peck & Douglas Gates

We think the most appropriate term is "Stalwarts" !! They were stalwarts then, 30 years ago last December, when this photograph was taken at the then 'new' Clubroom at the Stella Maris in St. Michael's Square, and they are still stalwarts now.

So what has changed? They are both still recognisable from the pic and their attire nowadays is much the same.

They didn't get a fattening, tooth rotting birthday cake each as a special treat this time round - I don't think we even stretched to a birthday card. So perhaps it is the times that have changed.

But now they have our belated birthday wishes and are entered in the ever growing 'Octogenarian' section of the Membership list.



Please note that the Festival of the Flags is actually our Shipping Festival Service, previously held at Winchester Cathedral and now at St. Michael's Church



7th February 1900hrs - Sea Pie Supper – St Mary’s - The Cachalots
 20th March – ABP Charity Quiz Evening
 12th June – Festival of the Flags – St Michael’s Church – The Cachalots
 27th June – SSA Summer Ball – Grand Café – SSA
 3rd September – Merchant Navy Day – tbc
 17th October – Trafalgar Dinner – Grand Café – The Cachalots
 9th November – Remembrance Sunday – The Cenotaph
 11th November – Armistice Day – Holyrood Church
 Mid Dec tbc – Christmas Carol Service – ABP



ssa.secretary1963@gmail.com

CAPTAIN	Captain N. Jeffery MNM
STAFF CAPTAIN	Captain W.J.M. Hargreaves
POST CAPTAIN	Lt Cdr D.R. Carter MNM
BOATSTEERER	Captain R. Plumley MBE
STOREKEEPER	Captain I. Odd
Hon. MEMBERSHIP OFFICE	Captain T.E. Clark
Hon. EDITOR	Captain T.E. Clark
Hon. FUNCTIONS OFFICER	Temp' Plumley & Clark
Hon. BURSARY OFFICER	Captain J. Mileusnic
Hon. CHAPLAINS	Fr J. Mosher, Rev'd F. Sahetapy, G. Hogan, C. Stuart

N. Becket, T.E. Clark, A. Moll OBE, L.R. Morris, P. Naranjo-Shepherd,
J.M. Noble, M.L. Oakley, M. Phipps MBE, J. Shepherd.

T.E. Clark, C.R. Kelso MBE, B. Peck, J.C. Smart

Boatsteerer and Storekeeper are appointed by the Management Committee and retire every two years and are eligible for re-appointment.

Harpooners are elected at an AGM and retire after two years and are eligible for re-election.

The Cachalot No. 111

will be on Friday 16th May '25

250 Club

Dec(£100) T.E. Clark R. Plumley

Jan S. Cooper F. Pedersen

Feb D.P. Neaves I.P. Odd



Curry Lunches

EVEREST CUISINE

Now our preferred Curry House, it suits our palates and our pockets as well as our numbers.
The stairs may be daunting for some but they are in three flights so you can always rest at
Base Camp or Camp I during your ascent.

And they have now installed a stair lift for those with mobility problems

It's on the corner of Queensway and Briton Street (Some will remember it as POSH)

The first Curry Lunch in 2025 is booked there for

Saturday 22nd March

1230 for 1300

The price will be £25 per person, exclusive of gratuity.

Provisional bookings for this year are: 19th April, 21st June, 26th July, 27th Sep, 15th Nov
They are based on the Saints not playing at home on those dates but are liable to change due to Cup
matches or their position in the leagues.

Nearest car park is Gloucester Square, off the High Street, and there may be
on-street parking available in Queensway.

Book, and pay, through the office please.



Club Supper

Wednesday 21st May at the RBL

1830 for 1900

**A Club Supper, with a Guest Speaker, is arranged for the above date
Please note a new start time, at Chef Sam's request**

The menu will be:

Prawn & Crab Tian with pickled cucumber & tuille toast.

Lemon & Thyme Chicken with Spring vegetable fricassee, potato gratin, krispy kale.

Lemon cheesecake.

**The Guest Speaker will be David Forty, a Cachalot and Southampton Operations Officer
(Agent) with CMA CGM UK Shipping Adency.**

"It's only another container"

A brief history of the container revolution in shipping.

And the cost per head £38 with a max of 40, book through the office.

The Sea Pie Supper '25

446

This was the total number of distinguished guests, Cachalots and other guests attending the Sea Pie Supper on Friday 7th February in the Mike Channon Suite at St. Mary's Stadium.

Sadly, two of our distinguished guest Stowaways had to pull out for personal reasons ahead of the evening, as well as our Honorary Member, the Rev'd Reg Sweet.

Thankfully, we received 78 Cachalots and 31 Corporate Companies.

Enhancing our evening were 16 cadets in training from Warsash Maritime School. Ten with their own table and six taking up seats offered by companies.

