

The CACHALOT

THE NEWSLETTER OF THE SOUTHAMPTON MASTER MARINERS' CLUB

No 111

June 2025

Captain's Log

Your new Captain, Nick Jeffery, reports a lean start to his year but did manage to get afloat one day as detailed below.

"On April 28th, The Maritime Volunteer Service organised a tour of the port of Southampton for the Lord Mayor and honorary Admiral of the Port, Councillor David Shields.

The tour was planned by Cachalot Steve Collins, head of the Southampton unit of the MVS, with the cooperation of ABP Southampton.

Five vessels formed the convoy, led by harbour master Steve Masters, and including vessels from the Southampton Portsmouth and Isle of Wight MVS units and Williams Shipping.

I joined the Lord Mayor on the Southampton based vessel as we toured the docks from the top end of the container port, down to Hythe and into the Itchen as far as Itchen Bridge.

Two deck cadets from Warsash and one trainee from ABP also attended.

During a 2 hour trip we were able to explain much of the operation and history of the port to Councillor Shields before returning to Town Quay for a buffet lunch provided by the MVS.

Following the success of this trip, and in discussion with Steve Collins and Southampton Shipowners Association, the intention is to invite the incoming Lord Mayor, James Baillie, on a similar tour early in his term in office."



Pic Nicola Denbigh ABP

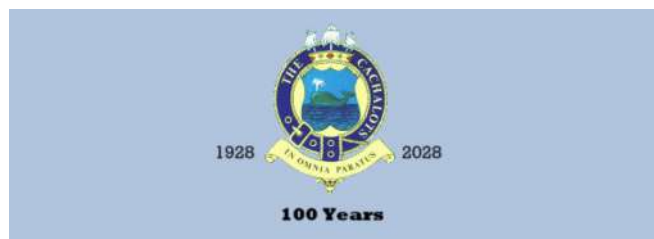
Left to right: Warsash Cadet Harvey Henderson, Head of Unit Steve Collins, Lord Mayor and Admiral of the Port Councillor Dave Shields, Town Sergeant Lawrence Murray, Southampton Harbour-master Steve Masters and ABP trainee Lauren Scott.

Captain Jeffery has also been dragooned onto a new, small sub-committee which also comprises of Staff Captain Hargeaves and Past Captains Phipps and Clark.

The following flyer was circulated to all hands by *Cachalite* but resulted in not one reply.

Perhaps this printed version will elicit a more positive response.

At this rate time is already running short!



Greetings!

In under three years, the Southampton Master Mariners will be celebrating their centennial. Quite an achievement in these turbulent times, and one we feel justified in celebrating.

To get the ball rolling, the subject was discussed at the last management committee meeting and a Centennial sub-committee was formed to move things forward. Very early days, but the following ideas were put forward:

2028 Sea Pie Supper – close enough to the anniversary date of the first meeting to recognise the centennial. Do we give away pens, for example, to not only celebrate but promote The Cachalots?

April/ May 2028 – Centennial dinner for members and partners?

TBC 2028- Centennial voyage on Shieldhall?
Any other ideas for events?

Available for purchase by members:
Centennial china mugs?
Engraved Centennial whisky glasses?
Centennial sweatshirts/jumpers?

At the moment, this is very much work in progress and any other ideas would be most welcome from members. And, if anybody fancies themselves as a graphic designer, any suggestions for a suitable logo would also be most welcome!

The Centennial sub-committee

Boatsteerer's Locker

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.

However, due to other commitments I need to find a replacement to take on the role of Functions and assist Terry. Please make contact if you wish to get involved.

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

The next curry lunch will be on Saturday 21st June.

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

Cachalots' Golf Day - Thursday 1st May

The Spring Cachalots Golf Day was held at Lee-on-the-Solent golf club on 1st May with eighty-four participants!!!! See separate report in this edition. The next golf day is booked for Thursday 18th September at Paultons Golf Centre.

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. A post service reception will be held at The Titanic in Simnel Street, just round the corner from the church.

Southampton Shipowners Association Dinner – Friday 27th June 2025

This is an annual event in the shipping calendar of Southampton and very good evening at The Grand. Tickets are still available. Please contact the Boatsteerer if you wish to attend.

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. A reminder will be issued when tickets are available.

Nautical Institute – New Publication

I have been involved, to a very small extent, reviewing one of the chapters of the new edition of ***Guidelines for Collecting Maritime Evidence, Volume 1, Second Edition***.

Taking the Cachalots Forward – for a number of months now, a working group have been working together and with a third party provider to develop a new website and portal to assist in the management of the Cachalots. Elsewhere in this newsletter you will find a summary of what is being done and progress so far by our Past Captain, Noel Becket.

