Opening Comment

Well here we are already with the winter edition of ‘Portside’. We are lucky enough to have another article from Anthony Lane, this time prompted by the Lightvessel Poem in the last issue and telling the true story of the East Dudgeon bombing. The AGM has passed by and on page 19 you will find details of the new Commodore and Club Officers. As we are now in December there is an added bonus on page 15, the Christmas Quiz, and for you that can’t wait on page 16 the answers. Have a great Christmas and New Year

Pete Halliday
Editor

Two Sealines doing what they were designed for; Pictured below ‘Sea You’, a past Cabot boat and above ‘Sea Dancer’, another members boat which is still moored at the Club.

A friendly welcoming Boat Club in the heart of Bristol, with its HQ situated on a 131 year old wooden Lightvessel.
Halloween on the ‘John Sebastian’

There are definitely a few dodgy characters shown here. Many members spent a spooky night on board the ‘John Sebastian’ dressed in an array of imaginative ways.
Lightship Memories

The East Dudgeon and the ‘Men of the Lightship.’

I enjoyed The Lightship poem by Wilfrid Wilson Gibson reproduced in the last issue of *Portside* and found it moving. It made me think about the bombing of the East Dudgeon lightship on 29 January 1940 and the propaganda film ‘Men of the Lightship’ that was based on that tragic event. If you seek information on the internet nowadays about the attack on the East Dudgeon it seems that the film has replaced the actual circumstances as a record of that day. I think it worthwhile to recall what really happened when the master of the lightship, Mr George, a former trawler skipper, decided to abandon the vessel, which although badly damaged, remained afloat and row the 25 miles to the nearest shore in what was described as the worst winter for 100 years.

At the time the *Daily Herald* recorded:-

**East Dudgeon Attacked by Enemy Plane**
Last of nine bombs sank lightship
Seven men lost

The *News Chronicle* and the *Daily Express* also carried banner headlines describing the attack but did not mention the lightship as sunk.

So let’s start at the beginning with some more details. The *Illustrated* magazine published the following account under the title *Sole Survivor* on 24 February 1940:-

‘While the majority of the residents of a seaside resort on the Lincolnshire coast were lying in their beds, another drama of the war at sea was being enacted on their shore.

The crew of eight from the undefended East Dudgeon lightship—machine-gunned and bombed by a German plane—were fighting for their lives against the sea and exposure. Only one had sufficient strength to gain shelter and survive the ordeal.

The first intimation we had of the tragedy was the finding, soon after dawn, of a number of bodies lying on the sands. Soon after this a man was found in an untenanted part of a house, one of the few houses in the vicinity.

The survivor, John J.R. Sanders, of Great Yarmouth, aged thirty-one, told me this story:-

“It would be about 9.30 on the Monday morning when we saw a German plane coming from the direction of the English coast. It was a ‘Heinkel.’ The plane circled round and the next thing we knew the crew had opened fire on us with machine guns. Then still circling round, they started to bomb us. The ninth bomb hit the ship and at the same time damaged one of the two ship's boats.
Lightship Memories

continued......

The ship heeled over and seemed to go right under. The decks were awash and we were floundering about waste deep in water. One of the crew was ill in his bunk and we had to get him on deck and then we took to the small boat. Although badly knocked about, the ship remained floating. The plane circled round but dropped no more bombs. We then started rowing shorewards as there was no ship in sight.

We still continued to row after darkness had set in and it would be about two o’clock the next morning when we heard the sound of waves breaking on the shore. We dropped anchor and it was then waves capsized the boat. We were flung into the sea and I could hear my mates shouting all around me. Someone grabbed hold of my life jacket but he was shot right over my head by a wave. I am a good swimmer but realised it was useless to attempt to swim in my heavy clothes. I turned on my back and hoped for the best.

Soon I found I was in calmer water and, on turning over, discovered it was like a shallow pond. I must have remained on my hands and knees in that water for ten minutes, until I had regained some strength, and then I crawled ashore. I heard one of my mates shouting as the waves carried him ahead of me, but in the darkness I could not find any of them.”

Naturally after all that time in an open boat and now with the added shock of the icy water and clothes drenched through, he was not sure of the period of time which elapsed through the next stage of his adventure. Fortunately for him, he commenced to walk in the right direction, for if he had gone the other way he would have been unable to find shelter, and would have quite possibly suffered the same fate as his comrades.’ (source W.E.T.)

