

The CACHALOT

THE NEWSLETTER OF THE SOUTHAMPTON MASTER MARINERS' CLUB

No 112

September 2025

Captain's Log



Shipping Festival Service

The annual Shipping Festival Service was held at St Michael's Church in Southampton on June 13th. It was a very warm evening but that didn't deter people from turning out to celebrate this important event in our calendar. The Service was officiated by Revd Rhiannon King, Bishop of Southampton. It was attended by the Vice Lord-Lieutenant of Hampshire and the Lord Mayor, Admiral of the Port, Southampton.

Southampton's Sea Cadets and cadets from Warsash provided an impressive guard of honour as the congregation arrived, followed by their customary Standard bearing duty at the commencement of the Service.

The Cachalots were well represented amongst other attendees, including Port Director Alastair Welch, Harbourmaster Steve Masters, members of the Nautical Institute and Southampton Shipowners Association.

Following the service many of the attendees reassembled at the 'Titanic' for a buffet supper, with thanks to Robin for organising that.

More pictures of the event can be found on p.8

Solent Dolphin

You are probably aware that Solent Dolphin is my chosen charity this year. I am quite heavily involved in the running of the charity's vessel 'Alison MacGregor', based in Hythe marina. She offers trips around the Solent for people with disabilities.

She is very popular, her scheduled trips being booked up throughout the operating season which runs from May to September. Many customers make repeat bookings as the folk they take care of derive much pleasure from spending a couple of hours on the water, absorbed by the ever changing scenery of visiting ships and wildlife.

Alison MacGregor is run and crewed entirely by volunteers. She sails with a crew of 5, with all of her 80+ volunteers working on a preset rota. I sail as a skipper and am also the appointed bosun, responsible for keeping her running through the busy season. We are funded by donations from the organisations who have nominated us as a chosen charity and by donations from visiting passengers.



As with any volunteer based charity we are always grateful to have new crew joining us so if you feel you have a little time to spare, please make contact!

HR Wallingford Ship Simulator

Prior to retiring from full time employment I had become involved in simulator training for tug masters and pilots, a process designed to assist both parties in improving the safety of ship handling and towage, following a number of incidents involving tugs whilst towing ships into and away from ports.



The particular programme I have been working with is based at HR Wallingford, a bespoke ship simulation and testing facility. We developed accurate models of typical tugs involved in ship towage in Southampton. Crews and pilots regularly attend joint training sessions where they work through a set of exercises designed to test safe handling and communication procedures. I have attended HRW recently as we are implementing a further layer to safe towing practices in response to the fatal capsizing of a small tug in 2023. This incident was the subject of a MAIB report which requires the attention of the UK's associations who represent harbours, pilotage, workboats and tug owners.



Southampton Shipowners' Association management meeting!

Workboats and tugowners associations engagements

On the subject of safe towing, I have continued to work with both of the organisations who represent tug owners in the UK, namely the Workboat Assn and British Tugowners' Assn.

The BTA has recently launched its latest good practice guide - this being a guide to tugs' assistance in fire fighting. This is the culmination of 18 months work carried out by a team from BTA members, plus input from industry experts, and is reckoned to be the first modern publication on this important subject. It deals with emergency situations, training, tugs fire fighting capabilities, regulations and responsibilities and fire fighting on alternative fuelled vessels. It can be downloaded from the UK COS website.

Overseeing the introduction of this document was my last formal task as chair of the BTA as I have now handed over to Mike Paterson, CEO of Svitzer UK.

Website link - [Essential new guidance on the role of tugs in firefighting at sea – British Tugowners Association](#)

MCA and Certification

There are exciting things happening at the MCA and Skills England (formerly the Institute for Apprenticeships), in terms of certification for deck and engineer officers and ratings in ships of less than 500ts gross, creating new apprenticeship pathways and rationalising existing ticket structures. Hopefully these changes will attract more to join the merchant navy.

Curry lunch

On June 21st Grace and I attended the popular curry lunch at Everest Cuisine. The Nepalese and Indian buffet meal was well received by a good turnout of Cachalots and partners. Thanks to Julia for her organisation of this event.