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

Resilience required

The Maritime Advocate online Issue 882 May 16th 2025

By Michael Grey MBE



“You should,” advised my financial adviser the other day, “be sure that you keep plenty of cash available.” Not, he explained, in accessible accounts in the bank, where one may not be able to get hold of it should their systems “go down” because of various forms of electronic attack, but in legal currency, despite how unfashionable cash has become. It might offer, he suggests “short-term resilience.” And it seems good advice, as hackers range freely around the world, whether state sponsored or merely criminally inspired, with the forces of law and order apparently unable to intervene to protect everything from supermarkets to ships at sea. And on the rare occasions they do manage to catch one of these blighters, they will turn out to have some rare neurological condition that will protect them from the significant sentences they deserve.

“Resilience” is a word which is being employed increasingly in these troubled times, when we are enjoined to equip ourselves with wind-up radios, torches and several days supply of bottled water and tinned goods, just in case. And it is not just malevolent hackers and solar storms we have to be concerned about. In an era where we have become accustomed to smoothly operating logistic chains, with minimum amounts of what the Americans call “inventories” our vulnerability has become multifarious. A notably spectacular illustration of this was the effect upon trans-Pacific trade of the outbreak of the tariff war between the US and China, with one of the world’s great flows of goods coming to a screeching halt within days.

Quite what this was going to mean to the average US consumer was graphically spelt out by the CEO of the port of Los Angeles, who looking out at his almost empty berths, itemised the imminent shortages that people would be soon suffering because of this curious form of diplomacy, the length and breadth of the country. He urged people to get their vehicles in good condition, because in a few days there would be no spares or tyres available, while those contemplating purchases of almost anything from furniture to white goods, mobiles to every other form of device, were advised to hurry to the stores while inventories last, because there would be nothing with which the shelves, once empty, could be re-stocked.

A positive consequence of such a pandemonium as President Trump has unleashed on the world might be that businesses live rather less hand to mouth, although, even if the transPacific dust-up concludes, or as seems more likely, simmers down a bit, there will surely be more chaos to come. It might also be that people realise their present complete dependence on the smooth transit of merchant shipping, although that argument could be rather lost in the nonsensical debate about how maritime America can be made great again by somehow building enormous numbers of US-flag commercial ships to replace those constructed efficiently and economically in Chinese yards, subjected to huge taxes if they stray into US waters.

But the demand for greater resilience in a dangerous world comes in so many different forms, from the fragility of our communications, electronic networks and vulnerable energy supply to the need to build everything to anticipate and mitigate natural disasters. It will take more than a torch and a supply of tinned goods, to properly harden our defences against what realistically might confront us in the short or medium term. It might be suggested, from the briefest of glimpses of the geo-political situation worldwide, that we have been given plenty of plain warnings. Just consider how the abilities of a gang of Yemeni pirates to dislocate trade have demonstrated our vulnerability. Look at the potential damage from a few dragged anchors. And many more historical analogies are readily available, should anyone care to dig a little deeper.

Resilience, if we thought about it rather more, would mean the availability of alternatives, for the possible interruption of services that the public depend upon. It is about being prepared for the worst, forgetting about the weasel words of the number crunchers who point out the cost of mitigation, and who tell us that carrying spares and inventories are an unnecessary luxury. It is more than the availability of cash and having tins on the shelf. Access to a locally stationed small nuclear reactor, adequate defences and proper plans by realistic governments surely makes more sense

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

New Members

John Christopher Bell is a retired Master Mariner with a BA Hons degree and is a FRIN. He went to sea with Ellermans and went on to become a lecturer in nautical studies.

He continues to arrange and participate in maritime lectures, talks and visits with the Royal Institute of Navigation and likes to attend other learned society lectures etc. He is interested in the development of marine electronic navigation aids and communication systems.

He joins us to maintain contact and engage with people of similar background and to promote and encourage the younger generation to see a career at sea as being something that will give them skills that could not be so easily obtained elsewhere, and a solid future.

John lives in Crawley, West Sussex.

Stan Bowles is a Master Mariner, FNI and member of the International Institute of Marine Surveying and is President and Principal Surveyor of his own consultancy, BowTech Maritime, in Canada.

His seagoing experience includes P&O Passenger Division: Panocean Anco; Buries Markes and he has extensive experience within the Canadian oil/gas/chemicals trade in Assessor/Inspector/Surveyor /Auditor/Investigator and managerial roles. He is Director of the Chamber of Shipping Canada, former Director and 3 x Past Chairman of the Nautical Institute of BC and Chairman of the Nautical Professional Education Society of Canada.

He enjoys video editing and has a collection of Classic MG cars and collector Honda motorbikes.

He started his career in Southampton and did most of his training at Warsash and was present at the NI inaugural meetings at Warsash in 1972. As Editor of the Warsash Association's ALL HANDS magazine, its Web Master and Deputy Secretary, he is now trying to form links with other institutions.