John Sanders had reached the edge of Mablethorpe when he was found. In the days following, the lightship, No.63, according to Trinity House wartime records, was towed to Great Yarmouth and moored at their depot, where it was inspected by none other than the Duke of Kent who perhaps was Master at the time. (Great Yarmouth Mercury) No replacement vessel was moored at the East Dudgeon station and by the end of the year all the east coast lightships were withdrawn for the duration of hostilities.
The Propaganda Film ‘Men of the Lightship.’

A decision was made at that time to use the occasion for propaganda purposes and so the GPO film unit produced *Men of the Lightship*, highlighting the plight of a crew of actual lightship men and the barbarity of the German air attack, driving them to abandon their sinking ship (described as vessel No. 61) and face drowning in icy waters - the *Daily Express* issue mentioned above described the sea as frozen in places.

The film shows in detail the life aboard a similar wooden lightship (No.60) and is important also as it shows a lot of detail of the vessel’s layout and construction, information that is hard to obtain these days. The crew go about their duty with the usual banter but I find it hard to believe that a regular seaman would throw the contents of the ‘gash’ bucket to windward. However, something had to lead him to sighting a mine. As the air attack develops the deck is raked by machine-gun bullets forcing the crew to abandon ship and see it eventually sunk by a bomb. Their attempt to reach the shore is harrowing, fulfilling the purpose of the film. Many more seamen were to experience escaping from their doomed ships in open boats in the years that were to come, so the film in a way prepared the public for the loss of many more seafarers before the end of the war.

**Lightship No.60 was to suffer the same fate in reality.**

Additional to this was the irony that lightship No. 60 was to be sunk by German bombers with no survivors at the East Oaze wartime station in the Thames on 1 November of the same year. The tragedy is enhanced by the possibility that some of the Trinity House personnel featured in *Men of the Lightship* fell victim in reality to a similar but more lethal attack to that staged for the film. Lightship No. 63 was repaired and returned to service after the war.

Why the crew of the East Dudgeon decided to abandon their damaged, but still floating vessel after the enemy aircraft had departed is not easy to explain. They kept attached initially by a line, but fearing injury or death from aerial gunfire cast off. Whether the wind and sea conditions prevented them from regaining the vessel is not known but may have been the cause they chose to attempt the grim and fatal voyage to reach the shore.

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*Men of the Lightship; a Trinity House crew aboard lightship No. 60 played the parts of the victims in the film of this name.*
Lightvessel 55 Work Party Update

Just a big thank you to everyone who has helped this year for the sterling work that has been taking place onboard the JS. A substantial amount of quality redecoration and restoration work has taken place ably directed by our Bosun Jason.

IMPORTANT DATES FOR YOUR DIARY

2017

SATURDAY 23RD DECEMBER 2017 - CLUB CLOSED
SATURDAY 30TH DECEMBER 2017 - CLUB CLOSED
SUNDAY 31ST DECEMBER 2017 - NEW YEARS’ EVE BASH

2018

SATURDAY 3rd FEBRUARY 2018 - DINNER DANCE
SATURDAY 17TH FEBRUARY - VALENTINES DANCE
SATURDAY 17TH MARCH - ST.PATRICK’S NIGHT
SATURDAY 24TH MARCH - ANCHORS AWEIGH
SATURDAY 21ST APRIL - ST GEORGES’ NIGHT
SATURDAY 23RD JUNE - MID-SUMMER BALL

OPEN DOORS AND BASIN RALLY DETAILS TO BE ANNOUNCED

SATURDAY 20TH OCTOBER - LAYING UP SUPPER
THURSDAY 25TH OCTOBER - ANNUAL GENERAL MEETING
SATURDAY 27TH OCTOBER - HALLOWEEN
SATURDAY 10TH NOVEMBER - COMMODORE’S DANCE

FULL DETAILS OF THESE AND OTHER EVENTS WILL BE DISPLAYED ON THE CABOT SOCIAL BOARD ON THE JS, CIRCULATED VIA E.MAIL AND POSTED ON THE CABOT WEB SITE
Who are Bristol VTS?

Bristol VTS & Navigation

Bristol Vessel Traffic Service (VTS) provides harbour users with comprehensive information concerning vessel movements, height of tide and weather conditions. The Bristol VTS area covers much of the upper Bristol Channel from the Holm Islands to the Lower Shoots including the River Avon. For those of you who have ventured into the Channel you will yourself, or would have heard boats calling them up for any relevant information when exiting the river.