Web site

After one false start followed by many, many months of preparation, negotiation, corralling of those who offered to assist at the outset (!) and sheer determination, I am extremely pleased to advise that all of Noel's hard work has paid off and as I write, the new web site is about to go 'live'! It is now up to us, the users, to ratify its value and if necessary, to feed back to Noel with any observations - but in the meantime - Congratulations Noel!

On behalf of all of us, sincere thanks must also go to Terry and Barry for the construction, management and knowledge of the former site, and for providing such valuable assistance with the establishment of the new one and transfer of data into it.



'The guvnors' plus former Chief Examiner and Cachalot Forkanul Quader at the club supper in May this year.

Nick Jeffery MNM, Captain of the Club

Boatsteerer's Locker

Greetings all, having now recovered from a superb road trip in July in our MG to Spain and Portugal with a cruise on the Douro river, we are now back to reality!

Functions - 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 on Saturdays. 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.

With no apology for the possible duplication here. A curry lunch has been arranged following the Merchant Navy Day Service of Remembrance on Sunday 7th September at Holyrood church, Southampton. It is booked for 1330 at Everest Cuisine, our usual host. Please notify Terry or me or mark the list on the noticeboard in the Club room by Friday 5th September.

The curry lunch planned for the 27th September is now cancelled and our final curry for the year will be Saturday 15th November.

Cachalots Golf Day - the next golf day is booked for Thursday 18th September at Paulton's Golf Centre. Contact me if you wish to join us.

I am looking to arrange a Harpooners' Dinner for Wednesday 29th November at the RBL and December 10th will be our Christmas Lunch, also at the RBL.

Trafalgar Dinner – Thursday 17th October 2025

This is our own hosting of this now regular event at The Grand, Southampton. The guest speaker who will provide the Immortal Memory is Rear Admiral Peter Sparkes. The Lord Mayor of Southampton will also attend in his capacity as Admiral of the Port along with the silver oar of Admiralty. Terry has issued a flyer, and we are taking orders for tickets now. Please email the office and Boatsteerer if you wish to order tickets.

Taking the Cachalots Forward – NEW WEBSITE

Hopefully you will have received an email inviting you to register for the new website, which has the same domain name www.cachalots.org.uk as the previous one. You will also have been provided with a guide to help you through the process. One of the key elements of this new website is that your subscription payments will be managed through an online payment provider and you are strongly encouraged to set up your subscription mandate using the GoCardless system when you register on the website. Once you have registered for the mandate, please ensure you cancel any Standing Order arrangement you may have with your bank.

Elsewhere in this newsletter you will find a summary of what is being done and progress so far by our Past Captain, Noel Becket.

We will have our next management committee meeting in December and the AGM in early January. Please forward to me, any items you wish to have discussed in any other business in good time.

Sea Pie Supper 2026 - Friday 6th February

Tickets will go on sale on Friday 7th November, to members only on a first come - first served basis.

Members £72, Guests £85 and this year a cadet concession of £425 for a table of ten.

Let us hope we have some rain but not torrential downpours through the autumn to replenish gardens and lawns etc.

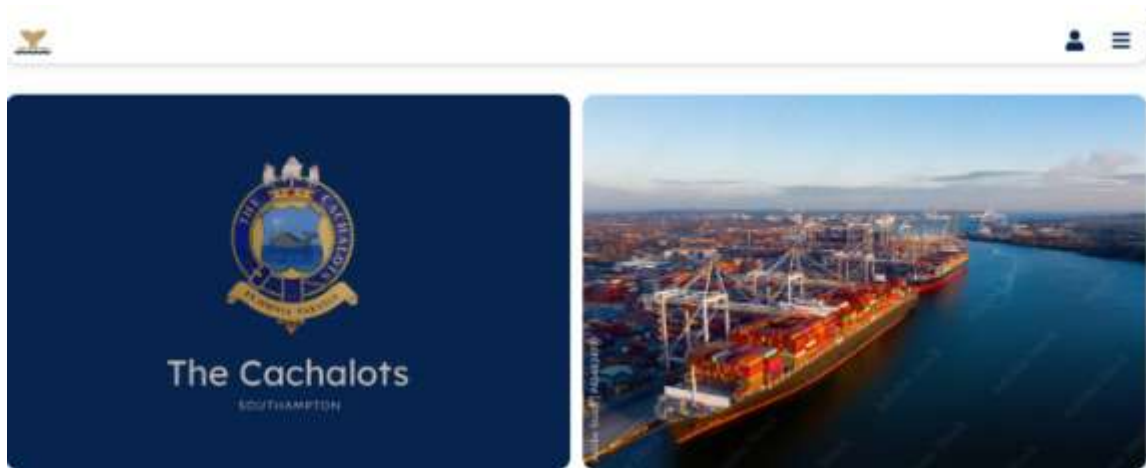
Robin
Captain Robin Plumley MBE
Boatsteerer
boatsteerer@cachalots.org.uk



