



THE JOLLY ROGER

RYE HARBOUR SAILING CLUB QUARTERLY NEWSLETTER



Eric Zon-Commodore



2019 Prizes at the AGM



The Cornish Trader sets sail



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Who's Who

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Introduction from the Editor, Andrew Powell:

The Club's annual AGM took place on a bright but blustery Sunday (did this presage the last of the autumn storms I wondered?). We welcomed the new Commodore, Eric Zon, and the new Vice-Commodore, David Townsley and the President, Carey Marsh and all present expressed thanks to the out-going Commodore, Richard Hopper, for his sterling work during his two year tenure. This was also the occasion when the Jack Doust Cruising cup was awarded to Gary Palmer in recognition of his voyage from Northern Ireland to Rye. A well deserved award was also made to Claire Powell and Alison Short for their hard work throughout the year in invigorating the Club's social calendar. There was recognition of members' achievements during the racing season at the Club's annual dinner (see below). I am grateful to all those who have contributed to this edition of the Jolly Roger.

What of sailing achievements in 2019 outside the Club? Two spring to mind:

On 7th September 2019 Jeanne Socrates completed a non-stop solo circumnavigation navigation in her 38 foot yacht *Nereida*. At the age of 77 she became the oldest person to have achieved this feat. This was not her first time: in 2013 she was awarded the Guinness World record following two abortive attempts in 2009 and 2012.



Socrates had taken up sailing with her husband in 1997 following retirement. The couple travelled across Europe, the Caribbean and the United States. Socrates continued to sail alone following the death of her husband. She understandably found it a daunting task to master the systems on board her yacht and to cope with the numerous problems which she encountered on her voyages. In 2017 she fell off her boat, sustaining a broken neck and ribs. Her example is an inspiration to all of us who fear the creeping effects of age upon our capacity to sail.

The second award for endurance and tenacity must go to Will Hodshon and Rich Mitchell who

Introduction from the Editor

completed a non-stop and unassisted circumnavigation of the British coastline. They were the first to do so in an open sailing dinghy, a refurbished 69 year old Wayfarer. They completed the 1390 nautical mile journey in a record 18 days.



The venture was a tribute to the seaworthiness of the Wayfarer, a boat many of you will be familiar with. It has been used for other challenging voyages: the late Frank Dye sailed one named *Wanderer* from Scotland to Iceland and Norway and crossed the North Sea twice. Fortunately, *Wanderer* was preserved and can still be seen in the National Maritime Museum Cornwall.

The first Wayfarers were constructed from wood based upon a design by Ian Proctor in 1957. The boat has a Bermuda rig with a main, jib and symmetrical spinnaker. Apparently, the wooden version can still be ordered. The large floor space affords sufficient room for two to sleep beneath a boom-tent. Subsequently, from 1965, GRP versions were introduced which incorporated various modifications although some experienced sailors are of the view that versions closer to the original design are better for cruising in view of their greater stability and storage. Those of you with experience of sailing Wayfarers may have your own views of the relative merits of the different models.

Message from our Commodore, Eric Zon

Unlike most chosen to a position of 'great power' I did not have to come up with an election program, promises and budgets. No promises I can break, or that are impossible to keep, more of a matter of 'you better get on with it old chap' and take the flak.

What would I like to achieve though?

We have seen a declining membership over the last years. It would be great to start a growing membership again and I see no reason why we would not.

We have a clubhouse in the most beautiful location with views, from the river out to sea, that I would happily retire to. The clubhouse has seen great improvement in its facilities and now it can do with improving the actual accommodation. We will need to find funds for that but have a lot to gain by it.

The dinghy section has seen a steady race program which now extends to the winter. Of course you don't have to race on these days but it is a great opportunity to go out sailing while there is a safety boat out. More members should take advantage of this and we have plenty of club boats that can be used by people with experience.

The cruiser section has been struggling to get the numbers up in its races. We will have to try to get more of the cruisers moored in Rye involved. Racing is one of the best ways to improve your sailing skills and it doesn't have to be cut throat.

There are also yearly regattas to France. You can race but it is also great for your first crossing to France in company or just give you the day in the diary to go.

Last but not least there is now a thriving social program. If this is not to your taste please come up with ideas and/or join the social committee. The club is only as good as you make it.

The next big event is the Rum race on January 12. The race will start at around 1100 and the bar will be open. Do come and join in whether as spectator or sailor. Some years I didn't know "what would be the better choice"?

If you would like to get involved in any aspects of the club or would like to share any ideas for the club please don't hesitate.

Fair Winds

Eric Zon

Commodore

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Prizes at the Club's Annual Dinner at Webbe's

The Club held a highly enjoyable Annual Dinner at Webbe's Fish restaurant in Rye on Saturday 16th November. The standard of cuisine and service at Webbe's At The Fish Café is one of the very best in the region and this event was no exception. Following a delicious meal, the prizes for sailing achievements in 2019 were announced. Prizes for the Dinghy fleet, which goes from strength to strength, were announced by the Rear-Commodore, Simon Marsh, and presented by Tessa Cleveland.



Mark Whiteman (pictured left) received three prizes including a prize for providing the most amusement during the year.

Scott Wilkinson was awarded the Admiral Anstruther Cup. Anna Knight and Sue Saich also figured prominently in the awards.

A full list of the prizes awarded is set out below.

Prizes for the Cruiser fleet were announced by David Preston who was also a main recipient of prizes for his performances in Luna winning the Spring series, the Commodores Regatta and the Hacking cup. Howard Bates was also a major recipient having won the Bramley Cup, Pocket Cruiser and Autumn series. These were accepted on his behalf by a member of Mallard's crew as Howard was unable to attend the event due to illness.

The Club's Annual Dinner at Webbe's

2019 Cruiser Trophies

Series/Trophy	Winner 2019
Spring Series	Luna David Preston
Commodores Regatta	Luna David Preston
Bramley Cup	Mallard Howard Bates
Pocket Cruiser	Mallard Howard Bates
Autumn Series	Mallard Howard Bates
Mike Haynes Trophy	Roxanne Rick Elliott
Chamber of Commerce (Hacking) Cup	Luna David Preston
Runners Up Cup	Roxanne Rick Elliott
Presidents Cup	Luna David Preston
Ladies Cup	Helena Anne Caroline Wylson
Jack Doust Cruising Cup	Gary Palmer
Sundial	Eric Zon

N.B. Richard Hopper has informed me that the Bramley Cup was presented to the Club by Clem Ramus, an apple farmer from Iden. His boat was called "Bramley". Jack Doust was a former Harbour Master.

Ed.