For ships arriving and leaving Portbury and Avonmouth Docks, Pilot orders and lock times are allocated by Bristol VTS to ensure the safety and efficiency of navigation in the estuary. The VTS Centre is located on the South Pier at Avonmouth overlooking King Road. We all pass right under their windows as we leave the Avon. The service is operated on a 24-hour basis.

VTS Communication

Bristol VTS can be contacted in a number of ways. VHF monitoring takes place on the channels shown below and all participating vessels (over 50 Gross Tons) must monitor the following VHF Channels. Vessels below this size are requested to maintain a continuous watch on VHF channel 12.

Ch 12 call sign ‘Bristol VTS’ (entire VTS Area)

Ch 14 call sign ‘Avonmouth or Portbury Dock’ (Lock and Dock movements)

Telephone: +44 (0) 1179 802638

Leaving the River Avon with Bristol VTS on the starboard bow and a container ship just locking out of Avonmouth, then passing well to port as we all head out into the Channel.
Fishermen’s Superstitions

Fishermen’s Superstitions albeit not believed by everybody, and not necessarily the same in all regions, are still commonly accepted by many.

- A woman on board makes the seas angry and is an omen of bad luck.
- Sailors who wear earrings or have tattoos won’t drown.
- A coin is put underneath the mast when a boat is being built to bring good luck.
- It is bad luck to see an albatross or hear a loon cry.
- Saying the word “pig” can bring bad luck.
- Never whistle because it can bring a gale.
- Bananas bring bad luck to fishing and could mean disaster for the trip.
- Never start a trip on a Friday. The best day to start a trip is on a Sunday, “Sunday sail, never fails.”
- Avoid people with red hair when going to the ship to begin a journey.
- Never say good luck or allow someone to say good luck to you.
- Disaster will follow if you step onto a boat with your left foot first.
- Pouring wine on the deck will bring good luck on a long voyage.
- Flowers are unlucky onboard a ship.
- Don’t look back once your ship has left port as this can bring bad luck.
- A dog seen near fishing tackle is bad luck.
- Black cats are considered good luck and will bring a sailor home from the sea.
- Dolphins swimming with the ship are a sign of good luck.
- Cutting your hair or nails at sea is bad luck.
- If you carry a fishing rod into the house before a fishing trip you will not catch any fish.
- The person who swears while fishing will not catch a fish.
- When owls hoot during the day is a good time for catching catfish.

References
Why are fishermen superstitious of bananas? [Internet].
Superstition at Sea [Internet].
**Cookery Corner - Spicy Salmon with Bok Choy and Rice**

**Ingredients**

- 1 cup long-grain white rice
- 2 tablespoons honey
- 1 tablespoon soy sauce
- ¼ teaspoon crushed red pepper
- 4 6-ounce skinless salmon fillets
- 1 pound baby bok choy

Source: Simply Food

Ready in 20 minutes this recipe for Spicy Salmon with Bok Choy and Rice couldn’t be easier. Versatile salmon fillets, the most commonly used cut of the fish, cook quickly in the oven, while you boil the rice and whip up a quick glaze for the salmon.

**How to Make It**

**Step 1**

Cook the rice according to the package directions.

**Step 2**

Meanwhile, combine the honey, soy sauce, and red pepper. On a foil-lined rimmed baking sheet, broil the salmon fillets until opaque throughout, 8 to 10 minutes, basting with the honey mixture during the last 3 minutes.

**Step 3**

Steam baby bok choy (cut into quarters) until tender, 8 to 10 minutes. Serve with the salmon and rice.
The Travels of ‘Mimosa’

Most of you have seen ‘Mimosa’, one of the Dunkirk little ships after our President Bernie Rowe purchased her and initially moored her in Bristol.

In the last few years ‘Mimosa’ has certainly put a few miles under her belt going all round the South Coast and up the East Coast to Hull. Since leaving Bristol she has been across the Channel twice to France, the first time as part of the little ships re-union and the second time to take part in the filming of the motion picture Dunkirk.

This year ‘Mimosa’ has been at Windsor, Henley Regatta and The Thames Traditional Boat Rally. She was at the Dartmouth Regatta in August and is now back in Hull which is her current base.