View of the Douro near Mesao Frio

WWW. Cachalots.Org.UK

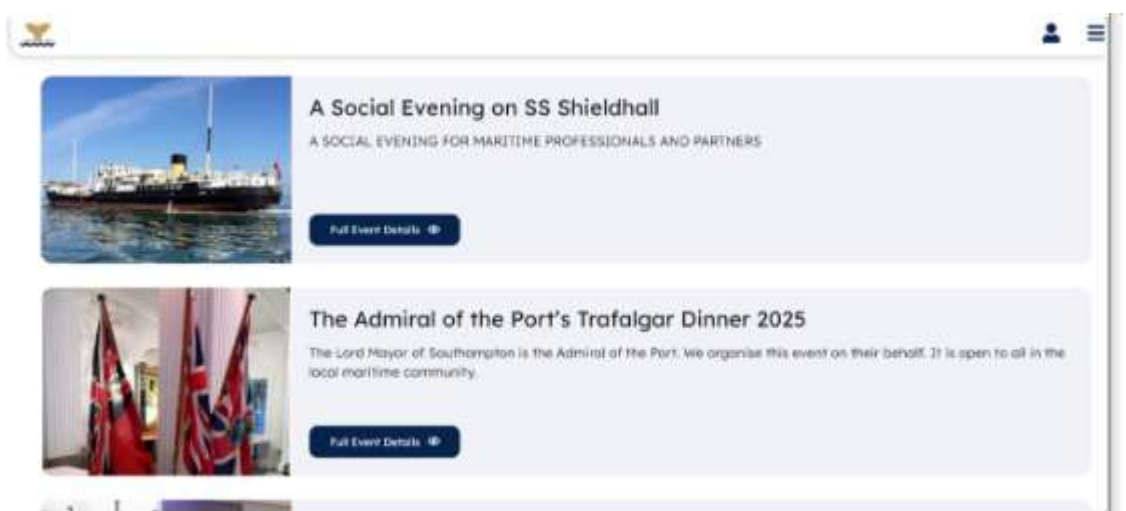
Our new website went live in late July. Please visit it and see what is on offer.



It fulfils many functions – advertises us to the world, provides up to date information and news about the club and our events, gives an easy link for membership application, showcases many historical aspects of the club and is the gateway for our new virtual office.

It would be fantastic if you could all visit the members' area of the website. This can be found under the icon of a person in the top right of your screen.

Your username is the email address that you supplied us with.



On your first visit, click on 'forgot password'. This will ask you for your email address (this **MUST** be the one that we have on record). You will then (maybe not immediately!) receive an email asking you to click on the link and create a password. This will open the next page.

You may need to use 'forgot password' 2 or more times before receiving this email. Plus, check your 'spam' folder.

Once in the members area, please check your personal details, add a picture and add some information about yourself.

The Cachalots have adopted GoCardless BACs Payments as our preferred method of subscription payment. This this will drastically reduce the administration load on the club's officers. It will also make it far easier for you to pay your annual subscriptions, 250 club membership and pay for events such as the Sea Pie Supper or curry lunches as, once set up, each payment will only take one click.