Claire Powell, the winner with John Powell, of the Camber Cup in the dinghy section

The Club's Annual Dinner at Webbe's



Andrew Hewitt, winner, with Mary Hewitt, of the Reg Blattman trophy in the dinghy section

The Club's Annual Dinner at Webbe's

2910 Dinghy Trophies

Trophy	Awarded To	Winner 2019
Admiral Anstruther Cup	Series 1 Winner	Scott Wilkinson
Camber Cup	Series 1 Second	John & Claire Powell
Reg Blattman Trophy	Series 2 Winner	Andrew & Mary Hewitt
Forge Trophy	Series 2 Second	Anna Knight Sue Saich
Heavy Weather Bowl	River Rother Races Winner	Mark Whiteman
Trevor Parks Trophy	River Rother Races Second	Eric Zon
Rother Cup	Summer Series Jnr	Hamish Zon
Scorpion Pot	Mirror Class	A Knight S Saich
Tillingham Cup	Ladies Trophy	Sue Saich
William The Conqueror Cup	Most Improved Sailor	Martin Newman
Postling Cup	Winter Series Winner	Mark Whiteman
Sharon Marsh Shield	For the sailor providing the most amusement during the year	Mark Whiteman (for bending his mast)



David Preston celebrating his many awards in the Cruiser section

Open Water Challenge

The Club has received the following communication from Victoria Aldwinckle. If any members would like to get involved in this event they should contact Victoria on one of the telephone numbers at the end.

Editor

I am getting in touch as I am organising a Challenge for 2020 that maybe of interest to RHSC members - either for support they can offer or taking part?

For my sins, I am Chair of Goudhurst School PTFA and every two years we do a big fund-raising 'challenge'. Last time around it was the Three Peaks and we raised just under £9,000 which got split 50/50 between our School Charity and Demelza House - a wonderful hospice for children in Kent.

In 2020, we are creating our own 'challenge'. A team of adults will compete to race around the Isle of Wight over a weekend. One team will run / walk - covering 50km each day. A second team will kayak around the Island - around 8 hours of kayaking each day, covering 45 km each day. The third team will dinghy sail in a Wayfarer Dinghy - covering roughly the same distance as the kayakers.

Clearly, there are lots of elements, mostly safety, to consider with regards to the water-based teams, which I am slowly making my way through.

The weekend in question is 30/31 May (for tidal reasons) which happens also to be the weekend of the Round the Island Race.

The two areas that might be of interest to members are:

- 1. One space going spare on the Wayfarer. Or we can take another complete dinghy and crew (3 per boat)*
- 2. We are seeking to borrow / hire some GP kayaks - there is also scope for including extra kayakers, if anyone is wanting an open water challenge.*

To make the most out of the opportunity - and also having around 1000 boats in the Solent for the RTI race - we'll be designing t-shirts for our walkers / runners and shore crew, ID flags on flexipoles for the kayaks and graphics on the spinnaker and sails of the dinghy. This would be in addition to Kent-based media and newspaper coverage that we intend to generate. This all gives us lots of opportunity to offer exposure, branding and promotional opportunities to any organisation or company who wishes to get onboard the challenge.

if you think it's appropriate, do you think this could be circulated to RHSC members to see if anyone would like to be involved at all?

Victoria Aldwinckle

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The year has been a lively one for the Dinghy Section with sixteen crews regularly racing on a Sunday in addition to the several other crews who sail for leisure. In addition, we've welcomed several other crews from other clubs who have come to partake in open races such as the Rum Race. This translates into eighteen races in a variety of weather conditions in addition to free sail sessions (often on a Friday evening before retiring to the William the Conqueror pub) or thirty sailors plus the crews of the safety boat and Committee Boat who help out but don't sail.

On reflection, the weather had treated us well for most of the summer but the autumn high winds saw us moving from Rye Bay to the River Rother to race (in 2018 four races were on the river whilst 2019 has seen us race on the river seven times, the majority at the end of Summer Series 2). The club also supported the annual RYA Push the Boat Out weekend that seeks to encourage people to 'have a go' at sailing. It is always fun to run and the club saw a number of families come through; the challenge though is always to encourage them to come back and take up sailing. That said, there has been a healthy rise in the number of new members who sail dinghies.



Race results for the year are:

Winter Series 18/19:

Winner – Mark Whiteman

Runner up – Steve Eccles

Summer Series 1:

Winner – Scott Wilkinson

Runner up – John & Claire Powell

Summer Series 2:

Winner – Andrew & Mary Hewitt

Runner Up – Anna Knight & Sue Saich

Heavy Weather Bowl (for races in the River Rother):

Winner – Mark Whiteman

Runner Up – Eric Zon

Winter Series 19/20 started in November with Chris Baker winning the race– there will be five races in total (ending in early March) which includes the open Rum Race on 12 January. In wishing you all a Happy Christmas the Dinghy Committee would like to thank all of you who come out in all weathers to race around the Bay or on the River and make dinghy racing in our club such a fun event.



Note from the editor:

Many of you will be aware of John Powell's military background. John, who is a previous Vice-Commodore of the Club, is the Regimental Secretary of the Princess of Wales's Royal Regiment. John informs me that their Colonel in Chief is HM Queen Margrethe of Denmark and that Danish Princes, Kings and Queen's have been Colonels in Chief of the Regiment and its forebears (starting with the Buffs (East Kent) Regiment) since 1689. On 27 November, during a Royal Audience with Her Majesty in Copenhagen, she appointed John a Kommandør in the Order of the Dannebrog which is a Danish Order of Chivalry instituted in 1671.



On our way to the Caribbean By our Commodore, Eric Zon

Three years ago I raced in the Sydney Hobart with my friend Dick. In that case it was impossible to get his boat there so we raced in a local boat, a Beneteau 47.7. This time Dick has come up with the plan to do the Caribbean 600, a race starting and finishing in Antigua, in February 2020. However he would like to do it in his own boat, a Sovereign 400. Dick built the hull for this boat in 1999 and finished the boat himself in 6 years in his garden. He keeps the boat in Conwy and tries to do at least the Scottish Islands Peaks Race and the Three Peaks Race every year, as he likes sailing in Scotland. I have never sailed in his boat but have offered to take the boat to the Canaries over time.

In July we take her from Conwy to Newquay is the plan in typical Welsh summer weather, wet and with a South-westerly hard on the nose. We have to motor sail to make headway and don't make it past Padstow, which of course is a very pleasant place to stop for a dinner. The plan is to sail her on to Newquay later in the season, but unfortunately, the weather, tides and our availability do not come together and so it will be Padstow we leave from in September to cross Biscay.



Laura (in centre)

We gather on a Tuesday evening with a team of 6 and despite the plethora of good restaurants it is not easy to get a table and impossible to get one at Rick Stein's. We find a pub restaurant at the harbour with a good fish menu, Oysters and Seabass galore for the sailors, a last good meal. The team is Jan Hein from the Netherlands (who I have sailed with since we were racing Optimists at 6 year olds), James, my doublehanded sailing partner for the last 6 years, Paul and Andy (who have done a bit of sailing with James and were very keen to do a big crossing) and Ben, my old business partner, who has sailed a lot with us over the years, but also on his first crossing. We have all brought some frozen, home-cooked meals so the cooking will be easy.