We had seventeen Club Captains, past and present, attending and eleven recipients of the Merchant Navy Medal, seven of them members.

Setting up commenced at 1400 with flags and lifebuoy being placed along with table lists and placing of table names and place cards on every table. The St. Mary's staff were soon laying out the pre-ordered drinks on tables and preparing for the influx of guests.



Ready to go!



This year, our Captain-Elect, Nick Jeffery MNM suggested asking Captain Tom Woolley MNM as guest speaker. Tom is Honorary President of the British Tugowners Association.

Our group of *Meeter's and Greeter's*, armed with their list of mugshots, did a grand job in meeting the distinguished guest at the entrance, and guiding them up to the VIP Reception in the Press Room. A photo opportunity of the VIP group was achieved by Terry.



Our Distinguished Guests

On the previous page

Standing left to right:

Fr James Mosher (Hon. Chaplain and Port Chaplain, Mission to Seafarers), Mr Lars Lippuner (MCA), Lt Cdr Les Chapman (Master HCMM), Cdre Sam Shattock (RFA), Capt John Lloyd MNM (CEO, Nautical Institute), Rear Admiral Iain Lower (Deputy Master Trinity House), Lt Col Terry Wilcox (CO 17 Port & Maritime Regiment), Mr Steven Masters (Harbour Master ABP Southampton), Capt Lee McLocklan (Capt of the Base, HMNB Portsmouth).

Seated left to right:

Clr David Shields (Lord Mayor of Southampton), Mr Jonathan Whitaker DL (High Sheriff of Hampshire), Lady Mary Fagan LG DCVO (Stowaway), Nigel Atkinson Esq (HM Lord-Lieutenant of Hampshire, Stowaway), Club Captain David Carter MNM, Capt-Elect Nick Jeffery MNM, Capt Tom Woolley RD VR MNM, Vice Admiral Sir Alan Massey KCB CBE (Stowaway), Capt Sir Ian McNaught KCVO MNM (Stowaway)

The opportunity was also taken to record the Merchant Navy Medal recipients attending and the Club Captains, past and present.



Merchant Navy Medal Recipients

Standing, from the left, all Captains:

John Lloyd (2023), Nigel Hope (19), Rachel Dunn (19), David Carter (18), Fran Collins (19), Louise Sara (24)

Seated, from the left. All Captains:

John Hughes (17), Roger Barker (16), Sir Ian McMaught (13), Nick Jeffery (16), Tom Woolley (18)

Unable to be with us on the night were: Our President, Capt Reg Kelso MBE (2017), Mr Mike Morley (18), Capt Peter Roberts (22) and Capt Richard Kirkby (24).

Other known Cachalot recipients who have since gone aloft are: Rev'd Bill McCrea (2010) and Capt Paul Compton (2015).



Club Captains, Past & Present

Standing, from the left:

Nick Jeffery (25), Noel Becket (23), Andrew Moll OBE (20), Robin Plumley MBE (17), Ian Odd (14), Rachel Dunn (19), Martin Phipps MBE (22), Bill Hargreaves, Staff Captain, David Carter (24)

Seated, from the left

Peter Grant (12), Les Morris (08,16), Terry Clark (00), John Noble (89, 13), Chris Phelan (78), Jeremy Smart (98, 15), George Angas (06), John Mileusnic (09).

The evening commenced with the traditional welcome of the distinguished guests, guided to their seats on the top table, with a superb and topical Grace delivered by the Rev'd James Mosher, Port Chaplain of Southampton, and all settled down to enjoy the Sea Pie Supper.

The Captain, Lt Cdr David Carter MNM announced the prize draw and arrangements for making a substantial payment for the three church charities. This year we introduced a QR Code to allow payment using a Smart phone. This worked well.

Our thanks go to the team at Southampton Shipowners Association for their generous support and donation of the prize. This year, a large collectors Lego model of Shackleton's *Endurance*.

The Loyal Toast was provided by Captain Carter MNM while the Boatsteerer gave the toast for Absent Cachalots. The room was reminded of the marked envelope on each table and asked to put their place card, with a decent amount of money, preferably of the note variety into them for later collection as well as using the QR Code.

Following the toast to Absent Cachalots, the Lord-Lieutenant highlighted and introduced the eleven recipients of the Merchant Navy Medal to a worthy applause.



The man in the red sash, MC2 Noel Becket, points the way for the Captains' handover.

With the meal complete, Captain Carter handed the Club Collar over to Captain Nick Jeffery and Nick handed David his 'Past Captains' badge and ribbon. Following Nick's speech, he proposed the toast to the Guests and introduced the Principal Guest and Speaker, Captain Tom Woolley RD VR MNM. On completion, Captain Woolley proposed the toast to the Cachalots.

