



Mariners' Park News Summer 2018

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A few words from Mick Howarth

Dear Resident

Welcome to the Summer Newsletter, and with the recent warm weather, it does, at last, feel like summer.

I was privileged to accept, in April, on behalf of the Charity the ISWAN Dr Dierk Lindemann Welfare Personality of the Year (Organisations) award in Geneva. There were over 2,300 entries from all over the world for the five different categories, so it was a great honour that's the Nautilus Welfare Fund was selected as a winner for its contribution to the welfare of seafarers.

The award recognised the Charity's work in three key areas; the expansion of Trinity House Hub; the support for mariners' and then families facing the challenges of dementia with development of our Admiral Nurse service here at Mariners' Park; and also, our support to veteran mariners through our expanded caseworker service.

The theme of my acceptance speech was for maritime charities to continue to work in "partnership" and to keep "exploring" new ways to meet the needs of today's generation of retired mariners and their dependants.

Of course, we have a number of specific plans in the pipeline to enhance our services. The two new bungalows for veterans in Webster Avenue are now ready for occupation, and at the end of December the 12 new apartments in Ismay Drive will be completed. We also plan to expand our caseworker service with a new post based in Belfast later this year.

Looking further ahead there will be the new apartment block on the Gibson House site. The planning application has been submitted, and a display will be made available in Trinity House Hub shortly, so you can see the plans and provide any comments.

Some of you will no doubt be planning summer holidays. I have already had mine, which included a day in the colourful port of Valparaiso in Chile. Apparently, Sir Francis Drake sacked Valparaiso a number of times for its gold. I did not see any gold but spotted lots of colourful murals the port is now famous for. No doubt some of you have your own memories of the now, World Heritage port. If so, do write in and we will publish your stories in the next Newsletter.

You will find plenty of information about an array of summer events inside. I hope you will come along and enjoy them.

My best wishes for the summer.

Mick Howarth, Welfare Services Manager



Yoga



Yoga Session

Every Tuesday

at 9.45am

Games Room

Cost £2.00 per person

Everyone welcome

Sand Sculpture Competition



**Grrrreat Family Beach
Sand Sculpture
Competition
Sun 12th August '18
2.00 to 4.30pm**



**Competition Beach Site.
New Brighton - from the
Black Pearl Pirate Ship
towards the Rotunda**

2.00pm - Registration,
on the day, by the
Black Pearl, New
Brighton.
Just turn up!
***All under 12s** must be
accompanied by
someone 16+

Sculpture Themes:
The Environment or
Pirates or a mix of both!
Bring your own Buckets
and Spades etc.

**Judging and Prize
giving from 4.30.**



supported by



Face of Mariners' Park—Captain John Roberts

This story starts in August 1960 when a young lad of 17 was deposited together with his bags and gleaming new baggage at the foot of the gangway of the Newcastle Star of the Blue Star Line in Victoria Dock London. This was the beginning of a 3 year cadetship. The company still had a fairly large fleet of cargo liners which carried general cargo outward and refrigerated cargo homeward. The highlight for me was my second trip on the Newcastle Star which took us around the world - outward to Kiwi where we loaded for Aden, Mediterranean and Continental ports. The 25 day passage from Wellington to Aden seemed interminable. Apart from several trips to Australasia I did one trip to Argentina in the English Star. I had by this time been promoted to the dizzy heights of 4th Officer (Uncertificated). The main advantage of this, apart from the money, was that at last I had a cabin of my own where I could catch up on my studies as the 2nd Mates Examination was looming. It duly loomed and much to my surprise I passed.



