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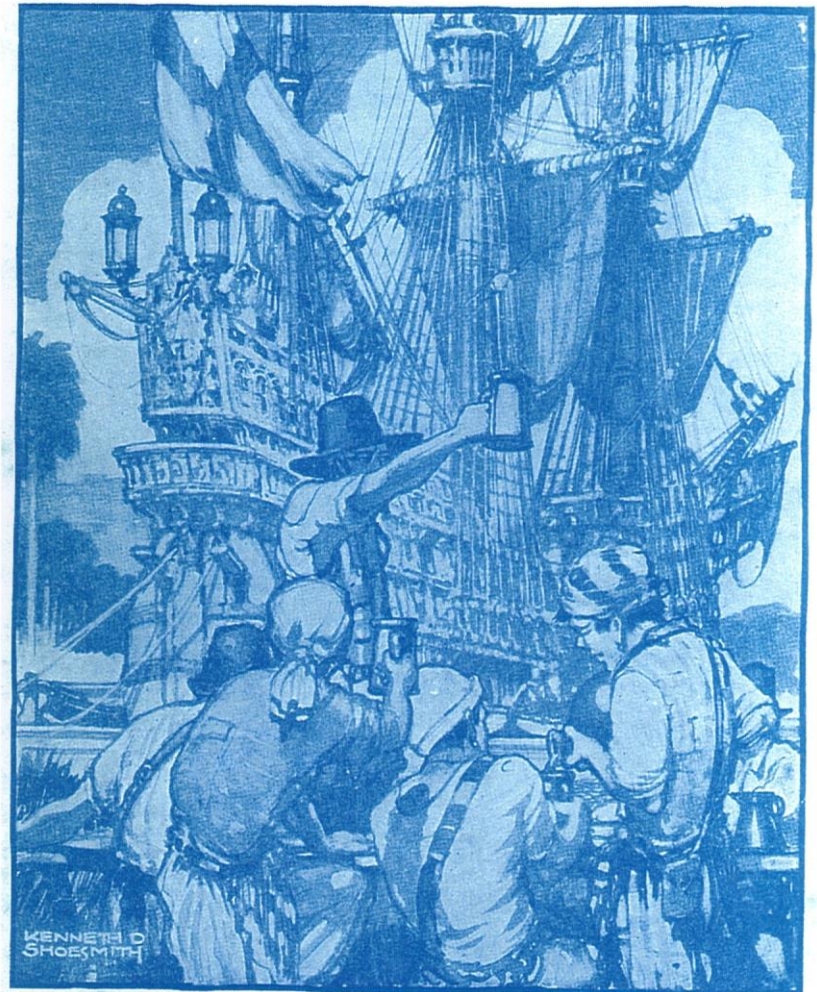
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SEVEN SEAS



MAGAZINE

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THE SEVEN SEAS MAGAZINE

The Official Organ of the Seven Seas Club

Volume 78, No 3

OCTOBER 2001

EDITORIAL:

The summer is over and autumn is upon us. Once again we assemble for our monthly dinners and the good fellowship that is as much a part of them as the meat and drink. Shortly before going to press, both our President and Honorary Chaplain have informed me of the sad loss of Frank Whymark's wife 'Flip'. On behalf of you all, I take this opportunity of sending our heartfelt condolences to Frank and we assure him of our continued support at this difficult time.

May I take this opportunity of requesting some support in the way of copy for the magazine. To offer members the high quality periodical that they wish for is a demanding task and cannot be achieved single-handed. If every member resolved to send me one anecdote of their career or account of a sailing trip or holiday, I should be a happy bunny. Whilst I should prefer such copy to on disk to avoid the tedium of retyping, I would not refuse even unedited, imperfect hand-written material.

Please note that the first two editions of this year's magazine were wrongly attributed to Volume 79. This should, of course, have been 78, hence the apparent retrograde movement above. Mea Culpa.

Finally, one cannot produce an editorial in this month of September 2001 without some reference to the terrible events in New York and Washington. I am sure all members would wish to express, if only through this feeble medium, our sense of outrage at the terrorist attacks.

**Richard Woodman
Hon. Editor**

NEWS FROM THE BRIDGE

This year's summer function was an afternoon aboard the Cruising Restaurant "My Fair Lady". Seventy-three members and their guests attended this event where we were able to discover London's fascinating waterways whilst lunching and cruising along the historic Regent's Canal. We traveled along a most picturesque stretch of the canal through Hampstead Road Lock, past London Zoo, Regent's Park, through a short tunnel to Robert Browning's Island at Little Venice and returned. An excellent meal was served.