John Phillip Garner is a Chartered Master Mariner, FNI, FIMarEst and a Chartered Marine Technologist who has been active in the global shipping industry for over 50 years, specialising in High-Speed Craft and Ro-Ro Passenger Ferry sectors with considerable experience in merchant shipping. His seagoing career spanned 21 years, with over seven years spent in command of Ro-Ro Passenger Ferries and Ro-Ro Cargo vessels as Master and Senior Master. He managed the UK Stena Line fleet of twenty passenger ferries for three years before moving to the MCA as Deputy Director of Operations and Standards Director over a period of six years. He then moved to be an Executive Director of the P&O Ferries fleet, managing their fleet of over twenty vessels as well as seven ports and terminals in the UK/continent before founding his own maritime consultancy business, JG Maritime Solutions Ltd in 2018.

In parallel he has held many non-executive boards and high-level industry roles, serving as Supervisory Board member and director of the UK Chamber of Shipping for seventeen years, Director /Board Member of Interferry for five years, current chair of Lloyds Register Technical Committee for 10 years and current chair of Interferry Regulatory Committee.

His leisure interests include football, rugby and golf and he joins us to be able to engage with fellow Master Mariners and Cachalots to discuss matters of maritime interest and affairs.

John lives in Sandwich, Kent.

Trevor B Harris is a Master Mariner with a HND Nautical Science and is Navigation (Examiner) Manager at Trinity House. He is a Younger Brother of Trinity House and an Associate Fellow of the Nautical Institute.

Professionally, Trevor is a strong advocate for maritime safety and ensuring maritime interests are at the forefront during national significant infrastructure planning. As such he is one of the few mariners who attends planning inspectorate hearings for all offshore infrastructure. He also takes a strong interest in maritime training at all levels and regularly provides assistance to ships officers and cadets in all matters but mainly aids to navigation. He is also a task group lead at IALA where he can ensure our national interest is catered for in international recommendations and guidelines being produced.

His leisure interests are cycling, football and going to the gym.

Trevor says “I currently know a lot of Cachalots and recognise it is an excellent way of networking. As I approach the twilight of my working life, I am looking for opportunities where I can continue to be involved in the maritime world and use my experience to assist others which I find rewarding.”

Tom Karsenbarg is General Manager, South Coast UK, of the Graypen Group (Ships Agents). He says, “I have been a ships Agent primarily based in Southampton for 24 years and enjoying being involved in the local maritime community. I have been involved in the Southampton Shipowners Association for over 10 years and am currently serving as the vice chairman - soon to take over as Chairman in June this year. Through my time with the SSA I have very much enjoyed raising money for local charities. I have made some great friends along the way and would like the chance to do the same with the Cachalots.”

John Richard Onslow is a re-joiner who first joined the Club in July 1987 but whose membership had lapsed and he now wishes to support the Cachalots again.

He is an Old Conway and a Master Mariner with a MSc in International Shipping Management.

He has retired from the Warsash Maritime Academy where he was a Senior Lecturer and is now an Assessor for Seagull Maritime. He is a Committee Member of the Southampton Sea Cadets

Ryan Edward Watson is a newly qualified Master Mariner and is currently Master with Svitzer Terminals Ltd. (formerly Ostensjo Rederi Solent Towage) at Fawley Marine Terminal.

Ryan is a keen leisure boater and has his own boat, a Beneteau Oceanis 331.

Now he has achieved his Master unlimited and with more time to spare, Ryan is keen to become involved with volunteering for charitable organisations, such as Solent Dolphin and joins us to socialise with like minded people.

Through his current position at Svitzer he attended one of the Cachalot Golf Days which he thought was absolutely fantastic.

New Website

Later this year the club will have a new website. It won't be difficult to find as it will have the same address (www.cachalots.org.uk) as the current one. That is where the similarity will end. The present website was designed mainly as an information point for members and was designed and subsequently run by Terry Clark and Barry Peck, to whom we are very grateful.

A couple of years ago, the sub committee charged with 'taking the Cachalots' forward suggested that it was time to revamp the website in the hope of attracting new members. I thought that this is something that would be a useful learning experience for me and that if Barry and Terry could do it all those years ago, why couldn't I?

The decision was taken to have a website capable of doing far more than the present one, i.e. as well as having news items, event information, historical pictures and information, we would also be able to eventually use this one as virtual clubroom and office. This means that subs, payment for events, joining the club, contacting members, virtual noticeboards etc. will all be available.

It didn't take much research to find that constructing a website in the 21st Century, with GPDR and security issues (to name but 2) was well beyond the ability of a keen amateur and so several companies were approached to design and host the website for us. After much research and due diligence, we chose one and for the past few months they have been building a website, which has included many questions about what we need and what we want it to look like. Recently the officers of the club have had online demos of how it works and how to use it.