Newly installed, Capt Jeffery welcomes the Guests



Guest Speaker, Captain Tom Woolley responded with the story of his life and times in the RN and the tug industry.

Following a short break, and before the appearance of the '*Ansome Cabin Boys*', opportunity was taken to complete the Prize Draw with the Lego model of *Endurance* donated by the Southampton Shipowners Association. One of Whitaker's young ladies drew the place card which belonged to Matt Richiardi, a guest on one of the ABP tables. Well done, Matt. The generosity of those attending was confirmed by a count of **£5,001.16** of which £1623.95 was from the QR Code arrangement. A €50 note and one Guernsey pound were also received!!!

This was a **record** amount, beating the previous high of £4104.20 in 2019 by nearly £900! It brings the total amount raised by the Prize Draw since its inception at this event in 2014 to **£46203.93** As usual the total amount will be divided equally between the three maritime charities of the Mission to Seafarers, Stella Maris and the Sailors' Society.

The assembly was then entertained and joined in the singing of the Sea Shanties led by the '*Ansome Cabin Boys*'. A-Rovin, Blow the Man Down, South Australia, Drunken Sailor and Spanish Ladies were well sung!



The '*Ansome Cabin Buys* lead the Sea Shanties

With a resounding rendition by all of Land of Hope and Glory followed by the National Anthem, time was then taken to complete networking and catching up with friends and acquaintances before heading home.

The feedback from the distinguished guests and others in the hall has been very positive and highlighting a very successful Sea Pie Supper. We look forward to carrying the success forward to Friday 5th February 2026. A date for your diaries!

Last but by no means least, I wish to thank all the distinguished guests, VIP's, corporate entities and their guests, Cachalots, Club Officers and Harpooners who were able to attend and those who were able to provide assistance by whatever means, including our own Office Administrator, Richard James.

Thanks also to Rachel, Carol, Nigel and Craig at St. Mary's.

Compiled by Robin Plumley MBE



Warsash Cadets

Capt Plumley may well have been reflecting on his own days at Warsash

If only!



Gone Aloft

T. Turner on 24th December.

Tommy was a retired Engineer and surveyor and was an Engineering Examiner for the DTI. A popular member who would frequently attend the Clubroom at the Seafarers' Centre with his wife Louise and their friend Bob Seago.



R.M. Eaton on 31st January, aged 84.

Bob Eaton was an OLD WORCESTER (55-57) and following an Outward Bound course joined P&O as a Cadet. His first ship was BALLARAT followed by SUNDA, ADEN and CORAMANDEL. During his career with P&O he also sailed on ORIANA, CHUSAN, IBERIA, CANNANORE, ORSOVA, SURAT, STRATHCONNON and ARCADIA, before spending most of 1968 in IBERIA.

He came ashore in 1968 working for Overseas Containers, based in London but over the next two years spent much of the time in Rotterdam, Antwerp and Tilbury as Ship-Planner. He was later based in Southampton as Manager of OCL's Australian trade and then Cargo Manager and worldwide trade sales up to 1988.

Back under the P&O Containers flag and in London office, he was Sales Manager and Senior Business Analyst but was made redundant in 1990 so he returned to a life at sea with Geest Line sailing to and from the Caribbean islands carrying general cargo and bananas.

This lasted for four years when Geest sold their ships and Bob rejoined P&O Containers but this time at sea on their container ships for three years. On retiring in 1998, he became summer relief Master with Wightlink on their Lymington to Yarmouth route for three years.

After 47 years living in Brockenhurst, Bob and his wife Dinah moved to Milford on Sea overlooking the Solent. 12 years later, after some health problems, they moved to Tring to be near two of their three daughters. With further failing health, Bob went into a care home in November 2024 and he died on January 31st 2025.

Bob was no longer a Cachalot, having resigned in 2020 when they moved away, but he had been a well respected and popular member for many years.

Our thanks to Dinah and the P&O Pensioners Group for the above information.



Zoom Meeting

**2.30pm, Saturday, March 8th 2025
~ Maritime Royalty ~ with Bill Miller ~**

Britains's Queens of the Atlantic

Bill returns with a Cunard crescendo ... from Queen Mary in the 1930s to Queen Anne in the 2020s ... from luxury in peace, heroics in war and a new fleet for a new century.

Known as "Mr. Ocean Liner", Bill is an international speaker and authority on passenger ships ... don't miss it!

Bill plans to present the talk via Zoom from his New Jersey home.

Their Secretary, Steve Pink, says:

There is no need to request an invitation to our events ... 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, and for more information, visit their website

shipsdorset.org and follow the links.

The CACHALOTS

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The Club room is currently open on just one day of the week, Friday, 1130 - 1500. 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.