A good joke

The Regent's Canal

This event made a profit for both the Club and the Laristan Fund

NOTE The breakdown of my computer and the installation of its replacement has led to some delay in production of this magazine! It is hoped that the transfer of information to the printer on CD will improve its quality.

Hon Compiler

New Members

We extend a warm greeting to the following new members and look forward to seeing them at our dinners:-

Mr. S Froggatt
28 the Casemates
H M Tower of London
London EC3 4AD

Mr D Stollery B.E.M.
Woodlawns
Bow Street
Great Ellingham
Norfolk NR17 IJB

MrW J Stocks
Hog Penny
Higher Merley Lane
CorfMullen
Wimbourne
Dorset BH21 3EG

ROPEYARNS

In the Roperyarns features published in the September 2000 edition (Vol 77, No 3) and the last, that of June 2001 (Vol 78, No 2) mention was made in articles by Helmsman of the former emigrant ship *City of Adelaide*. The critical situation this vessel is now in was explained and the Hon Editor used the last article to suggest the Club might be interested in initiating a national appeal for her preservation.

In 1948 the hulk of the former French line of battleship *Duguay Trouin* was sunk off the Owers. Although her figurehead and stern galleries were preserved, the act of sinking her by gunfire was taken by many as an act of governmental vandalism. Frank G. Carr, then Director of the National Maritime Museum, was so outraged that he was instrumental in founding the World Ship Trust, a small, international group dedicated to the preservation of historic ships. *Duguay Trouin* was of more than passing significance, for along with HMS *Victory*, she was the only other survivor of the Battle of Trafalgar. She had escaped capture or destruction at the great battle owing to the fact that she was in the van of the Combined Franco-Spanish fleet when Nelson and Collingwood fell upon the centre and rear of Villeneuve's and Gravina's squadrons. Contre-Amiral Dumanoir Le Pelley failed to double to the assistance of his principals. Dumanoir's squadron was not to escape, however, for a few days later he was pursued and engaged off Cape Ortega! by a British squadron under Rear Admiral Sir Richard Strachan. Captured and commissioned into the Royal Navy, *Duguay Trouin* was renamed

HMS *Indefatigable* and lay for many years after the end of the war in Portsmouth Harbour as a ratings' training ship with HMS *St Vincent*. Carr's outrage and the subsequent founding of the World Ship Trust ensured that in 1956, as Britain emerged from post-war austerity and after the reaffirmation of a vision of herself with the Festival of Britain in 1951, that the former tea and wool clipper *Cutty Sark*, no longer thought an asset as a training ship for merchant service cadets at Greenhithe, was saved for the nation and placed in permanent drydock at Greenwich.

Now it is the tum of the *City of Adelaide*, also known to Glaswegians as the *Carrick*, a long-time resident of the Broomielaw. Whether she sinks or swims is in the lap of the gods. Your Hon Editor sought the assistance of our sister club down under which, fortuitously, is situated in the city of Adelaide, but expert Aussie opinion states that the ship is beyond redemption. Certainly our Australian brothers of the Seven Seas Club of Australia do not feel that there is any merit in attempting her salvation. So be it.

However, HRH The Prince Philip has called a conference in Glasgow in an attempt to seek a consensus view of the fate of this old ship. The respected naval architect Fred Walker will be setting out the options and your Hon. Editor will be attending as both an advisor to the world Ship Trust and in his capacity as a member of the National historic ships committee.

The subject is therefore not quite exhausted and, while there is a palpable lack of general interest throughout the kingdom, a few souls remain clinging to the wreckage.

Hon. Editor

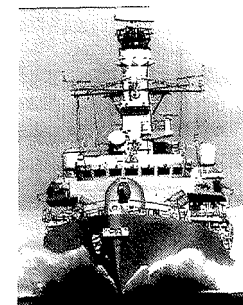
GREENWICH and YANKEES R.N.

There is to be a short ceremony of dedication on 3rd October 2001 at the old royal Naval College. The occasion will mark the establishment of a memorial to a handful of American citizens who, before the Japanese attack on Pearl Harbour in early December 1941 brought the United States into the war, volunteered to serve in the Royal Navy.