I had by this time become somewhat disenchanted with Blue Star and decided that it was time to move on. Quite by chance I bumped into a former colleague who said that he was now working for Cunard Line. Like most people I thought that Cunard only ran passenger ships and as such was only interested in employing officers who held a Master's Certificate. This turned out to be far from the truth which was that their best kept secret was a small fleet of cargo ships which they were even now in the process of expanding. My informant recommended that I arrange an interview with the Marine Superintendent. I duly did so and, somewhat to my surprise, I found myself on Cunard's books. Another surprise was that I was asked if I could join the Sylvania – a passenger ship – the following week. It transpired that Cunard were having difficulty in recruiting officers with Masters Certificate's to sail as the junior of two watch keepers and were having to plug the gaps with officers from the cargo fleet. I had no such scruples and on 21 July 1964 we departed Liverpool for Cobh, New York and Boston. Sylvania and her sister ship Carinthia were still running a scheduled passenger ship service to New York and Boston which was to be withdrawn before long.

We returned to Liverpool in mid-August when I was transferred to the Lycia as Third Officer. Lycia was a fairly old 8500 ton cargo ship built for the Mediterranean trade and now running up the Great Lakes as far as Chicago. The three ships of this class were known in Cunard as the Mediterranean brigs – I have no idea why. It was hard work with calls at 18 ports in 21 days plus four seaway transits. In the winter the ships ran to Boston, St. John N.B. & Halifax. I did two trips up the Great Lakes and one to Halifax. Judging by the amount of cargo we carried and setting that against the port & seaway dues incurred it was obvious that the service was losing money and sure enough when I left the Lycia in January 1963 that was the last I saw of her. Little did I know that my career was to take a totally unexpected turn.

Face of Mariners' Park—Captain John Roberts

I was at home in Torquay on leave when I received a phone call from Cunard asking me if I would mind joining the Queen Elizabeth in Southampton. The caller apologised for asking me to join a passenger ship which would only count as two thirds sea time for my Mates Certificate but explained that it would only be for one trans-Atlantic crossing plus a short cruise to Nassau. Having recovered my equilibrium I accepted his apology and asked him how soon he wanted me to join.

I duly boarded the Queen Elizabeth a couple days later and found my way to the officers' accommodation to be told that the Commodore wished to see me. I was escorted to his cabin and introduced. He gazed at me, sighed, and said "I understand that you are one of these officers without a certificate". "Oh no sir" I replied brightly "I have a 2nd Mates Certificate" "That's what I meant" he growled. Just in case I was getting ideas above my station! However, I was less in awe of him a few nights later when he sat on a table in the chartroom and gave me a few hints on how to obtain a position using Loran A sky waves – an instrument of which I had had no previous experience.

I must have done something right because on our return to Southampton I learned that he had agreed that I be retained on the ship for a further trans-Atlantic crossing & Nassau cruise before setting off on a Mediterranean cruise. It was definitely a fun cruise with our first port of call being Las Palmas. As we approached we were advised that we would receive a welcome fly past from the Spanish Air Force. The aircraft turned out to be 1940s vintage Hienkel 111s straight out of the film Battle of Britain. The other calls were Casablanca, Cannes, Naples, Piraeus and Madeira before returning to Southampton via New York.

Cunard were now in the process of building no less than seven six thousand ton cargo ships for the North Atlantic run. Four of the Media class and three of the Samaria class which were slightly bigger & faster than the first four. The last of the S class – Scotia - was ice strengthened and fitted with all the gizmos that were needed to operate to Montreal throughout the winter.



Face of Mariners' Park—Captain John Roberts

These ships, together with the two A class ships which provided a similar service from London and Glasgow gave Cunard a modern cargo fleet. With hindsight, of course, it was too little and much too late.

Meanwhile a certain young lady had come to my attention. We had first encountered each other in 1959/60 when we used to see each other at Paignton bus station on a Monday morning – me on my way back to Plymouth Navigation School & Judie (for it was her) in her school uniform (floppy felt hat in the winter and straw boater in the summer). I have always had a thing about women in uniform – perhaps those early morning encounters have a lot to answer for. We occasionally used to see each other at St. Luke's church in Torquay but the sum of these encounters was more mutual antipathy than romance. In any case I was about to go to sea for the first time so that was that. I used to come home for a few weeks leave after as many months away and then I was off again. Judie used to complain that every time she saw me I was with a different girl to which I would reply that it was because the girl from my previous leave had done a runner and found someone new.