It's a bit choppy when we leave the port but a great 20 knots on the beam makes us fly towards Land's End. Unfortunately, it is a Southerly and so, after Land's End, we cannot quite lay our course to Finisterre. However, I am quite happy to get more distance between us and Biscay so really it's not too bad.

On our way to the Caribbean By Eric Zon

We keep the full genoa on but have two reefs in the main and Laura speeds along, staying above 7 knots all the way. Several crew are seasick so we don't really get to cook and just eat some dry biscuits and dried fruit. The wind slowly changes to a North Westerly and we will sail most of the way with just the Genoa out and flying along. A big oil tanker passes us in the day close by on exactly the same course but when the evening comes we see its lights coming closer and the tanker only goes about 1 knot in an easterly direction. I decide to call them on the VHF to decide what way to pass them. They tell me they are drifting as they have engine trouble. I assume they don't want to call for help yet but it is somewhat disconcerting to see a tanker slowly drifting towards Biscay! I never heard anything more of it so have to assume they managed to fix the problem.

Although the sailing goes well the crew is doing less so, it appears that we have the vomiting bug on board. One by one we all catch it and are out for about 18 hours each. On the one hand it is good we have more crew but, on the other hand, the berths are at a premium now with one or two constantly used. We also go through water as if there is no tomorrow with lots of hand washing and cleaning up. This results eventually in the main water tank being completely empty and rations being given out from a jerrycan. We find that the water meter indicator has not been working being stuck on $\frac{3}{4}$ tank..... We decide to go into Porto instead of Lisbon, partly because of the water situation and partly because everyone can do with a good rest.



It is beautiful sailing along the Spanish/Portuguese Coast with a nice moon, a steady 15 knots wind and we manage to arrive in Porto around midday so it couldn't be better. Quite a tricky river with lots of shallow patches but, of course, no competition with the harbour of Rye in awkwardness!

We motor around the sandbank into the marina and await the marina launch to show us to our berth. Jan Hein is on the helm and turns around at the end of the main lane of the marina. He cannot quite make it back so we head for one of the pontoons when he tries to reverse. There is a lot of noise but the engine does not go into reverse. It feels like we have no prop anymore.

Left- the state of the prop

All the crew were ready to moor so we have them on the decks with fenders and, as luck will have it, we are going for two big 50 footers with fenders out as well and we manage to wedge ourselves in, without hurting anyone or damaging any of the boats involved. The launch pulls us out - now the engine only seems to run in neutral and will not go forward or backwards. We stay in Porto for another two days, give the boat a deep clean and enjoy the local food and wine!

On our way to the Caribbean By Eric Zon



The boat gets lifted out when we are home and it appears that the key attaching the prop to the shaft has sheared so it doesn't turn anymore. A very easy and cheap repair if we forget about the crane and time... The boat is ready for my next trip taking her from Porto to Tenerife in November.



Eric Zon

Report of the Rear-Commodore House, Mick Kirby

With the onset of autumnal weather and the end of the sailing season there is little to report in terms of activity. I would like to thank all those who have helped over the year to make the clubhouse a better place. As Richard Hopper has reported, the entry code to the Clubhouse has changed. With the installation of a new electricity smart meter, I am hopeful that the Club's electricity charges can be kept within reasonable levels.

Not already a member of the Club but would like to join? - follow the simple instructions below:

1. Download an application form from our website: <http://www.rhsc.org.uk/Membership>
2. Refer to the notes on page 3 of the form and decide which category of membership is appropriate for you or your family and complete the form accordingly
3. Calculate the fee payable based on the notes on page 3 (including any berthing fee)
4. **Either:**

Send a scanned copy of the completed form by email to the Membership secretary, Richard Hopper (richard@richardhopper.plus.com) and pay the fees by bank transfer to:

Sort code: 30-90-28 Account No. 00752410 (Rye Harbour Sailing Club) quoting your surname as the reference.

Or: Send the completed form and your cheque for the fees payable to:

Richard Hopper Esq., TD,
Membership secretary
Thornhill
Playden
Rye
East Sussex
TN21 7PH

5. Should you have any queries about applying please telephone Richard Hopper on 01797 222291 or write to him by email or post.
6. Once your application has been processed Richard Hopper (and, if relevant, the Berthing Master, Jeremy Short) will contact you.

Rye Harbour Sailability (RHS) (formerly RHSC Sailability)

Rye Harbour Sailability (RHS) volunteers ended the sailing season on a high on Saturday 12th October. Although the weather, which was unusually calm, prevented sailing everyone shared a delicious hot meal and we celebrated Kerry's birthday. Kerry was signed up as our first Sailability member when we launched in August 2017. Since then Sailability has become a lifeline for people with disabilities who want to get out on the water sailing. Over this last year we have doubled the number of regular sailors.



Kerry and Jerry kitted up and ready to sail

Anna Knight asked one of the team about their experience as a volunteer with Rye Harbour Sailability (RHS)

Sailability and me

I am a people person, and where I see a need I tend to get involved. I'm not much of a home bird. I don't watch tele... I read and do internet things at home, and I have lots of activities that get me out, not least helping with grandchildren now and then. I had to give up Morris Dancing when the side ran out of members (I have not felt the urge to join a different side yet). I'm a bell-ringer, I help with Sunday School and other church activities (Run a house group, on rota to wind the clock, open the church sometimes). I help with an amateur theatre group, and sometimes do professional puppet theatre stuff.

I came to an open day of some sort and was encouraged to get involved by Caroline. "But I'm a novice,"... "Then come and help." I was given a date and time to turn up, and I did. I love being part of the team that make it happen, and make it a fun event for everyone, though I think I'll always be someone's assistant.

I needed to learn about sailing and it seemed an excellent opportunity to help and be helped. I was free for the next session so why not?

Rye Harbour Sailability (RHS) (formerly RHS Sailability)

I think maybe the sailing has taken the place of the Morris. A new challenge to learn a new skill. I love the water, although I think I'll always be a fair-weather sailor... not a proper one. I hadn't appreciated how different tidal boating is to the inland waterways when I started, and I'm enjoying learning.



Julian with Lueys' sailors and crew

The people that we take out enjoy the experience – a bit of excitement in a safe environment - and not just on the water, but at the club house too. Lovely food, nice atmosphere, a sense of occasion.

I love it too.

More joy to the world.