The easiest way to set this up is to click on the personalised link in the emails that we have sent you. You can also access this link through the members' area of the website, as described above.

GoCardless is the UK's leading provider of online BACs Payment Services and is used by over 20,000 organisations ranging from small businesses and sole traders to large companies such as Thomas Cook, Trip Advisor and the Guardian. It is particularly popular with sports clubs and charities as it provides a simple, safe, and cost-effective way of taking online subscription payment.

Please note that GoCardless gives you the same guarantees and protection associated with all Direct Debits and you can cancel at any time, either via your bank, our website or by emailing the membership secretary.

Please remember to cancel any extant payment arrangements once you have set up the GoCardless mandate.

Noel Becket



Trafalgar Dinner Friday 17th October

The Cachalots are organising another Trafalgar Dinner this year, the seventh such annual event (except for two years due to Covid restrictions). It is open to all those in the local maritime community and to indicate the inclusivity of the event it is called the Admiral of the Port's Trafalgar dinner because the incumbent Lord Mayor holds that title. The main purpose of the black tie dinner is to raise funds for the Southampton Sea Cadets and the recent Mayors of Southampton have all supported that cause by attending the previous functions.

So far, the event has raised £8130 for the SSC.

The Dinner is not intended to be a fund raiser for the Club, which just hopes to meet its costs. The ticket price includes the hire of the venue, the cost of drinks reception, the meal and incidental costs to the Club.

This year it has been set at **£75**, an increase of £6 on last year, due entirely to the increase in the catering and venue costs.

The money for the SSC is raised by a Grand Draw for just one significant prize, usually a modern electronic/digital device generously donated by the Southampton Shipowners Association. Attendees are invited to make a donation to partake in the draw.

The format of the evening is that the Cadets form a welcome guard to receive guests to the drinks reception held in the splendidly restored lobby of what was the South Western Hotel, the premier hotel for passengers in the glory days of the trans-Atlantic passenger liners.

After the attendees are piped to dinner, the Lord Mayor and party will process to their table, Grace will be said and the meal served. Following which the Principal Guest, Rear Admiral Peter Sparkes, Chief Executive of the RNLi, will give the Toast to the Immortal Memory of Lord Nelson. Then the Grand Draw and as in the previous two years we will finish with some nautical entertainment with audience participation.

So, not a formal Trafalgar Dinner, RN style, but then we are basically MN and the evening is our own blend of the formal and informal and we do know how to enjoy ourselves.

All of the above is leading up to us asking you to please support this years Trafalgar Dinner. Partners, friends and colleagues are welcome. Tables are rounds of ten but we can accommodate any numbers, or individuals, and will endeavour to ensure that you are seated suitably.

Time, perhaps, to meet up with those like minded people and other marine professionals.

So, put Friday 17th October firmly in your diary (not the 27th as shown erroneously in *Cachalite* 281) and help support not only the SSC but the Club also in its efforts to maintain its profile within the greater local maritime community.



Admiral of the Port's Trafalgar Dinner

At The Grand
South Western House
Southampton SO14 3AS

Friday 17th October 2025

1900 for 1930

Black Tie

Tickets £75 each

Available only from
Southampton Master Mariners' Club
First Floor, Southampton Royal British Legion Club,
Eastgate Street, Southampton. SO14 3HB (sae please)

Tel: 023 8022 6155 (Friday 1130 - 1430)

Email: office@cachalots.org.uk

Full details on our website: www.cachalots.org.uk

In Aid of the Southampton Sea Cadets

SHIELDHALL EVENT #8

Friday September 19th 2025 from 18.00

Another Social Evening for Maritime Professionals and Partners onboard the
SS Shieldhall at 110 berth, Western Docks, Southampton SO15 0HH

A joint initiative between The Cachalots, The Southampton Wardroom and the Solent Branch of the Nautical Institute. You are invited to join us to make new friends, swing the lantern, network and meet like-minded mariners at this event.

There is an optional curry (please pre-book), priced at £13 - pay on the night. £3 of this covers our Shieldhall costs. If you are not having a curry, please consider donating £3 or more on the night.