All the pictures Bernie sent me are from this summer apart from the Beachy Head photo which was taken when ‘Mimosa’ was en route to Ramsgate from Dartmouth in 2015.
The Commodore’s dance was a highly enjoyable evening; any night onboard when Allan’s keyboard skills and Celina’s fantastic singing is taking place you know the event is going to be a great success. Additionally a superb buffet had been laid on so there was little more that could be asked for. The new Flag Officers received their burgees, and on page 19 of this newsletter you will find a complete list of all the Club Officers and Committee members for the forthcoming year.

In the picture above left the President Bernie Rowe congratulates the new Commodore Paul Morris. What is slightly disconcerting is what’s written on the notice board behind them ‘Commode’s Dance’. I am not sure who did it and if this is a reflection on the average age and requirements of the current Club Officers and senior members!!!
Interesting Facts about Bristol

Swan Information

There have been Swans in Bristol docks for at least 300 years!

They’re here all through the year, but numbers go up during the winter, when birds can fly in from as far away as Dorset, mainly to benefit from warmer waters and a guaranteed source of food.

Swans often will fly away to breed, usually because of a lack of suitable nest sites in the docks.

Brandon Hill

During the Second World War, brass was collected to melt down into weapons. However, the supervisor of Brandon Hill was having none of it so he hid the brass cannons surrounding Cabot Tower in a pit under Jacob’s Well, where they remain to this day.

Only Fools and Horses’ Nelson Mandela House is behind Ashton Gate

The legendary Peckham estate is in fact in the south of Bristol. A lot of the filming for Only Fools and Horses took place in and around Bristol, and the famous Batman and Robin scene was filmed in Broadmead.
Notices and Reminders

***Date for your Diary – our Annual Dinner Dance will be on Saturday 3rd February 2018***

Club nights Thursday and Saturday from 19.30

Work Parties Tuesday from 18.30

31st December

New Years Bash

Volunteers always needed for bar duties
Put your name up on the Bar List

17th March
St Patrick’s Night

Valentines Dance 17th February
2017 Annual General Meeting Report (abridged)

The Presidents Opening Remarks - Bernie Rowe
The President remarked on the work being done on the JS, thanking all concerned. He also mentioned throughout the summer he had been flying the CCC burgee in Dartmouth, Hull and Brighton whilst aboard Mimosa and also at Club Nautica in Menorca. Last year’s minutes were put to the meeting and approved.

The Commodore’s Report - Pete Halliday
The Commodore thanked the Officers, committee and members for their efforts during the year, saying that it had been another interesting year for the Club. He apologised for not being able to devote as much time to the Club due to his health and thanked the Flag Officers and committee for their support. He also thanked Bernie for his work regarding the final stages of the incorporation of the club as a limited company. He then covered his thoughts and expectations for the year and how much had come to fruition. A special thanks was made to the Bosun Jason Pullinger and his team for the work that had been done on the JS. He also mentioned that to join Cabot Cruising Club is not just about obtaining a mooring, it is about becoming an active member of a community with common interests, plus also taking on the responsibility for the future survival of a piece of maritime history, LV55.

The Hon Treasurers Report - Paul Morris
Paul stated the accounts were relatively self explanatory, with a Debenture account now set up. The sinking fund would need to be increased substantially due to our intention at some point to dry dock the JS. There is a need to increase takings over the bar as this is our main source of income. Accounts were approved after being proposed by Pete Burgess and seconded by Jackie Corcoran. Bernie then stated the latest position incorporating CCC as a Limited Company and thanked Janetta for her work achieving this.

Elections:
The elections then took place with the following being appointed: Bernie Rowe will remain as President of CCC, Vice Presidents will be Peter Halliday and Peter Corcoran. Trustees will remain the same for the time being until the incorporation is finalised, these being Sylvia Bush and Dennis Ludwell. The new Commodore being Paul Morris, Vice Commodore Tim Williams, Jason Pullinger will be Rear Commodore, Hon Treasurer John Bartlett, (Stephen Lamb becomes Hon Secretary appointed post meeting), Dennis Ludwell will remain as Bar Chairman. Those completing their 2nd year on the Committee are Diane Davis, Phoebe Arrowsmith-Brown and Stuart Lees. Don Norris re-stood for a new term and Pat Ludwell also stood for committee. Thanks were given to the outgoing Rear Commodore Frank Pring for his long service