Julian Rumball

We look forward to another successful season next year. If you are interested in volunteering your time just once a month and becoming part of this exciting charity, please email carolinewylson@btinternet.com

Rye Harbour Sailability Team

Events for your diary –January & February 2020

12th January	RYA Cruising Conference	
Sunday	Rum Race (Dinghies)	Postling Cup
Sunday 9th February @ 1029	Dinghy Winter series	Postling Cup

Christmas Card Photography Competition!

In order to enhance the profile of the Club and gain further income, the Club intends to produce a Club Christmas card for 2020 and has decided to hold a competition open to all the members to find a suitable photograph showing a Club-related theme. This could include views of the Clubhouse or boats moored on the river or other Club sailing activities, preferably with snow or a winter scene.

In order to participate, interested members should supply a high definition image they have taken personally.

Entries should be sent to the Vice-Commodore, David Townsley (davidtownsley1@hotmail.co.uk) by 30 April 2020. The winner, to be announced in due course, will be awarded an enlarged print of the winning photograph on canvas.

Wanted– articles for the Jolly Roger!

If you would like to share any sailing experiences or your expertise with our readership or simply make a comment, your articles or letters to the editor will be gratefully received and considered for inclusion in a subsequent edition of the Jolly Roger, We aim to maintain a balance between material relating to dinghy sailing and cruisers and also between articles which are informative, educational or downright comical and so please do not be offended if an article you contribute does not appear immediately. Articles or letters should be submitted to the editor (apowell@lawdisputes.co.uk) no later than 14 days before the publication date (i.e. by 16th November for the Winter edition, 14th February for the Spring edition, 17th May for the Summer edition and 17th August for the Autumn edition).

U-35 was a Type VIIA U-boat of the German Navy or Kriegsmarine. The submarine was launched on 24th September 1936 and commissioned in November in that year. U-35 was known as the “bad luck boat” as she had been involved in various incidents: she was rammed by a freighter, overrun by the pocket battleship Admiral Graf Spee in 1938 and hit by an aircraft. One of her commanders was left on deck by accident whilst U-35 dived and almost drowned.

In September 1939, after the start of the Second World War, U-35 was hit by a single depth charge dropped by a British destroyer and, for a time, the stricken vessel lay on the sea bed at a depth of 115 meters, deeper than its design depth. However, in a strange twist of fate, within a matter of weeks, two of its officers, its Commander Werner Lott and Second Officer Heinz Erchen, would be dining at Scott’s Restaurant in London. This is the story of the events which led to their change of fortunes. It is also a story of chivalry and human decency.

On 3rd October 1939 U-35 sighted a Greek Steamship, the *Diamantis*, 40 miles west of the Scilly Isles. U-35 surfaced and warned those on board *Diamantis* that she was about to be sunk. As the sea was rough and the crew would have drowned, they were taken on board U-35. About 30 hours later, the Greek crew were landed at Dingle Bay in Ireland. This event was witnessed by local people who had gathered in the bay. A crew member from U-35 rowed the Greek crew to the shore, several at a time. Once all were ashore U-35 slowly departed until it was eventually enveloped by fog.



Werner Lott in 1984 at Dingle Bay with Jimmy Fenton who, as a young boy, had witnessed the event.



Werner Lott on board U-35

At dawn on 29 November 1939, U-35 was cruising on the surface east of the Shetland Islands in the North Sea. The British Destroyer HMS ICARUS saw U-35 and turned to attack. However U-35's bridge watch failed to see HMS ICARUS approaching as they were blinded by the rising sun. They were taken by surprise but eventually U-35 crash-dived to a depth of 229 feet and then steered various evasive courses. Two other destroyers, HMS KINGSTON (under the command of Lt Cdr P Somerville) and HMS KASHMIR responded to HMS ICARUS's alert. These destroyers formed part of a flotilla under the direction of Captain Lord Louis Mountbatten aboard HMS KELLY. HMS ICARUS detected U-35's position using sonar and, directed by HMS ICARUS to the likely spot, HMS KINGSTON made two depth-charge attacks which jammed the diving planes of U-35 and put her at a sharp upwards angle. In an attempt to bring the bow down and regain control U-35 was put on full speed and all available crew were rushed to the forward torpedo room.

The Strange Case of U-35

The depth charges had also ruptured fuel and ballast tanks aft and no amount of weight forward could level the boat. Believing the boat to be doomed, Commander Werner Lott ordered all ballast tanks blown, resulting in an agonizingly slow rise to the surface. Upon surfacing, the deck gun was manned with the intention to shoot it out, but when three destroyers were seen close by and when one of them, HMS KASHMIR, fired at U-35, Werner Lott gave up and ordered the boat scuttled. As U-35 slowly flooded and settled, the gun crew raised their arms in surrender. There was a mad scramble overboard by the crew into the slimy, choppy and terribly cold water. HMS KASHMIR fished several officers and twenty-seven men from the icy water. HMS KINGSTON picked up Werner Lott and eleven others, who were the last to leave the boat.



Lord Mountbatten

"Our experiences with HMS Kingston and Kashmir were extraordinarily good after our boat had gone down. I was picked up as the last but one and as my life saver had been damaged when the U-boat sank under my feet I was already completely exhausted and stiff from the cold water. Somerville made a perfect manoeuvre and they threw me a rope which I could not hold in my stiff fingers. To my amazement they lowered a boat, hauled me into it and threw me like a bag onto the destroyer's deck because I had become too weak to jump on my own in the heavy sea. Under a doctor's supervision I was put into a hot bath and a bottle of Scotch held to my mouth which altogether gave all of us an astonishingly quick recovery."

Werner Lott

"In the night train to London Dec 2/3 39 all in our carriage were alarmed around midnight when Stamer had somehow organised a bottle of beer for everybody for then my birthday began. The Scottish guards taught us "happy birthday" - a most extraordinary story in the early war.

It so happened that I was escorted into the Tower of London on my 32nd birthday, the 3rd of December 1939. Heavily guarded by the Scotch Guards I was put into a prison cell down in the basement with a rusty bedstead as its only furniture. It was a cold winter and there was a fireplace, but with no fire in it.

I asked to see an officer with the only result that a sergeant would appear with the monotonous answer: "I'll see what I can do for you". Thereupon I decided to go on hunger strike until I came to see an officer - with very little effect, I must say. But I was lucky. As I was slowly beginning to doubt the wisdom of my decision, there was suddenly a commotion in front of my cell and when the door opened no lesser a person appeared than Lord Louis Mountbatten - flotilla chief of the destroyers that sunk our submarine. I shall never forget the expression on your face and the four words to the sergeant: Where is the commandant? It did not take long until a rather red-faced major from the Scotch Guards appeared and explained that it was all a horrible misunderstanding and that I would soon be moved into comfortable quarters. "

Werner Lott

The Strange Case of U-35

"Before we were turned over to the Army in Birkenhead he (Somerville) told me to sign the Visitors' Book. To my reply "There is a war on you know" he said "That has nothing to do with it. The first name in this Visitors' Book is that of our Chief's cousin, His Majesty the King. You are the second". I could never get over this.