Dress code: Informal/relaxed

To let us know that you are coming and/or to book a curry, please visit **Shieldhall Event 8**



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 next Curry Lunch in 2025 is booked there for

Sunday 7th September

1300 for 1330

Following the M.N. Day Service at Holyrood Church

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

**The one previously scheduled for the 27th Sept is therefore cancelled and the last one for this year
will be on Saturday 15th November.**

**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.

Merchant Navy Day Service

The annual MN Day Service will be held at Holyrood Church at 1200 on Sunday 7th September.
The event is usually organised by the Southampton branch of the MNA and our Captain will lay a wreath.
The Lord Mayor will arrive at 1150 so attendees should aim to be there by 1145.

Dates for your diary

7th September - Merchant Navy Day Service - Holyrood Church

Followed by a Curry Lunch at Everest - The Cachalots

18th September - Cachalots Autumn Golf Day - Paultons Golf Centre - The Cachalots

19th September - Shieldhall Event #8 - 110 Berth - Social Mariners

17th October - Trafalgar Dinner - The Grande - The Cachalots

9th November - Remembrance Sunday - The Cenotaph

6th November = Sea Pie Supper tickets on sale - Cachalots office

11th November - Armistice Day - Holyrood Church

15th November - Curry Lunch - Everest - The Cachalots

10th December - Christmas Lunch - RBL - The Cachalots

Mid December tbc - Christmas Carol Service - ABP

Scenes at the Shipping Festival Service



The art of devolving responsibility

The Maritime Advocate online Issue 888 August 8th 2025

By Michael Grey MBE



When something goes badly wrong, it is human nature to attempt to deflect the blame and to cite extenuating circumstances to explain away everything from why you took up a life of crime, to the reasons for driving at 50mph in a 20mph zone. It has become quite scientific these days, with a range of neuro-pathologies available to be cited and excuse the lapse. And it is much the same in the commercial world, with expert witnesses becoming far more expert in their abilities to fashion plausible reasons to explain why terrible accidents have occurred.


There is certainly plenty of technical expertise being summoned in the case of last year's Baltimore Bridge disaster, as efforts are made to mitigate the doubtless eye-watering costs which clearly are heading towards the owners of the container ship *Dali*. It has been reported in *Splash* that as the accident has now been attributed to a fault in the vessel's switchboard at the crucial moment, the owners are to sue the builders of the ship HD Hyundai for designing and installing defective equipment. There now appears to be no further argument about what had happened, with a loose wire involved, but innumerable interests are already engaged in the search to attribute responsibility more precisely. The latest suit based on product liability laws is but one of many.

The ship was some nine years old at the time of the accident, so some might suggest that normal wear and tear might have been a contributor over the years in the robust maritime environment. If this a problem from the start, should not somebody have stepped in and fixed it? It will be interesting to explore just how many years can pass before such a claim for a deficiency will be dismissed. I can recall a case when a rudder fell off a 45-year old steamer in which the owners were inclined to claim that it was an 'intrinsic fault' of the builders. Wiser counsels prevailed and it was eventually put down to old age and she was towed away for demolition. Some witty person once pointed out that if you are looking for a decent guarantee on a product, you will get a longer lasting one for a toaster than an ocean-going ship.

My own friendly expert suggests that in the case of the *Dali*, it would be perhaps better to suggest that the port itself must attract some of the blame for not doing anything to reinforce the armour around the bridge supports, bearing in mind other similar crashes around the world, and the dimensions of ships using the port multiplying five-fold in the 50-year interval since its construction. Seaworthiness claims seem to become ever more complex. Is a ship unseaworthy if the officer of the watch falls asleep because of fatigue? You can reasonably argue that if the sleep-deficit is caused by operational requirements, or the fact that the hours anti-social and the officer's cabin noisy, responsibility might be moved 'upstairs'.