In fact the romance might not have progressed much further had Judie not literally taken matters into her own hands at a party by running her finger down my spine as I stood at the bar. We danced that night to "Strangers in the Night" by Frank Sinatra. That became our tune & still is.

That was in 1966 and we were married in St. Luke's Church Torquay on May 4th 1968. We were married by Judie's brother in law, the Reverend Geoffrey Wrayford and her sister Janet was the Matron of Honour. Talk about keeping things in the family! Geoffrey preached the only sermon that I have ever been able to remember, taking as his text a line from one of the hymns "finish then thy new creation". It was a wonderful moment when we ascended the chancel steps to hear the choir, of which Judie was a member, thundering out the descant to "O Praise Ye the Lord."



Face of Mariners' Park—Captain John Roberts

We have always enjoyed our holidays but one of the earliest was also one of the best and it came courtesy of Cunard. I was then Second Officer of the good ship "Media" We managed to arrange for Judie to come with me for a 3 week round trip and thus it was that we took to the Mersey one evening in May 1969 bound for New York. I will not go into all the details of that voyage but the chief characters were the old man who insisted on entertaining Judie in his cabin to do crosswords while plying her with gin and water – not a drink that Judie was familiar with, and an old Western Ocean steward called Tom, who clucked around after Judie like a little old hen. The crossing was uneventful and much to Judie's surprise (for she had little confidence in my ability as the navigator to be able to find America let alone the entrance to the Hudson River), we duly arrived at the Narrows Anchorage & were instructed to anchor for immigration purposes. It appeared that immigration required the 2 supernumeraries to be produced to them before they would let us proceed to the berth. It quickly became apparent that this was no ordinary Friday night in New York for their astronauts had landed on the moon for the first time the previous day and all the lights in the skyscrapers had been left on in celebration and so that they could be seen by the astronauts.

The American immigration officers can be difficult and sometimes downright rude. We need not have worried for Judie turned on the charm and remarked what a beautiful sight the lights were. The face of the tough immigration officer melted into a smile and he drawled "We did it for you Ma'am, we did it all for you".

By chance I did the vast majority of my trips during this stage of my career on just two ships – Samaria and Alaunia. According to my diary I did 87 North Atlantic crossings in these two ships compared to just 30 in the other seven ships in the period from 1965 to 1969.



Face of Mariners' Park—Captain John Roberts

It was a good life and we all thought that it would go on for ever, or at least until retirement, but changes were afoot in the shipping industry in the form of the container revolution. Cunard Cargo Shipping became Cunard Brocklebank or was it the other way round? It was emphasised that officers would be expected to serve in any of the constituent company ships. That did not suit me as a dedicated North Atlantic short trip man. At the same time I heard that the company was seeking volunteers for two roll on roll off/ container ships then being built at Wallsend. I duly volunteered and was appointed to Atlantic Causeway then fitting out. No sooner was the fitting out coming to an end than I found myself re-appointed to Atlantic Conveyor then just beginning her fitting out so it was March 1970 before I sailed on the maiden voyage. The union negotiated a good deal for us & the leave entitlement was 2 on 1 off but on the other hand New York was but a dot on the horizon. Conveyor was capable of 25 knots which made for an interesting life when steaming through the Dover Straits on a full flood tide. Despite this there was obviously no chance of remaining on Conveyor and the Brocklebank ship to India was looming so I decided that once I had passed the examination for Masters, then I would seek employment in a ferry company. Fortunately I had a friend who was a Master with British Rail in Dover.

I passed for Masters in late 1971 – if I remember rightly it was Christmas Eve when I got the news from the clerk in Dock Street. In fact I remember asking him to check the sheet to make sure that there was no mistake.