The difference between our treatment on board and on land we then found great. We were transferred to London and put up at The Tower. We were not very happy with our treatment. That became sensationally better after a visit announced to us by the Sergeant "The Cousin of the King comes!" "

Gerhard Stamer

On 8th December 1939 after the KELLY had been mined in the Humber I reported to the Admiralty and took the opportunity of visiting the C.O., Officers and Ship's Company of the German submarine "U.35" which had been sunk by two of my Flotilla, KASHMIR and KINGSTON in the North Sea on 28th November 1939.

They were, I believe, our first prisoners-of-war and were confined in the Tower of London, guarded by a Detachment of the Scots Guards in rather deplorable conditions.

I was taken round, in the dark, somewhat dramatically by a Guardsman carrying a candle lantern, a Sergeant and a young Officer. I visited each of the "cells" in turn and spoke briefly to the officers and men in German. I asked for the Captain and was told he was in solitary confinement in the old Dungeons (I believe) and insisted on being conducted to his cell. There was no furniture except one decrepit old bedstead on which we both sat talking for sometime. I invited the officer and later his C.O. to remain present, though he understood no German, and the Captain, Lieutenant Commander Werner Lott, spoke no English at that time.

Lord Mountbatten



Scott's Restaurant London, also frequented by Ian Fleming at a time when he worked for Naval Intelligence.

"I'll take you to Scott's and we'll have some of their dressed crab and a pint of black velvet"

From "Diamonds are Forever"

Lord Mountbatten arranged for Werner Lott to be seen by the military commandant and soon afterwards Werner Lott was moved to new quarters, where he accepted an offered meal, honour now satisfied. The Admiralty sent apologies, via Lord Mountbatten, for the way that Werner Lott had been treated and offered as recompense a 'splendid' meal - an invitation for Werner Lott to dine at Scott's Restaurant. Werner Lott accepted on the condition that his second-in-command, Heinz Erchen, could accompany him. Lott and Erchen, having promised not to attempt to escape, were given parole for the evening. Dressed in civilian clothes, they were escorted across the drawbridge to a waiting Admiralty limousine. After a very convivial dinner with two British naval officers (one being Commander Halahan, whom both had known in Gibraltar in 1938) Lott and Erchen returned to the Tower.

The Strange Case of U-35

After leaving the Tower of London, Werner Lott and Gerhard Stamer spent the rest of the war at various prisoner-of-war camps.

Gerhard Stamer was awarded the Iron Cross for his efforts to ensure that U-35 was able to surface after the initial attack in September 1939.

Both men corresponded with Lord Mountbatten after the war until Lord Mountbatten's assassination in 1979. Below are two examples of their letters.



Leutnant Stamer

Your Excellency, Admiral of the Fleet,

My wife and we, the men of "U.35", congratulate you heartily on your 74th birthday and hope you will spend it in good health and not too busily.

I thank you and Her Royal Highness the Princess of Hesse and the Rhine again very warmly for the impressive tea in "Wolfsgarten", it will remain unforgettable for me.

As I promised at the Whitsun Reunion of our former Ship's Company, I spoke to our Captain, Lieutenant Commander Werner Lott, and the I.W.O. Lieutenant Heinz Erchen about your wish, and both told me that within the near future they would fulfill it. Both these gentlemen were allowed to pay a visit to the country through your intervention and this was perhaps particularly enjoyable.

Please send my greetings to the gentlemen from H.M. Ships KINGSTON and KASHMERE who perhaps still remember that November 1939. In once more expressing all our wishes for your personal well being and that of your family, my wife and I remain,

Your Excellency's
most sincerely
Irma and Gerhard Stamer

Korvetten Kapitän a. D. Werner Lott,

Your chief Engineer, my old friend, Gerhard Stamer, has written to inform me that you will be celebrating your 70th birthday on the 3rd December. I am, therefore, writing this letter now with the request that he will deliver it to you on your birthday with my personal best wishes and congratulations.

Gerhard Stamer tells me that it was while you were taken from Glasgow to London in December 1939 that you celebrated your birthday in the train and that the guards provided a bottle of beer at midnight with which to drink your health.

I should like to take the belated opportunity of congratulating you on your magnanimous behaviour when you landed the crew of the Greek ship, DIAMANTIS, in a remote bay in Ireland about the 4th October 1939, at considerable risk. Those were the days when the two navies behaved particularly well to each other and to others at sea during the war.

Mountbatten

The Strange Case of U-35

When I as the leader of the German Mobile Exhibition Central and East Africa met the prosperous farmer Halahan and his family on the slopes of Mount Elgon in Kenya 25 years later we had a memorable celebration.....

..On this same trip through East Africa I had to give many addresses to Rotary Clubs still very much alive in those days. And almost invariably I was toasted by the local President as a "guest of honour we all envy for one privilege he has enjoyed: he was H.M's. guest in the Tower of London".

When I participated in a conference of the European Training Institute in Paris which was held in London several years ago I entertained my wife to dinner in Scott's Restaurant and also visited the Tower of London under a Beefeater's guide. When the tour was over and question time opened I asked our guide whether one of the beefeaters had ever shown around somebody who had actually sat in the Tower as a prisoner. "Oh no", he said, "these times are long past." And he was quite astounded when I told him afterwards about my stay in the Tower.

Werner Lott

Found!



This is a photograph of a burgee found by Gary Palmer on Winchelsea Beach recently. Can anyone identify the club, association or vessel that it came from? It is quite large, measuring 24 x 16 inches.

Although it is well worn, Gary would be happy to send it back to the owners if they can be found.

Any information to the editor by email-apowell@lawdisputes.co.uk).

WILLIAM
THE
CONQUEROR
AT
RYE HARBOUR



WILLIAM THE CONQUEROR

- AT RYE HARBOUR -

William the Conqueror is a traditional, friendly pub, boasting real ales, hearty pub food including home-cooked Greek specialities, and a warm welcome for all.

There's a large outdoor area here too with plenty of alfresco seating on the banks of the River Rother



William the Conqueror Rye Harbour TN31 7TU 01797 223315

Tales of a Cornish Trader Part 4: The Continued Story of “How not to buy a boat” By Gary Palmer

Previously, in Part 3... After delays caused by a major steering problem, and winter approaching, we abandon our planned passage from Northern Ireland to Rye for 2017, and leave ‘Nomad’ ashore in Belfast until Spring 2018 when, with the very last of the tide, we finally launch ‘Nomad’.