There is still quite a bit of work to be done, not helped by the need of some of us to head off on adventures to foreign lands. So, we have no timescale yet of when it will go live, but be prepared! You will all have to log in at some time to set up new payment agreements - doing away with standing orders, annual reminders etc. Please note that if you don't have access to a computer or are wary about the new system, there will still be the possibility of traditional payments and contact and we don't intend to alienate anyone, just edging the club further into the modern world.

TALE OF A CRUISE, COMFORT, WEATHER AND WI-FI



Photo: IGLU Cruises

Comfort

Judith and I wanted an end of winter break and had already booked a seven night cruise down the Iberian Coast to Vigo, Oporto and Lisbon on the Queen Victoria, our favourite ship, sailing on 14th April. We had been to these ports several times before, Lisbon in particular many times, and had no specific shore plans. At this time of year, the weather can be poor, and we went with no great expectations of shore activity and were ready with a couple of books each to relax and just enjoy life on board. In the previous year the famous Cunard White Star service had taken a dip, seemingly alongside P&O who were getting very poor reviews. Perhaps in response to complaints we found that this year the famous service was if anything better than ever. The restaurant staff were excellent, the bar staff rapidly learnt our names and what we normally drank, the afternoon tea in the Queens Room was excellent, and overall we sailed with what was a happy crew prepared to put us first.

Weather

It was as well that we had no good expectations of the weather. The Bay of Biscay southwards was rough, but not enough to inconvenience a ship of that size. Vigo was damp with a cold wind, so we had a morning walk ashore “up the hill” (if you know the town), to the square where we found a bar with superb coffee, but the cold and damp plus the lure of the Winter Garden bar and the Lido buffet took us quickly back to the ship and our books. Oporto was worse. If it wasn’t raining it soon would be, so it was basically stay on board and relax, though in the afternoon to move ourselves we walked through to the terminal and stocked up with local wine from the duty free shop. Lisbon started badly, with high wind and heavy rain, but it died down by lunch time with even some sun, so we had a good walk ashore and drink at our favourite restaurant in Black Horse Square. The big thing to note on a cruise ship is that Lisbon has built an excellent cruise terminal, but the downside is the walkway to the ship is long. When we got back on board, we suggested that next time they hired a tuk-tuk to carry people along it to the ship! On sailing from Lisbon the weather forecast was bad, with winds up to force 10 and swells of 8 metres from the northwest, so we were heading into it. By breakfast time the predictions were true. Being hardened sailors we took ourselves up to the Commodore lounge on deck 11 looking forward over the bridge. The view was spectacular, with occasional 10 metre swells that the ship pitched into and sent solid spray right up over deck 12, which viewed from any passing ship must have been a sight with a ship as large as ours. After we passed Finisterre this eased right down and the Captain had his cocktail party for frequent travellers in the Queens Room. As we passed him we remarked on the spray. Typical Captain, he pointed to the Staff Captain and said it was his fault as he had been on the bridge! After years as Chief Officer I knew it was part of the job description of the second-in-command to be to blame!! Notably, the Irish SC completely ignored it. He clearly also understood the job description!! However, the wind and swell dropped right down, and the notorious Bay of Biscay was much calmer, and the English Channel was smooth as you would wish for cruising.

Wi-Fi

In previous times one of the great advantages of cruising was the escape from shore communication, no e-mails, no phone calls, just peace. A few years ago, satellite broadband was starting to appear, though e-mails and web access could be very slow, and service was only available at specific locations such as the library. Now a new satellite broadband system is available, and internally signals can be picked up just about anywhere on the ship. The result is that just like in the street you can meet people walking along the decks and alleyways with their faces glued to their phones and not looking where they are going and sitting in restaurants and bars with phones out and taking no notice of what is going on around them or noticing the scenery passing. During the rough weather I had a lady heading down the alleyway towards me facetimeing despite bouncing from each bulkhead. Due to a lurch of the ship, I collided with her, and it was quite clear from her expression that it was all my fault for not looking where I was going! Then passing into the English Channel we had the railway carriage situation, sitting at peace in the Commodore lounge with quite a few others reading books or quietly talking. Then the lady at the next table to us decided to phone her family on speaker. With a voice like a foghorn the whole lounge heard she was drinking a cocktail and was having a massage after lunch, while many of us heard the details from the phone of where and when the family were picking them up the next day. She clearly didn't think that nobody else in the lounge gave a **** about her private affairs and instead phoning from her cabin and sparing the rest of us. It won't put us off cruising, but I fear this aspect of modern life will only get worse.

However, with no starting expectations of good weather, we came back having had a relaxing week and having booked a cruise on board for spring 2026.

Barry Peck



In recognition of his outstanding service to the Cachalots

At the Club Supper on 21st May, the opportunity was taken to present Capt. Douglas Gates with a glass plaque engraved with the inscription:

“In recognition of his outstanding service to the Cachalots”.