In January 1972 I was invited to travel to Dover for an interview with the Marine Superintendent of British Rail Dover which took all of 5 minutes. He just looked at my discharge book and announced that that would be alright. The Dover fleet was at that time run under the auspices of the British Railways Board Southern Region. This was to change five times in the next 26 years with the company becoming part of Stena Line in 1996.

We were still living in our flat in Torquay at this time and as I was required to live within a reasonable distance of Dover we obviously had to move. For the next 7 years we lived in a little cottage just outside Dover.

In 1977 we went on a skiing holiday to Austria. Two things happened there. First Judie was rescued from the woods by the Austrian Army and then when we returned home we discovered that she was pregnant. I don't blame the Austrian Army for that – it probably had more to do with the copious amounts of gluhwein that we had drunk in the evenings!

And so on a dark and stormy night in November 1977 Alexandra was born and we settled down to life in the cottage. However It soon became apparent that Guston was not the best place to bring up a young child.

Through friends we had become familiar with Kingsdown - a village on the coast between Dover and Deal. We moved there in 1979 and it obviously was the right place to bring up a youngster as we stayed there for the next 38 years. By 1975 I had been promoted to Chief Officer and had served on all of the ships of the Dover/Folkestone fleet. I was Chief Officer of St. Christopher from 1981 to 1986. In that year I was promoted to Master of the Sea freight Freeway a ro-ro freight ferry with unreliable engines, running between Dover, Dunkirk and Zeebrugge. My first berthing as Master was carried out on one engine and half a bow thrust.

Face of Mariners' Park—Captain John Roberts

In 1998 I was offered voluntary redundancy. The acquisition by Stena Line did not go well and very nearly brought Stena down. The solution was a local merger between Stena & P&O hence the call for redundancies. I was only 55 and for the previous seven years I had been happily ensconced as Master of the Stena Invicta. Although a little down on sea speed she was highly manoeuvrable and, providing you did not ask too much of her, was very forgiving. In other words I was well within my comfort zone and did not want to be dragged out of it to do battle with either P&O or their ships. So I decided to take the money.

As things turned out my departure coincided with that of Stena Invicta. She was also surplus to requirements and was to be laid up in Bremerhaven. I was fortunate enough to be rostered on for her last round trip from Dover to Calais. I will never forget my last night on Invicta. We said farewell to Calais with three blasts on the whistle (the sailor's farewell) but Dover was an anti-climax. We had to move to a lay by berth after discharging which I would normally have allowed my Chief Officer to do. This time I indicated that I would do it. It took just a few minutes but it was my last act as Master. Once she was safely tied up, we just shook hands & that was the end of my 38 year seagoing career.

Judie was also offered voluntary redundancy by Barclays in 2000 but by 2015 it was obvious that we needed to make a move and the dreaded word downsizing became part of our vocabulary. Over the previous 15 years or so I had become familiar with Mariners' Park and by this time Alexandra had settled in Manchester. After a lot of cogitating we decided that, all in all, the best place for us was Mariners' Park. It was not an easy decision but events have proved that it was the right one and we arrived last June to discover that we had, as yet, no idea of the meaning of the word downsize. We have a brand new apartment together with a dedicated staff who look after us, the gardens and the buildings. One of the carers said to me recently that she loved her job. What more could we wish for. What indeed?

Left to right, John Lang, Mike Watts, James Hofton, Jim Stone, Bob Thornton, John Roberts, Peter McEwen, Chris Hairsine, Paul Robinson, John Davies, Alan Stewart, Kevin Murphy, Mike Reeves, Liz Richardson, James Gowry

Photograph was taken in 2007 to commemorate the 150th Anniversary of the MMSA.