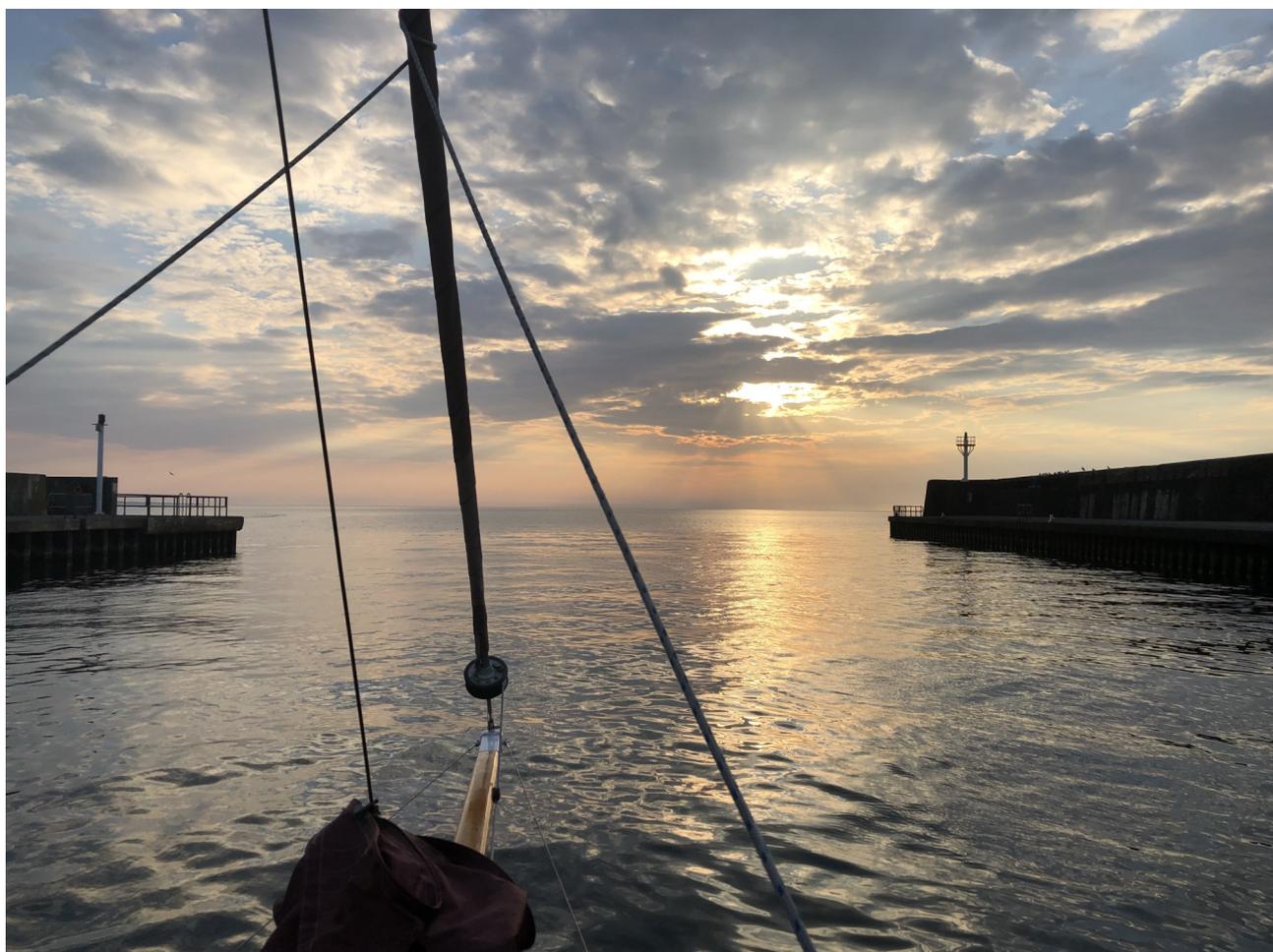
April 2018 - Afloat at last !

After the tension of the literally last-minute repairs whilst on the slipway, and wondering if we would have enough water to float in, it was with some relief that we motored away from the Belfast shore and watched the sounder slowly start to record some water under our keel. The sun shone, we throttled back the engine and put the kettle on.

But as the noise of the engine lessened, I became aware of what seemed to be another noise. Was that a metallic rattle or chatter I could hear? Or just unfamiliarity with the boat’s engine noises? Hmm.

A full complement and some sound advice.

After tying up at Bangor Marina, my crew started to arrive; Allan, Ken and son Michael. We then had a visit from another Ken, a friend of a friend who lived in Bangor. Ken had a great deal of cruising experience, both locally and on multiple passages across the Irish Sea and beyond so I was keen to hear his views. We discussed our passage plan, which at that time was to cross to the Isle of Man, then Holyhead and on down the coast of Wales and Cornwall. Ken advised otherwise, advocating staying close to the Irish coast and crossing the Irish Sea from Kilmore Quay in the south and heading straight for Land’s End. Although I had considered this option,



I had shied away from the longer Irish sea passage because it would mean a long (and partially over-night) passage from the south of Ireland to Land's End in what was an old boat with as yet unknown potential frailties, as well as possibly being kept in Ireland for a considerable time waiting for a forecast with a long enough duration of good weather to cover the distance, and I only had crew for the whole trip for a limited time. The alternative hop from Belfast to the Isle of Man and then onto Holyhead looked a good way to break up the crossing of the Irish Sea into manageable chunks, and if I am honest, it also felt a less daunting prospect than the much longer single passage across from the south of Ireland, which on the chart simply looked an awful long way exposed to whatever might blow in from the Atlantic ! But that, of course, is a weekend sailor's reaction, having the option of plenty of sea room must always be a strong consideration. However, Ken advocated both the likelihood of having a more sheltered initial part of the trip from prevailing south westerlies in the lee of the Irish coast and a fair number of places to duck into if the weather turned bad, rather than the potential of the lee shores and fewer easily accessible refuges of the west coast of Wales and particularly north Cornwall. Ken was quietly persuasive and after discussing the options with the crew, we decided on this advised route.



Skipper at rest



The Chef

Buying flares in Northern Ireland.

Although 'Nomad' had a very good supply of flares, they were all recent but actually just out of date. But I knew that there was a good chandlers in Bangor so no problem there? Wrong! Being pyrotechnic / explosive devices, obtaining flares in Northern Ireland is a protracted business involving filling in forms and submitting to the police for processing and finally taking a permissory purchase certificate to the chandler – all of which I was told could take several weeks. However I was also told that this restriction did not apply in Southern Ireland, so decided that the ample supply of recently-dated flares, two vhf radios on board and a course close enough to the coast for mobile phone reception, would be sufficient until we arrived there.