Douglas joined the Club in 1975, so 50 years as a Cachalot. He was a Harpooner from 1988 and Storekeeper from 1996 until 2005. At around that time he also took on the membership function and was Honorary Membership Secretary until he stood down at the end of 2024.

So, that's 37 years service to the Club as a Harpooner and/or Officer. The plaque is dated January 2025 but this is the first chance we have had to present it at a Club function.

Right: Douglas with Nick Jeffery



It's only another container

Also at the Supper, Cachalot and Southampton Operations Officer with the GMA-CGM UK Shipping Agency David Fortey gave a very interesting presentation entitled:

“A brief history of the container revolution in shipping”

in which he detailed the evolution of the container industry with many astounding facts and figures mainly unknown to the otherwise knowledgeable mariners present.

SHIPPING FESTIVAL SERVICE

St. Michael's Church,

Southampton

Thursday 12th June 2025

1900



The Service will be led by the Right Reverend Rhiannon King, Bishop of Southampton, and attended by the Lord-Lieutenant of Hampshire and other dignitaries

Please aim to be seated by 1830 when the flag parties will be assembling at the West door. The Service will commence at 1900 sharp with the striking of the Penda Bell.

Post Service reception

All guests, clergy, Cachalots, flag bearers and escorts are invited to join the Cachalots for a selection of sandwiches and cocktail snacks and drinks in the nearby pub and restaurant 'Titanic' where we will have exclusive use.

If you intend to come to the Service and reception, please advise the Boatsteerer beforehand to aid planning.

boatsteerer@cachalots.org.uk

250 Club		
Feb	D.P. Neaves	I.P. Odd
Mar	T.B. Harris	I.P. Odd
April	G. Angas	I.B. Thomson

The cut-off date for the next edition

The Cachalot No. 112

will be on Friday 15th August '25



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

Saturday 21st June

1230 for 1300

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

This year we will be holding a Curry Lunch after the Merchant Navy Day Service at Holyrood Church on Sunday 7th September

The one scheduled for the 27th Sept is therefore cancelled but those booked for the 26th July and 15th Nov still stand. Remember that we choose dates when the Saints are not playing at home and due to the Saints' changing fortunes these are liable to change. You will be kept advised.

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.

Dates for your diary

12th June - Shipping Festival Service - St. Michael's Church - The Cachalots

21st June - Curry Lunch - Everest - The Cachalots

27th June - Southampton Shipowners Summer Ball - The Grande - SSA

21st July - Curry Lunch - Everest - The Cachalots

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

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

9th November - Remembrance Sunday - The Cenotaph

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

Cachalots Golf Day – Lee-on-the-Solent Golf Club

Thursday 1st May 2025



Annually now, from September 2021, we have presented a golf day for Cachalots with hosting by Lee-on-the-Solent Golf Club. Cachalot Bruce Thomas, a Southampton Pilot, has organised these events with me giving support and encouragement. The first event attracted about 36 players from the Cachalots, the maritime community and other guests. From 2022, the event was moved to April, and we started hosting a second event in September at another course. These events have become very popular and this year we saw 84 players, in 21 teams of four, commence from a Shotgun start in a Texas Scramble across the 18 tees of the course.

We are very grateful for the support and donations provided for the day by Svitzer Towage and ABP Southampton.

Good weather had been forecast and did not disappoint becoming the hottest day of the year so far in the UK. Thankfully, the heat was tempered by a cooling breeze which made playing quite comfortable.

The day started with bacon-butties and coffee and introductions for all followed by a stream of players to the practice ground and putting green before heading out to the allotted start tee.

Play started at the sound of the klaxon, at 1000.



The players were from DP World, ABP Pilots, SERCO, Svitzer Marine, Southampton Shipping Golfing Society (SSGS), Denholm, Solent Stevedores, Exxon Fawley, BMT Group, GAC, Portico and other guests to swell the numbers. Twenty-three of these were also Cachalots. Each player received a sleeve of 3 Svitzer marked balls to play with, lose or keep for posterity!! The teams were chosen with a mix of handicaps and different organisations which provided interest for players to mix and talk during the round.



Mark Hooper vs the Pro



It was birdies on the 14th



Prizes are awarded for lowest score for three teams, five nearest the pin and longest drive.

One of the nearest the pin holes was against the club Pro for a donation of £5!! This alone raised £425 towards the Captain's Charity, Solent Dolphin.

Prizes were awarded by our Staff Captain, Bill Hargreaves

The outside bar was open where all enjoyed a refreshing drink before heading upstairs to the dining room for the meal and presentations and raffle.

Money raised from the raffle and additional generous donations were collated towards the Cachalot Captain's Charity.





The Results

Winning team with a score of Nett 50 (The Pedro's) apparently!!!