Twenty-one American citizens undertook this course of action in despair at their own country's isolationism. Although it was relatively easy to pretend they were off to Canada on holiday, once they had taken the step of making it clear to the British authorities that they wished to join up, they risked loss of American citizenship and a prison sentence. Some joined as voluntary officers, at least one as a seaman who swiftly earned a commission. Moreover when, in 17 October the US destroyer *Kearny*, providing escort to merchantmen on the principle of the freedom of the seas, was torpedoed, the first American casualty, a Lieutenant John Stanley Parker RN died when HMS *Broadwater* was sunk escorting the same convoy. Parker was a native of Boston, never a city favourable to Great Britain, so the courage and conviction of Parker and his fellows is much to be admire. One of these officers, a man named Cherry, rose to the rank of Commander and was awarded the OBE. He wrote his personal memoirs of his war experiences, calling it *Yankee, R.N.*

Richard Woodman

FEATURE



THE INTERNATIONAL FESTIVAL OF THE SEA PORTSMOUTH August Bank Holiday Weekend, 2001

This event, the second held in Portsmouth and only the third held in the United Kingdom, was a resounding success. The first festival was held in Bristol's old 'floating harbour' in 1996 and attracted visitors from all over the country. By 1998 the once unthinkable notion of holding it within the hallowed precincts of a Royal Naval dockyard had won the day.

The second event was a striking example of what a combination of civil and service co-operation can achieve. The last time a comparable level of such co-operation took place must have been during the Second World War. This year's festival, predictably given the service acronym of IFOS, was a worthy successor to its predecessors.

Visiting vessels abounded, including the entire complement of NATO's Standing Naval Force Atlantic whose Portuguese commodore flew his broad pendant aboard the *Conte Real*, units of the Royal Navy including the carrier *Illustrious*. Most popular among the men of war was the USS *Winston S. Churchill*, the most modern warship in the world and the first American naval vessel to be named after a non-American national. Two merchant ships participated, berthed near the 'Merchant Marine Island' where under the aegis of the Chamber of Shipping, many agencies associated with merchant shipping had their stands and Maersk Sealand had a splendid pavilion explaining the varied activities this massive company engages in.

It was personally satisfying to see three lighthouse tenders, one each from Trinity House, The Commissioners for Irish Lights and The Commissioners for Northern Lights, alongside. The former two, *Patricia* and *Granuaile*, were open to visitors, the latter a brand new ship. Unfortunately the *Pole Star* was shut to the public and rather dismally refused to dress ship, like every other in the festival.

But it was the sail training ships which drew the eye, with their mast and yards towering over the dockyard, an echo of former times. A clear favourite with the public was the nearly new Mexican naval training vessel *Cuauhtemoc*, whose cadets sported frock coats and sword-belts as they strutted their stuff. The ship was built in Bilbao, Spain, in 1991. Old friends like the Norwegians *Christian Radich*, *Solandet* and *Statsraad Lehmkuhl*, the Polish *Pogoria*, *Dar Młodzieży*, and the ORP *Iskra*, were joined by the Italian *Palinuro*, the Dutch *Europa* and the Brazilian *Cisne Branco*. The modern Russian full rigged ship *Mir* was accompanied by the huge *Sedov*. The last named is not only the largest sailing ship in the world, but the only one present at the festival originally built as a commercial sailing vessel. Constructed in 1921 by Krupp's Germania Werft at Kiel for the Bremen shipping house of F.A. Vinnen, she was

originally named *Magdalene Vinnen* and was, from the first, fitted with an auxiliary engine and largely manned by the company's cadets. Of 3,476 tons she was employed in the South American nitrate trade until, in 1936 she was offered for sale. She was soon bought by the North German Lloyd Line who had lost their original cadet training ship, the *Herzogin Cecilie*, to France as a war reparation in 1919 (the French had later sold her to Erikson's Finnish fleet). NDL renamed her *Kommodore Johnsen* and after the war became a prize of the Soviet Union, to be renamed *Sedov*.

Representatives of former ages were provided by the Bristol-based *Matthew*, a replica of Cabot's ship, *Shtandart*, a replica Russian frigate of 1703, and the *Grand Turk* whose claim to be a replica of a British frigate of Nelson's day is hardly legitimate. Britain was represented by the Sea cadet brig *Royalist*, the *Astrid*, the Jubilee Sailing Trust's *Lord Nelson* and the Sail Training Association's new brig *Prince William*.

This is far from the end of an exhaustive list of participating vessels which included some five hundred yachts berthed in No 2 Basin and among which the club's pennant was flown. But this visual feast was not all. Military bands paraded and the Red Arrows paid daily visits. A major exercise involving a Nimrod, three helicopters, commandos and fast boats attracted a lot of interest. It purported to demonstrate the rapid reaction of our forces under the UN to rescue a group of UN peace-keepers from capture by a terrorist group. The reassuring message that beguiled the thousands watching the display now has a hollow ring, but in conformity with the tradition of such things the good guys, us, won.