Ropes Off and Away

After a couple of days to stock up and stow, and some helpful advice on the timing of the local tidal streams, we motored out of Bangor on 21st April 2018 into a fine, bright and calm morning, and made the short hop to Ardglass via Donaghdee Sound, all on board enjoying the sunny day and watching the Irish coast slip by.. But my concerns about the chattering noise were confirmed by others in the crew, and my hopes for a mechanically worry-free trip evaporated. Having found nothing amiss with the engine, mountings or transmission, I felt that it might be the large bolt that the centreplate pivots on. This would of course mean lifting out to check or repair but as I had been told that the bolt had been renewed not that long ago, and there were no signs of any leakage, I decided to keep a close watch on it and press on.

On Down the Irish Coast

From Ardglass we carried on without incident to Howth and then Arklow, using the passage inside the off-lying shallows of Burford, Kish & Codling banks, mostly under engine as the wind was too light to make progress under sail. Usefully 'Nomad' came equipped with 4 x 4 gallon spare fuel containers doubling our fuel capacity and as the weather stayed fine we were able to refuel at sea and keep going. The Marina in Arklow was full for an event so we had to berth in the fish dock – easy to find by the unmistakable aroma! And having used most of our spare cans, we needed to refuel.

Refuelling and Irish Hospitality

Allan and Ken set off to search for fuel and found that it wasn't available directly in the fish dock but met a chap on the quayside who kindly offered to fill our spare containers and, after hearing that we were in some need of showers, and there being none in the vicinity, promised to return with the key to the local scout hut wherein showers could be had. A little later both key and fuel duly arrived and the scout hut showers were a very welcome, if unusual, gesture.

Next Time: On to Kilmore Quay and the passage to Cornwall.



Dreaming of a White Christmas? - South with Shackleton in *Endurance*



Into the Weddell Sea (1914)

I decided to leave South Georgia about December 5, and in the intervals of final preparation scanned again the plans for the voyage to winter quarters. What welcome was the Weddell Sea preparing for us? The whaling captains at South Georgia were generously ready to share with me their knowledge of the waters in which they pursued their trade, and, while confirming earlier information as to the extreme severity of the ice conditions in this sector of the Antarctic, they were able to give advice that was worth attention.

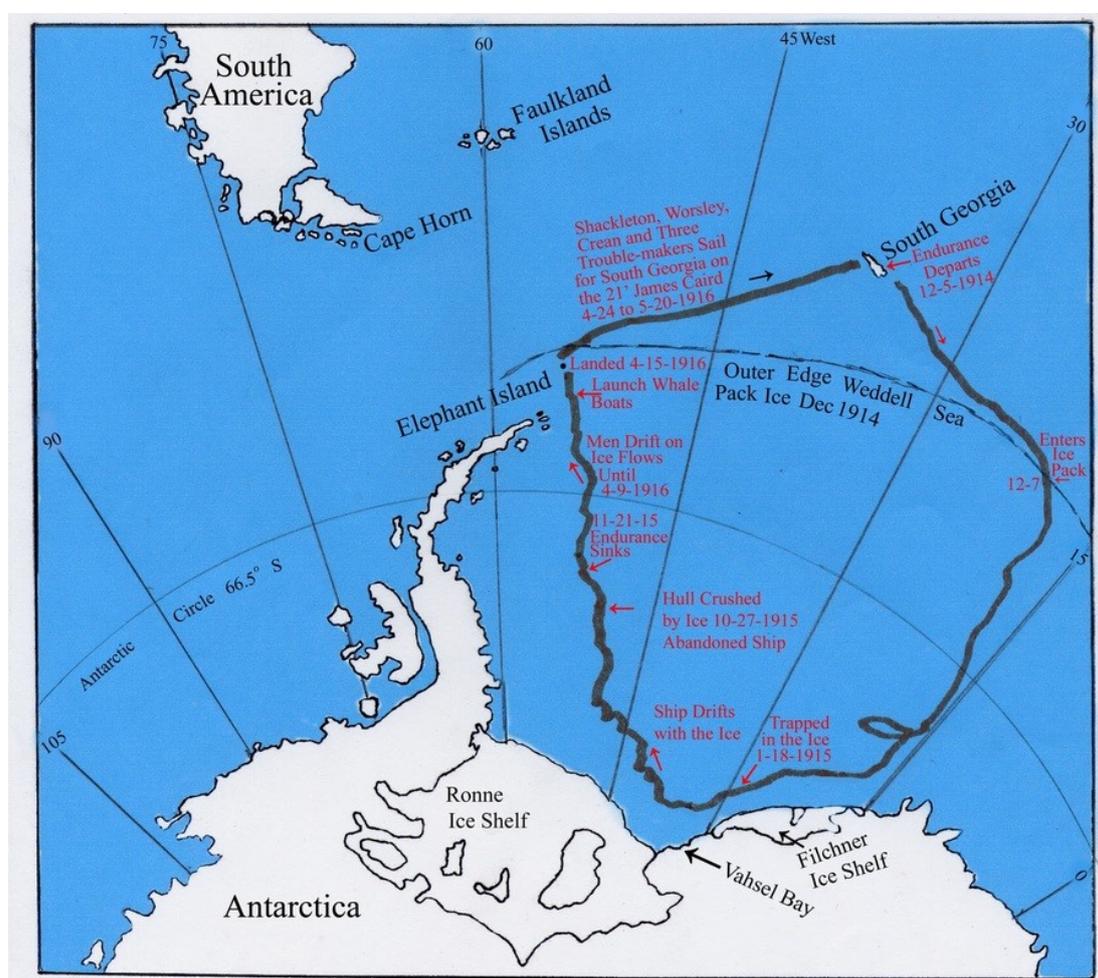
It will be convenient to state here briefly some of the considerations that weighed with me at that time and in the weeks that followed. I knew that the ice had come far north that season and, after listening to the suggestions of the whaling captains, had decided to steer to the South Sandwich Group, round Ultima Thule, and work as far to the eastward as the fifteenth meridian west longitude before pushing south. The whalers emphasized the difficulty of getting through the ice in the neighbourhood of the South Sandwich Group. They told me they had often seen the floes come right up to the group in the summertime, and they thought the Expedition would have to push through heavy pack in order to reach the Weddell Sea. Probably the best time to get into the Weddell Sea would be the end of February or the beginning of March. The whalers had gone right round the South Sandwich Group and they were familiar with the conditions. The predictions they made induced me to take the deck-load of coal, for if we had to fight our way through to Coats' Land we would need every ton of fuel the ship could carry.....

We had worked out details of distances, courses, stores required, and so forth. Our sledging ration, the result of experience as well as close study, was perfect. The dogs gave promise, after training, of being able to cover fifteen to twenty miles a day with loaded sledges.

South with Shackleton in *Endurance*

The trans-continental journey, at this rate, should be completed in 120 days unless some unforeseen obstacle intervened. We longed keenly for the day when we could begin this march, the last great adventure in the history of South Polar exploration, but a knowledge of the obstacles that lay between us and our starting point served as a curb on impatience. Everything depended upon the landing. If we could land at Filchner's base there was no reason why a band of experienced men should not winter there in safety. But the Weddell Sea was notoriously inhospitable and already we knew that its sternest face was turned toward us.....