Social Zone

DATES FOR YOUR DIARY

Seafarers UK week

Monday 25th June

Seafarers Happy Hour

With a sing along, starting at 2.15pm

Mersey View Car Park

**

Wednesday 27th June

Trip on the Ferry

More details to follow

**

Friday 29th June

Fish and Chip Friday

All money raised at Can Cook is donated to Seafarers UK

**

Monday 9th July

BBQ Afternoon

starting at 12.00pm

Donation of £2.00 per person

**

Friday 27th July

Black Tie Event

**

Social Zone

DATES FOR YOUR DIARY

Friday 3rd August

Mariners' Park Summer Fair

10.00am till 2.00pm

**

Wednesday 15th August

VJ Day Service

More details to follow

**

Saturday 18th August

Chippy Tea

More details to follow

**

Monday 3rd September

Merchant Navy Day Service

**

Saturday 22nd September

Bring and Share

starting at 8.00pm

**

If you have any ideas for trips, new events please email or talk to
Audrey Stocker

All dates are subject to change. Please check
your week events list

Thank you

Royal Wedding Event



Royal Veteran Garden Party 2018 at Buckingham Palace

Veterans from around the country were invited to The Not Forgotten Association to join in this year Veteran Garden Party, on Thursday 15th June. We were lucky enough to be moved to 1st class on the train, the weather was perfect, we all had a lovely afternoon. Princess Anne was the royal in attendance.



Mariners' Park receives a "Fluffover"!!!!

On Friday 11th May, the Hub and the care home received a visit from a family of specially-trained woolly Siberian huskies who take their work very seriously!

These gentle giants, who are registered PAT dogs (pets as therapy), used their skills to touch the hearts of staff, visitors and residents, spreading comfort and joy wherever they went!

www.therapyhuskies.co.uk was founded by Adrian Ashworth and his partner Claire Day last year after both of their fathers were diagnosed with dementia.

The pair soon realised their four huskies, Mum Stormy and her 3 pups, Thunder, Thor and Binny Boo, were reacting differently to the two men who were still in the early stages of diagnoses.

Adrian said: "Thunder knew beforehand. When my dad first started to forget things, he would kiss him and sit at his feet."

The dogs, who Adrian and Claire walk 10 to 15 miles every day, have touched the hearts of hundreds of people on their visits around the UK. Mariners' Park can't wait to welcome them back again!



Mariners' Park receives a "Fluffover"!!!!



Mariners' Park Care Home

I was tasked with finding volunteers to assist us with various roles in the Care Home and Hub and I am pleased to announce that with the help of Nicola Burns we have recruited our first two volunteers.

Linda Welsh

Linda's father, Wally Garbutt, and her aunt were both residents at Mariners' Park Care home and Linda spent a lot of time at the home visiting and helping out. Linda has had other voluntary roles and always came to us with new ideas for activities. Linda is married with 3 children and 2 grandchildren. Linda works part time helping children and adults with special needs.

Lorna Crail

Lorna has been a carer for her mother and recently contacted us to offer herself as a volunteer. Lorna is married with a daughter, two granddaughters and a great granddaughter.

Both Lorna and Linda will be undertaking some essential induction training and will eventually become Dementia Friends.

I'm sure you will join me in welcoming them to Mariners' Park. We are very grateful for the time they give to us and residents.

If you would like to enquire about a voluntary role and can offer some time each week please contact me at the care home on 0151 346 8888 Jane Davies, Registered Manager.
Left to right are Lorna Crail, Nicola Burns and Linda Welsh