Trevor Neal, Bruce Thomas, Robin Plumley, Bill Hargreaves, Andrew Plumley, Wayne Bampton and Steve Keay

Runners up with a score of Nett 52 (Team GAC)

Ben Rainbow, James Hall, Bill Hargreaves, Ryan Reece, Wayne Bampton and Harrison Flood



Third place with a score of Nett 53 (Team SERCO)

Andy Young, Sean Finn, Kieran Kay, Bruce Thomas, Chris White, Bill Hargreaves and Wayne Bampton

(Prize Presenters Bill Hargreaves and Wayne Bampton, from sponsors Svitzer, appear in all three pics and Bruce Thomas managed to squeeze into two)

Prizes were also awarded for nearest the pin at each of the five par 3 holes.

- 7th Rich Woodings
- 9th Dan Freeman
- 13th Ben Rainbow
- 14th Martin Greenslade
- 17th Matt Langdon
- Longest Drive – Harrison Flood

An enjoyable and successful day in great company with about £1,250 being raised towards the Captain's Charity.

Many thanks to all who came along and supported us on the day. Special thanks to Charlie the Pro in the shop at Lee-on-the-Solent for organising the par 3 competition and that of the club management, ground staff and the bar and catering staff for a great meal.

Well done and many thanks to Bruce Thomas for the excellent arrangements and organisation.

Our next event will be the Autumn golf day for the Charles Webb Cup at Paulton's Golf Centre on the 18th September.

Robin

Hours of unrest

My declared editorial stance is to try and keep this newsletter about and by Cachalot members but occasionally something else comes up that I think warrants bringing to the attention of our readers.

One of the two daily online maritime newsletters that I subscribe to is Splash 247 which I have recommended here before.

*On the 27th March this year, one of their regular contributors/commentators, **Andrew Craig-Bennett**, provided their readers with this insightful and thought provoking history of hours of rest at sea. How much have things changed over the centuries?*

A few years ago, ships were being pulled up for hours of rest breaches by Port State Control (PSC) officers all the time, everywhere. This was brought on by the International Maritime Organization (IMO) revisions in 2019. Today, an hours of rest breach is seldom the subject of a PSC deficiency or observation. Same ships; same crews.

It may be that seafarers have taken to heart the spirit and the letter of the hours of rest regulations and recommendations. When the new rules came in, they were not taken entirely seriously by what I want to call seafaring culture.

For centuries, frankly, fighting the urge to sleep was just a part of being a mariner. There isn't someone else to give the job to while you take a nap.

Most sailing ships had two watches, not three, and many routine evolutions needed all hands; even if these were done at the change of watch, they ate into time off watch. It was quite usual for officers to pride themselves on how little sleep they needed.

Masters of clipper ships in the tea trade would sail from their loading ports having spent the last hours at anchor with the mate agreeing quantities and fiddling with stowage and the master occupied with the agent and actually signing bills of lading. They took a tug down a badly charted river and once clear of the bar they crammed on sail for the passage down a dangerous and poorly charted sea. If you look at any B.A. chart of the South China Sea you will be struck by how many reefs have names like "Fiery Cross Reef", "Astrolabe Reef" and so on – named after the ships that discovered them the hard way. Masters commonly "kept the deck" for days on end.

Early steamships, with their bridge deck bridging the paddle boxes to give the helmsman a view past the funnel, inherited this culture, and the open bridge persisted to the last century. My late friend Captain Ralf Rutkowsky, a salvage master with Bugsier, definitely thought that enclosed wheelhouses were sissified, and totally disapproved of ice class ships with enclosed bridge wings. It is possible that Ralf's wartime experiences, which included being torpedoed and sunk twice by British submarines when he was on ore carriers making the Narvik run, had something to do with this; as we all know, an ore carrier sinks quickly. What he might have said about the aircraft cockpit style comfy chair with the chart display unit I can only imagine.

I used to say that the typical British ship casualty – the nationally characteristic accident, took the form of:

Ship takes first pilot. Master on bridge.

Ship changes pilots. Master still on bridge.

Ship arrives at berth. Master still on bridge.

Completely cream crackered master takes over to put ship alongside.

Ship hits berth.

Now, it is all different... is it?

I think it might not be. Chatting with friends onboard, I am told, not that fatigue is a thing of the past, but that people have got much better at filling the forms in. There is a reason why people prefer the deep, deep peace of the VLCC, the capesize and the long haul boxboat to the hurly burly of the handysize and the multipurpose ship.

Right at the bottom of the pile is the feeder containership, the unglamorous workhorse with a silly number of port calls in crowded waters, a timetable, and a crew related to her tonnage.

This is Titanic lifeboat syndrome. Unless I am very much mistaken, a ship's minimum safe manning document, which is for most ships the lifetime maximum manning document, because the builders, in their admirable determination to get the tonnage on which dues are paid as small as possible, don't include spare cabins, is built on the station list for berthing.