If containers fall over the side because the restraints were deficient, there is probably no argument. But was it damage or corrosion, or were the twistlocks just too weak for the job? There is plenty of scope for a diligent counsel. And where down the logistics chain does the blame for an electric car fire that destroys a big car carrier lie? Interesting to see that Matson Line is no longer to carry EVs and hybrids on ships. Or a container that unexpectedly overheats and explodes causing terrible damage to ship and the environment- who should ultimately pay for that? There are huge sums at stake here. X-Press Feeders whose ship burned out and caused great environmental harm in the Indian Ocean, is looking at a \$1billion claim from Sri Lanka's government.

Surely, one might think that the owners had very reasonable defence in the fact that the master of the ship was refused refuge in two ports after a leak in the hazardous cargo stack was identified. The cargo owners, those who stuffed the containers, the planners, and indeed those who refused to let the ship into their ports to sort out the problem before it became a crisis all surely ought to be looking to their legal defences. There will be years of lucrative work for the lawyers in such tangled cases That old rhyme about the horseshoe nail comes to mind.

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www.seaorchnave.com

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

Gone Aloft

Fr Reginald Sweet BA, BEM, RN

The 68th Master of St Cross

Born on the 13th January 1936 in Stratford-upon-Avon, Reg joined the Navy at the age of 15 as a boy telegraphist, serving his initial training at HMS Ganges, one of those shore establishments where discipline and hardship were considered part of the course. He served in submarines for a short time but preferred life above the waves and left to read theology at Oxford.

Reg went on to have a long and immensely successful career in the Church. Made a deacon in 1962 in the newly consecrated Coventry Cathedral by the Bishop of Coventry, he was ordained a priest in December 1963. He was Curate of the Parish of St James, Coventry until 1965 when he returned to the Royal Navy as a Chaplain, including 18 months stationed at the naval base in Singapore.

Ashore again in 1969 he was Rector of various Parishes in Norfolk/Suffolk and Chaplain to the RNR.

Returning again to the RN in 1974 he served as Chaplain at HMS Dryad and HMS Collingwood and in HMS Intrepid with a spell at the naval base in Gibraltar.

In 1993 he became Chaplain, later Senior Chaplain, at the Mission to Seafarers in Southampton, retiring from there, and the Royal Navy, in 1999. He was Chaplain to the Honourable Company of Master Mariners, Chaplain to the Anchorites, Chaplain to the Royal Fleet Auxiliary Association - Solent and Chaplain to the Mission to Seafarers - Winchester.

Following this retirement he was appointed Chaplain to the Hospital of St Cross & Almshouse of Noble Poverty in Winchester, said to be England's oldest charitable institution, founded in 1132, and in 2011 he became its 68th Master.

In 2017 he was made an Honorary Member of the Club at a Club Supper held in May.

Reg finally retired from the Hospital of St Cross in 2020 but went on to hold a PTO, (Permission To Officiate) from the Bishop for the Diocese of Portsmouth.

He attended, and gave the Grace at, many Sea Pie Suppers and was due to do so in 2025. A week before the event we received an email from him saying that he was being admitted to a hospice in Andover and his life expectancy was in days rather than weeks! Not for the first time he confounded his medical team and recovered sufficiently to return home where he died on the 4th June, aged 89.

A Requiem Mass & Funeral, following the Anglo-Catholic tradition, and which Reg had planned and designed himself, was held at the Hospital of St Cross on the 30th June. It was no surprise to anyone there that the Church was packed.

In June, Reg was awarded a posthumous BEM for his service to the veteran community in Gosport.

63 years in ministry and service to the end.



Rev'd Reg Sweet at the Sea Pie Supper in 2023



Edward Thomas Henry Perry

Henry Perry, who Went Aloft on the 20th June, was a South African marine engineer who became Chief Engineer with Union Castle and then Engineer Superintendent with British Rail Ferries, based in Harwich. With the demise of B.R. Henry secured a similar role with Stena Line ferries when they operated out of Southampton. He lived in Lyndhurst with his wife Sheila and in retirement they would split their time between Hampshire and a property they held near Simon's Town in South Africa.

After Sheila's demise he moved to Hythe.

Henry joined the Club in March 1991 and would support the Club's functions, Suppers etc.

Henry's membership had lapsed but we do not cast adrift Cachalots in such circumstances.