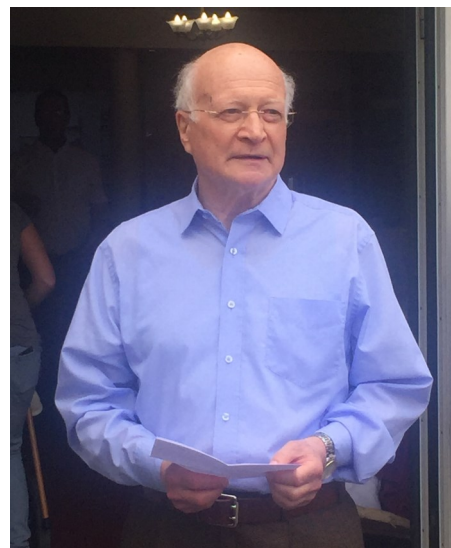
Mariners' Park Care Home

Thank you to those that joined us for Pimm's on the balcony at the Care Home on Tuesday 12th June. Thankfully the big raincloud didn't bother us and the sun eventually shone through.

It was lovely to mark the new glass balconies and remember resident, John Tunstall who generously bequeathed the funds for them. I think we can all agree that John has left something that will give other residents many years of pleasure, ensuring unobstructed views of the Mersey and Liverpool waterfront.

We were joined by the Executors of John's estate, Michael Edwards and George Ryan and some very fitting speeches from Michael and Mick Howarth.

Thank you for a lovely afternoon, sharing wonderful memories of John Tunstall.



Black Tie Event

Titanic Black-Tie Themed Fundraising Event

raising funds towards

The Battle of the Atlantic Memorial Appeal

on

Friday 27th July

starting at 7.30pm

Function Room, Hub

Tickets £12.50 per person

One free drink per person

(bring your own bottle)

Hot buffet, entertainment, raffle and much more..

Tickets available from Hub and Care Home Reception

Face of Nautilus Welfare Find—Helen Stokes

Just a quick resume,

I was born in 1959 one of five children (catholic- of course) born in Liverpool brought up in Wallasey - perfect combination! Have been married for 36 years to Colin who is now retired (lucky) but he is 9 years older than me so has earned it. We have two children – one of each – Nick and Laura and a granddaughter Amber, who is ten years old and she teaches me about the modern world with the utmost patience. Though I have been very happy to see that recently she has returned to reading books again and so leaves her tablet alone for at least an hour per evening!



I have worked here at Nautilus for thirteen years now as the care home administrator and whilst it is sometimes quite demanding, it is a very interesting position. No two days are the same as you never know who is going to ring up or arrive at the front door of the home and I always consider we are very fortunate to have the support to be able to provide a very good service to our residents. I have worked at other homes over the years and they were not so lucky, so we have to be thankful.

I have reached that stage in my life where I am content to sit and read a good book or cook a nice meal or even take a good walk along the promenade, none of which are particularly 'keep fit' pastimes, but then I do always manage to move with speed on a Friday evening as it is of course Chardonnay night!!

Face of Nautilus Welfare Find—Helen Stokes

Farewell to...

Nadia Forbes, Domiciliary Care Team

Diane McNee, Domiciliary Care Team

Abbie Duggan, Care Home, was our first Health Care Assistant Apprentice and has been with us for several years now.. Abbie is looking to change her role and will be working in the Walton Neuro Unit. I'm sure her possibilities will be endless and she will be missed very much by all of us.

Lydia Wylde HCA Care Home

Wishing all our leavers the best of luck for the future

Welcome to ...

Mike Barney, Seasonal Gardener

Vickie Carroll, Domiciliary Care Team

Prem Clay, Care Home

Joanna Curtis, Care Home

Office Closed

**The Office and Hub Reception will
be closed on:**

Monday 27th August

Welcome

We would like to welcome some new residents to Mariners' Park:

Mr & Mrs Duggan

Mr Coyle

Mrs Lawson

Mr & Mrs O'Neill

Mr & Mrs Bates



Do you want to receive the quarterly Newsletters

Are you happy to receive the quarterly Newsletter? If you no longer wish to receive the quarterly Newsletter from Nautilus Welfare Fund please contact the administrators on one of the following or pop in the Trinity House Hub reception and speak to either Annette, Julia or Sharon:

Telephone: 0151 346 8840

Email: welfare@nautilusint.org