And so we get the lowest form of seagoing vessel, the humble feeder containership, making high speeds in crowded waters with two mates and a master. The master has nothing to do in his oceans of spare time so he can easily stand a watch and let the mates, who can do cargo and navigation in a couple of minutes because they have disinformation technology to help them, catch up on their sleep.

Word reaches me that amphetamine usage is high on these ships. I could not possibly comment.

I can pass on the feelings of a friend who had got his ship all fast and everyone turned in after a long coastal passage when he had to wake them all up so that a nurse, who had been employed by his employers, could give them all drug and alcohol tests when they were not expecting them.

Too right they weren't.

*Amphetamine
usage is high
on feeder boxships*

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Or click on the logo, left, which is a direct link to the site (Online copies only of course).

Report on GPS Spoofing by State Actors Affecting Shipping

On the 10th May, a 304m, 7000 teu boxship, MSC Antonia, went aground on a reef off Jeddah. The cause of this mishap has been authoritatively blamed on spoofing of the GPS system. Ten days later various vessel tracking sites were showing the vessel not only on the other side of the Red Sea but sometimes far inland - in the Sahara Desert.! Seeking more information I was asked by Sam Chambers, of Splash, to direct readers to their site, via links. So here are two: [Grounded MSC ship appears in the Sahara](#) and [Why shipping can't wait for another cybersecurity crisis](#) Now that's all very well for those of you reading this online but it doesn't work for a printed magazine, which this still is.

So, staring at a blank page I have finally bitten the bullet and consulted Chat GPT and here is what it threw up, if you will pardon the expression.

Executive Summary

Global Positioning System (GPS) spoofing-where false location signals are broadcast to deceive GPS receivers-has emerged as a sophisticated tool employed by state actors to achieve strategic objectives. While traditionally used for military deception, GPS spoofing has increasingly been observed in maritime domains, significantly affecting commercial shipping. This report examines the nature of GPS spoofing, its impact on the shipping industry, documented incidents involving state actors, potential motivations, and recommended countermeasures.

1. Introduction

GPS spoofing manipulates satellite-based navigation systems by broadcasting counterfeit signals, causing ships to display false positions on navigation systems. Unlike jamming, which blocks GPS signals entirely, spoofing deceives receivers into accepting incorrect coordinates. As maritime navigation relies heavily on GPS, spoofing poses serious risks to shipping safety, commercial interests, and national security.

2. Mechanisms of GPS Spoofing

Spoofing can be executed via:

- Onshore transmitters
- Mobile platforms
- Cyber-enabled attacks

Receivers are tricked into locking onto the spoofed signals, believing them to be genuine, thus displaying altered positions or vessel Paths.

3. Documented Incidents

- Black Sea Incidents (2017-2020): Attributed to Russian state interference.
- Strait of Hormuz (2019-2021): Linked to Iranian military objectives.
- China's Port Infrastructure (2019-Present): Suspected Chinese coordinated spoofing.

4. Motivations of State Actors

- Military concealment
- Territorial enforcement
- Economic advantage
- Domestic security

5. Impact on Commercial Shipping

- Navigational Safety
- Operational Disruptions
- Legal and Insurance Issues
- Data Integrity and Trust

6. Countermeasures and Mitigation

- Multi-GNSS Receivers
- Signal Authentication
- Sensor Fusion
- Spoofing Detection Algorithms
- Policy and International Cooperation

7. Conclusion

GPS spoofing by state actors poses a growing threat to the maritime industry. The shipping sector must adopt advanced technological defences and collaborate internationally to ensure secure and reliable navigation.

And my own conclusion:

The original response asked if I wanted an executive summary and this is it. By then I had lost the original but that was probably because I was fumbling with a new system. A very quick if limited response and no doubt I could have delved deeper and asked more questions.

So, with the lack of any input from members is this the way forward? Or perhaps you can come up with your own AI generated articles and we will see if we can tell the difference. It certainly saved me a lot of time which I have now squandered in editing it to fit this page. And perhaps it is time to debate the future of a printed magazine with all its limitations vs the online version which languishes unread at the bottom of many busy in trays.

Maybe AI will finally enable a system whereby I press the 'next Cachalot newsletter' button on my computer and bingo, it appears as if by magic. Somehow I doubt it.

Yours

Ay Aye

Terry Clark

Editor

When confusion reigns

The Maritime Advocate online Issue 880 April 18th 2025

By *Michael Grey MBE*




“She’s not answering the helm!” It was a call to chill the heart of any watchkeeping officer, at least in the days when there was a man on the wheel to react with such alarm. It happened to me just once, but in the middle of the Straits of Gibraltar, with lots of traffic around. Panic stations – call the master – stop the engines – get the not under command signal hoisted – explain to the engine room that we really wanted to stop - it was an afternoon to remember. After the engineers had strewn the various bits of telemotor around the wheelhouse, the culprit was found in a plug of oily waste, left over from the ship’s recent refit. The voyage was resumed, after a lot of bad language, with no near-misses and all of us just a little older, and perhaps wiser. In such events, the first reaction, and very human it is too, is one of confusion, before the proper reactions hopefully kick in.