Henry's funeral was held at Hinton Park Woodland Burial Ground on the 21st July

Book Review

Baird Maritime Workboat World 22nd May 2025 Book Review

By *Michael Grey MBE*

Dictionary of Royal Fleet Auxiliary ships from 1905

By Thomas A. Adams MBE

Essential for the operation of warships since the death of sail, auxiliaries are the forgotten adjunct to maritime power, often neglected and mistreated by those with their fingers on defence spending. But no navy can operate without them and this fine book takes a close look at the ships of the UK's Royal Fleet Auxiliary, from the days when the RN was the most powerful in the world, to the changed circumstances of today.

A dictionary, inasmuch as the huge fleet of more than 430 vessels is sorted alphabetically by name, this might equally be regarded as an important contribution to Britain's naval history since the start of the 20th century. The first section of this enormous work of scholarship is a concise history of the service that would eventually become as the RFA, spelling out its function and philosophy. The author shows how its task has widened from fuelling and feeding the fleet to a considerable range of additional duties, from disaster relief, law enforcement, damage and repair support to providing platforms for amphibious warfare and aviation support.

It takes the reader from the days when the far-flung fleet depended on the availability of coal stocks, to the dramatic changes to fuel oil and the multiplicity of consumables required in a modern era. It traces the advances in technology that made possible the ability to refuel ships at sea and transfer stores between them while under way. It shows an interesting interplay between the Admiralty and the commercial world, frequently intervening to plug gaps by chartering or purchasing merchant vessels, and using ingenious design skills to upgrade them to the RFA's requirements.

It is a book that has been amazingly well-researched, but is more than a listing of every RFA ships, big and small that have ever sailed. The technical details and the function of each ship are carefully laid out. The author, who clearly has considerable insights into the workings of the Ministry of Defence uses this experience to show the thinking of the admirals, constructors and designers, the sea lords, and political masters, in providing (or not) the navy with what it needs to exist and to fight.

He observes the way in which the specification of a ship is often subject to endless interference, the lessons which each generation is forced to learn about the need to do detailed design before starting to build and seeing spirally cost increases because of indecision, interference and poor shipbuilding practice. It is a beautifully written book with lessons that go far beyond the UK, about changing political priorities, the disappointments of projects abandoned and strange decisions, of ships that did not perform as expected and, in the more recent times, of trying to construct important strategic assets with a shipyard sector that was falling apart and incapable of delivering on time or on budget.

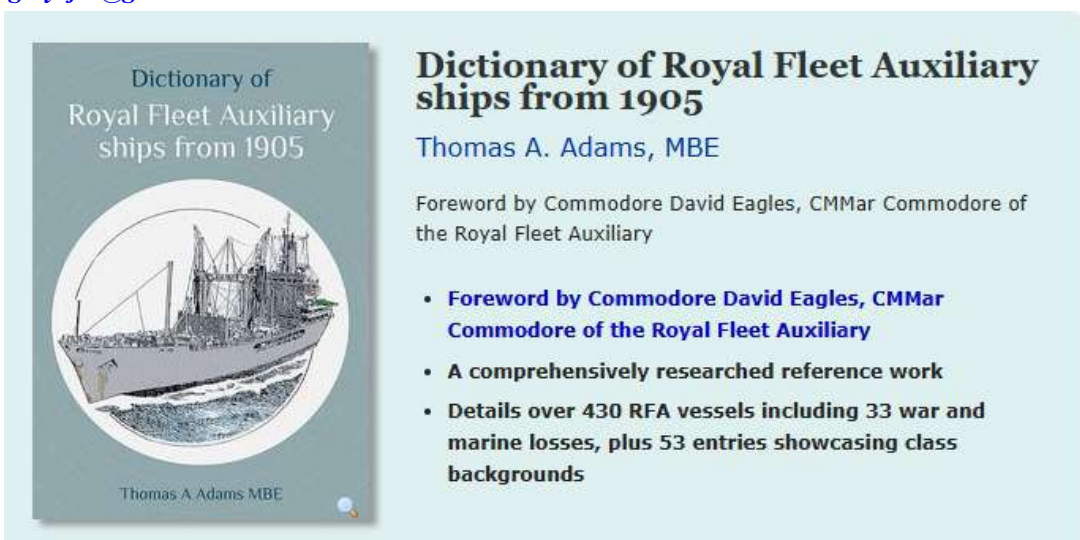
This is an important contribution to maritime history; a book, with authority; that can be dipped into with great enjoyment by both the general reader and those more professionally concerned with sea-going logistics support.