Other Business:
Two items were covered: It was put forward that a percentage of the mooring discount should be retained by the club towards a pontoon maintenance fund, now that the club is responsible for certain areas of upkeep under the new Harbour pontoon agreement. The other item was for an increase in membership fees as these had not been raised for 10 years. Both were approved unanimously by the meeting.
Questions:

1. If the ships fiddler was about to play ‘Nancy Dawson’ what was about to happen?
2. The term ‘Kilroy was here’ was used while he was doing what?
3. What does a cut splice achieve?
4. Where would you find a Hadley cell?
   a. In a lead/acid battery
   b. In Chatham Dockyard
   c. In the tropics
5. Will a vessel ride higher in the water in saltwater or fresh, or is there no difference?
6. Which ship foundered in 1915 as it approached the Old Head of Kinsale, the headland on Ireland’s south west coast?
7. 1897 saw which regulations come into force?
8. Captain Flint was the close companion of:
   a. Francis Drake
   b. Long John Silver
   c. Charles Darwin
9. The Red, Black, Adriatic, Mediterranean and Caspian seas are five of the Seven Seas, can you name the other two?
10. Which maritime nation has the shortest coastline?
11. The Mary Celeste set off from New York in 1872 only to be found abandoned mid-Atlantic; where was she heading for:
   a. Lisbon
   b. London
   c. Genoa
12. What landmass lies some 600 miles across the Tasman Sea from Australia?
   a. New Zealand
   b. Antarctica
   c. Tasmania

Source MBM

Answers on Page 16
Christmas Quiz Answers

1. It was time for a rum issue
2. Shipyard Inspector James Kilroy signed off satisfactory equipment and stores with this one-liner.
3. It joins two ropes together
4. In the tropics. The Hadley cell, named after the 18th century meteorologist, explains the typical pattern of trade winds found in the Atlantic and Pacific.
5. It would ride higher in salt water due to the salinity of the water.
6. The Lusitania, which was torpedoed by the German Submarine U-20.
7. The first edition of the International Regulations for Preventing Collisions at Sea.
8. Captain Flint was Long John Silver’s Parrot.
9. The Persian Gulf and the Indian Ocean make up the full Seven Seas of latter day sea lore.
10. Monaco with just 3.5 miles of coastline.
11. She was headed for Genoa loaded with neat alcohol to fortify Italian wine.
12. New Zealand
Please contact us for inclusion of your organisation or details of any events
If you would like to advertise your organisation in 'Portside' please get in touch via the e-mail address on the back page
President: Bernie Rowe
Vice Presidents: Pete Halliday Peter Corcoran
Commodore: Paul Morris
Vice Commodore: Tim Williams
Rear Commodore: Jason Pullinger (Bosun)
Bar Chairman: Dennis Ludwell
Hon Secretary: Stephen Lamb
Hon Treasurer: John Bartlett
Committee: Stuart Lees - Boat Events Organiser
          Don Norris - Website & Advertising
          Diane Davis - Membership Secretary
          Pat Ludwell

Why Not Visit Us?
Thursday and Saturday evenings are club nights. From 19.30 our doors are open to members, guests and anyone who would just like a convivial atmosphere to have a drink and a chat. Have a look at our Facebook page or log on to our website for more information:
www.cabotcruisingclub.co.uk
We hope you enjoyed this issue. If you have any contributions please e-mail them to us for inclusion in the next copy.

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Disclaimer
Any information or observations made in this publication are given in good faith, and third party remarks are not necessarily the opinion of the editor. Accreditation has been given when and where available.

“We ourselves feel that what we are doing is just a drop in the ocean, but the ocean would be less because of that missing drop.”
-Mother Teresa

“The ocean stirs the heart, inspires the imagination and brings eternal joy to the soul”
-Wayland

WHISKEY
Every sailor knows when to hoist the whiskey flag..... When you run out of rum

“If a man is obsessed by something, I suppose a boat is as good as anything, perhaps a bit better than most.”
-E. B. White

One more photo of ‘Mimosa’ showing her in all her glory on a lovely summers day

A Bit of Humour
Two sailors meet each other on a pier. Both are dragging their right foot as they walk. One points to his foot and says; "Dunkirk, World War II" The other points his thumb behind and says; "Seagull poo, 20 feet back!"

Are you going to argue with the new Rear Commodore?

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