If one has been a watchkeeper on any sort of ship, it is something of an education reading of accidents where confusion was not a momentary hiatus, but also can provoke a reaction of deep sympathy. There, but for the grace of God etc..... Problems with controls seem to have been a perennial contributor to confusion in the preliminaries to an accident. The failure to switch from one set of manoeuvring controls to another has been the cause of a great deal of bent steel, and worse, over the years. There is a case in the current edition of the excellent Marine Accident Investigation Branch Safety Digest, where a nice new trawler apparently went berserk when shifting ship in a fishing harbour, bouncing off a concrete wall and finally grounding. The skipper was vainly attempting to handle his ship with inert controls, as they had not been switched to where he was standing in the wheelhouse.

One might ask why, in a wheelhouse a few paces from one side to the other, it was necessary to have separate port, starboard and central controls, but I am told not to be old-fashioned, as convenience and labour-saving are the priorities these days. I recall a ferry master friend telling me that after confusion had reigned in his bridge, they fashioned an enormous wooden “tablet” that distinguished the active console from the currently dead ones. It was, he said, on the same principle as the huge tokens exchanged by the drivers of railway engines on single tracked lines. But these sort of “instrument enabled” accidents, which probably would not have happened before the multiplication of control stations, still occur on a fairly regular basis. And there is no denying that confusion is sometimes occasioned by poorly designed controls or switches, with vital functions insufficiently distinguished from others, sometimes badly lit. It seems to be often a function of digitisation, with touch-screens and pressure switches taking over from more “human-friendly” controls, where status was more immediately apparent.

Accidents involving autopilots also happen rather too often and can be a source of embarrassment and worse. A classic example which will be written into textbooks forever more is the stranding and subsequent loss last year of the New Zealand Navy’s dive and hydrographic ship HMNZS Manawanui, which met her end amid confusion on the reefs of Samoa. The final report into the circumstances, which attribute the stranding to those on the bridge not realising the vessel was on autopilot when they were trying to turn the ship away from the coast, makes sobering reading, with the (partially redacted) voice transcripts from the bridge recorder, of that career-ending evening. It will be little comfort to those involved to learn that their problems were pretty well identical to those on the bridge of the tanker Torrey Canyon, which, in 1967, ushered us into the age of the super-spill.

They too had wasted desperate final seconds trying to disengage the ship’s autopilot, circumstances which have been repeated down through the intervening decades, aboard too many ships. Insufficient familiarity of the operating crew with their ship and her controls were suggested as one problem in the New Zealand report, which might seem surprising to commercial sector readers, as naval vessels invariably spend a long time “working up”, where crews of merchant ships are expected to take their ships to sea without such a period of familiarisation. But the old saw “different ships – different long splices” still manage a certain resonance in an era of infinitely more complex vessels and their sophisticated equipment.

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www.maradvocate.com

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

Gone Aloft

G.J.Oakley on 18th May 2025.

Graham Oakley went to sea with Union Castle and when fully qualified, like many others, he came ashore looking for a shore based job. He started with the fledgling Seaspeed on their I.O.W service and then moved up to the larger cross-channel SRN4s and moved to Kent.

He was then called by Trinity House for their I.O.W. District pilotage service and returned to live in Bursledon, Hampshire. We have him recorded as joining the Club in 1967 as a Trinity House Pilot.

He lived in Bursledon for a few years with his wife Moo (Margaret) and their young family before moving to Owslebury where they ran the local Post Office/Store.

At one time Graham and a group of friends and colleagues bought a racehorse and met at the local pub to discuss tactics. The venture was a failure but the pub meetings a success! The horse was named Owslebury and eventually a fellow pilot bought it for riding!

In 1988, when pilotage was transferred to the port authorities, Graham continued as a Southampton pilot with ABP until health problems obliged him to move to the Vessel Traffic Services at Dock Head. Here, his pilotage experience came in good stead and he was a very effective VTS Officer. He retired in the early 1990s.

Moo passed away in 2002 and Graham moved to East Cowes on the I.O.W. where he became one of the mainstays of the Mariners of Wight.

Recently Graham was involved in an accident when he passed out at the wheel of his car and struck the waiting room of the Cowes chain ferry. Luckily no-one else was injured but Graham sustained broken ribs thought to be the result of the enthusiastic efforts at CPR by the local constabulary.

Although his initial recovery was good his health deteriorated again and he was sent home from St. Mary's with heart and kidney problems.

Our condolences go to his son Mark, a fellow Cachalot and Southampton pilot, and to his daughter Sue.



Zoom Meetings

**The Zoom meetings are now suspended
for the summer period
and will resume
in September**

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.

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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.