The author Thomas A.Adams and Whittles Publishing are to be congratulated.

Dictionary of Royal Fleet Auxiliary ships from 1905 is published by Whittles Publishing

www.whittlespublishing.com

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greyjm@gmail.com



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440 pages

liberally illustrated with
190 b/w photos and
40 drawings

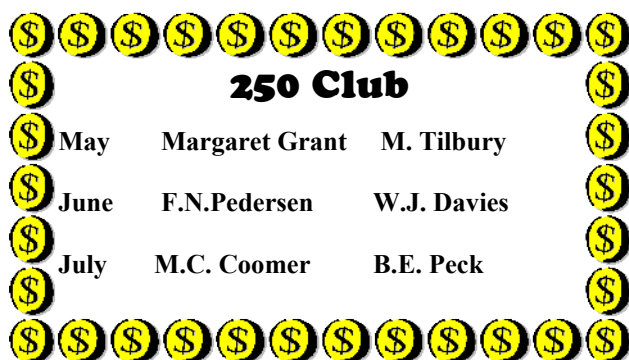
Softback

New Members

Simon Lockwood on 3rd August. Simon is a Southampton Pilot and joins us to be part of a community of maritime professionals. He lives in Whiteparish, Salisbury

Mark Bray on 8th August. Mark is also a Southampton Pilot and currently authorised for Barrow too. He was invited by Noel Beckett and other Southampton Pilot colleagues to join. He is a Class 1 (Unlimited) Master Mariner, IIMS Yacht and small boat surveyor.

His online profile reads: Apprentice Liverpool Pilot. Sea time for 2nd Mates ticket with Blue Star, Lamport & Holt & Austasia line. Sea time for Mates ticket on Dive support, coastal, Ocean Fleets vessels. Marine Manager at Albert Dock Liverpool. Sea time for Masters ticket on board RMS St.Helena and Island Fuel supply vessel. Class 1 pilot Rivers Humber, Trent and Ouse. Class 1 Pilot Barrow (Current) Pilot Littlehampton Class 1 Pilot Southampton (Current) Solar Heritage Skipper Chichester Harbour. (Current).
Mark lives in Chichester.



The cut-off date for the next edition

The Cachalot No. 113

will be on Friday 14th November '25



WORLD SHIPSOCIETY DORSET BRANCH

Zoom Meeting

13th September 2025

~ Shipping at Terneuzen & the Ghent Canal in 2024 ~
with Des Upcraft

Des shares photos from a ship spotting visit to the Netherlands ...
Last year Des and a fellow ship photographer went on a three-day visit to key viewpoints at Terneuzen and on the canal to Ghent. With accompanying ship details and commentary Des will share photographs of the shipping they saw.

Des Upcraft is Secretary of the Thames Ship Society and a keen ship enthusiast who has participated in a number of ship photography excursions since joining the Society in 2016. These include the Solent and Felixstowe/Ipswich in the UK, the Kiel Canal and Hamburg, Gibraltar, Rotterdam and a ten-day trip to the Panama Canal.

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

The Southampton Master Mariners' Club
1st Floor, Southampton Royal British
Legion Club, Eastgate Street
SOUTHAMPTON, SO14 3HB
Tel: 023 8022 6155

Web site: www.cachalots.org.uk

E-mail: office@cachalots.org.uk

captain@cachalots.org.uk

staffcaptain@cachalots.org.uk

boatsteerer@cachalots.org.uk

storekeeper@cachalots.org.uk

postcaptain@cachalots.org.uk

functions@cachalots.org.uk

membership@cachalots.org.uk

editor@cachalots.org.uk

The Club room is currently open 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.