A most enjoyable diversion could be had in the old Georgian part of the dockyard where the architecture of Nelson's day provided a marvellous back-drop to the 18th Century street market in which all the stall-holders were in period costume and through which enthusiasts similarly dressed, played their parts to perfection.

Entertainment was provided, in addition to the military bands, by folk and rock groups, along with several shanty specialists. Members will be pleased to know that Shep Woolley was in fine form!

All in all it was a memorable four days which, following the excitement of the *America's Cup* 150th Anniversary races with the J-class and 12 Metre participating, made a quite extraordinary climax to the summer's sailing season.

See pictures on pages 10-12

CLUB NOTICES

The Millennium Dinner photographs are still available from Julian Yeardeley. They are offered at £7.50 each for an 8 x 6 print in a card folder. Julian's address is:

116 Portsmouth Road, Lee-on-the-Solent, Rants P013 9AF

May I repeat Mike Pinner's appeal to members that if they have not already done so, would they be kind enough to return the update form for Mike's laborious revision of the membership list which was in the March edition of this magazine.

CLUB DINNERS and OTHER DATES FOR YOUR DIARY, 2001

Thursday 25th October	Trafalgar Night Dinner
Thursday 22nd November	Club Dinner (Note early Thursday)
Friday 14th December	Christmas Party (Note early day and date)

2002

Thursday 31st January	Club Dinner
Thursday 28th February	Club Dinner

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If posted		£7.00
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Club Burgee	18 inches, 12 inches on truck	£15.00
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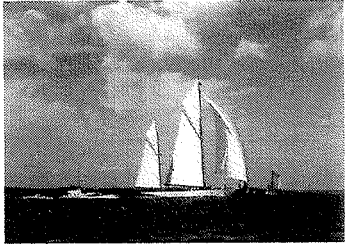
All items are available from the Hon General Secretary:

Frank Whymark Esq
42 Broxbourne Road
Orpington
Kent BR6 0BA

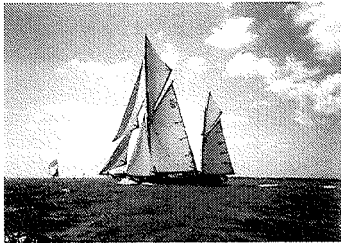
(01689 820484)

Seven Seas Sweatshirts

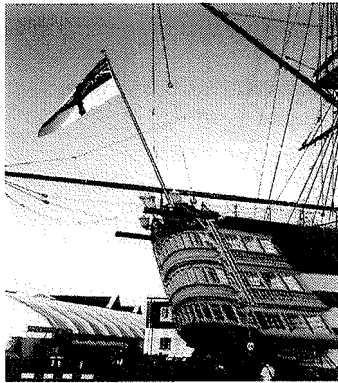
Members are also reminded that Club Sweatshirts in Navy, Grey and Red are available in standard Small, Medium, Large, Extra Large, and Double Extra Large sizes from Jeremy Miller (to whom cheques should be made payable) at a price of £18.50



Traditional participants in the 150th anniversary *America's Cup* celebrations



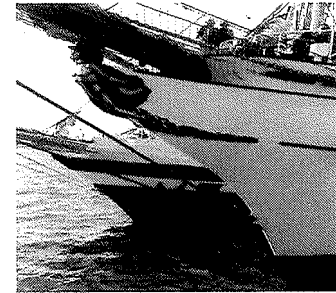
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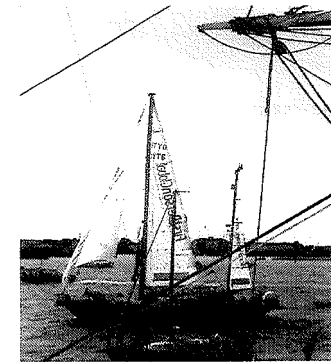
The stern galleries of HMS *Victory* which dominated the festival



Sedov being towed into her berth



The figurehead of the Mexican Navy's full-rigged training ship *Cuauhtemoc* with the *Prince William* beyond



The ketch *John Laing* leaves the festival bound for the Antarctic with the British Army Expedition on board



The Maersk pavilion explained the reliance of the world on the company's container ships exemplified by the 50,000 gross tonne British registered *Greenwich Maersk*. With a deadweight tonnage of over 62,000 tonnes she can carry 4,300 teu

For Correspondence:

Captain Richard Woodman MNI THS (Retd)
Horsford Lees
 73 Fronks Road
 Dovercourt
 Harwich Essex CO12 3RS Fax:01255 506957
 E-mail: richard@rmwoodman.freemove.co.uk



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