The day of departure arrived. I gave the order to heave anchor at 8.45 a.m. on December 5, 1914, and the clanking of the windlass broke for us the last link with civilization. The morning was dull and overcast, with occasional gusts of snow and sleet, but hearts were light aboard the *Endurance*. The long days of preparation were over and the adventure lay ahead.



The bows of the *Endurance* were turned to the south, and the good ship dipped to the south-westerly swell. Misty rain fell during the forenoon, but the weather cleared later in the day, and we had a good view of the coast of South Georgia as we moved under steam and sail to the south-east. The course was laid to carry us clear of the island and then south of South Thule, Sandwich Group. The wind freshened during the day, and all square sail was set, with the foresail reefed in order to give the look-out a clear view ahead; for we did not wish to risk contact with a "growler," one of those treacherous fragments of ice that float with surface awash. The ship was very steady in the quarterly sea, but certainly did not look as neat and trim as she had done when leaving the shores of England four months earlier. ...

South with Shackleton in *Endurance*

We had filled up with coal at Grytviken, and this extra fuel was stored on deck, where it impeded movement considerably. The carpenter had built a false deck, extending from the poop-deck to the chart room. We had also taken aboard a ton of whale-meat for the dogs. The big chunks of meat were hung up in the rigging, out of reach but not out of sight of the dogs, and as the *Endurance* rolled and pitched, they watched with wolfish eyes for a windfall.

During December 6 the *Endurance* made good progress on a south-easterly course. The northerly breeze had freshened during the night and had brought up a high following sea. The weather was hazy, and we passed two bergs, several growlers, and numerous lumps of ice. Staff and crew were settling down to the routine. Bird life was plentiful, and we noticed Cape pigeons, whale-birds, terns, mollymauks, nellies, sooty, and wandering albatrosses in the neighbourhood of the ship. The course was laid for the passage between Sanders Island and Candlemas Volcano. December 7 brought the first check. At six o'clock that morning the sea, which had been green in colour all the previous day, changed suddenly to a deep indigo. The ship was behaving well in a rough sea, and some members of the scientific staff were transferring to the bunkers the coal we had stowed on deck. Sanders Island and Candlemas were sighted early in the afternoon, and the *Endurance* passed between them at 6 p.m. Worsley's observations indicated that Sanders Island was, roughly, three miles east and five miles north of the charted position. Large numbers of bergs, mostly tabular in form, lay to the west of the islands, and we noticed that many of them were yellow with diatoms. One berg had large patches of red-brown soil down its sides. The presence of so many bergs was ominous, and immediately after passing between the islands we encountered stream-ice. All sail was taken in and we proceeded slowly under steam. Two hours later, fifteen miles north-east of Sanders Island, the *Endurance* was confronted by a belt of heavy pack-ice, half a mile broad and extending north and south. There was clear water beyond, but the heavy south-westerly swell made the pack impenetrable in our neighbourhood. This was disconcerting. The noon latitude had been 57° 26' S., and I had not expected to find pack-ice nearly so far north, though the whalers had reported pack-ice right up to South Thule.



The situation became dangerous that night. We pushed into the pack in the hope of reaching open water beyond and found ourselves after dark in a pool which was growing smaller and smaller. The ice was grinding around the ship in the heavy swell, and I watched with some anxiety for any indication of a change of wind to the east, since a breeze from that quarter would have driven us towards the land. Worsley and I were on deck all night, dodging the pack. At 3 a.m. we ran south, taking advantage of some openings that had appeared, but met heavy rafted pack-ice, evidently old; some of it had been subjected to severe pressure. Then we steamed north-west and saw open water to the north-east. I put the *Endurance*'s head for the opening, and, steaming at full speed, we got clear. Then we went east in the hope of getting better ice, and five hours later, after some dodging, we rounded the pack and were able to set sail once more.

South with Shackleton in *Endurance*

This initial tussle with the pack had been exciting at times. Pieces of ice and bergs of all sizes were heaving and jostling against each other in the heavy south-westerly swell. In spite of all our care the *Endurance* struck large lumps stem on, but the engines were stopped in time and no harm was done. The scene and sounds throughout the day were very fine. The swell was dashing against the sides of huge bergs and leaping right to the top of their icy cliffs. Sanders Island lay to the south, with a few rocky faces peering through the misty, swirling clouds that swathed it most of the time, the booming of the sea running into ice-caverns, the swishing break of the swell on the loose pack, and the graceful bowing and undulating of the inner pack to the steeply rolling swell, which here was robbed of its break by the masses of ice to windward. We skirted the northern edge of the



pack in clear weather with a light south-westerly breeze and an overcast sky. The bergs were numerous. During the morning of December 9 an easterly breeze brought hazy weather with snow, and at 4.30 p.m. we encountered the edge of pack-ice in lat. 58° 27' S., long. 22° 08' W. It was one-year-old ice interspersed with older pack, all heavily snow-covered and lying west-south-west to east-north-east. We entered the pack at 5 p.m., but could not make progress, and cleared it again at 7.40 p.m. Then we steered east-north-east and spent the rest of the night rounding the pack. During the day we had seen adielie and ringed penguins, also several hump-back and finner whales.

An ice blink to the westward indicated the presence of pack in that direction. After rounding the pack we steered S. 40° E., and at noon on the 10th had reached lat. 58° 28' S., long. 20° 28' W. Observations showed the compass variation to be 1½° less than the chart recorded. I kept the *Endurance* on the course till midnight, when we entered loose open ice about ninety miles south-east of our noon position. This ice proved to fringe the pack, and progress became slow. There was a long easterly swell with a light northerly breeze, and the weather was clear and fine. Numerous bergs lay outside the pack. The *Endurance* steamed through loose open ice till 8 a.m. on the 11th, when we entered the pack in lat. 59° 46' S., long. 18° 22' W. We could have gone farther east, but the pack extended far in that direction, and an effort to circle it might have involved a lot of northing. I did not wish to lose the benefit of the original southing. The extra miles would not have mattered to a ship with larger coal capacity than the *Endurance* possessed, but we could not afford to sacrifice miles unnecessarily. The pack was loose and did not present great difficulties at this stage. The foresail was set in order to take advantage of the northerly breeze. The ship was in contact with the ice occasionally and received some heavy blows. Once or twice she was brought up all standing against solid pieces, but no harm was done.

The chief concern was to protect the propeller and rudder. If a collision seemed to be inevitable the officer in charge would order "slow" or "half speed" with the engines, and put the helm over so as to strike floe a glancing blow. Then the helm would be put over towards the ice with the object of throwing the propeller clear of it, and the ship would forge ahead again. Worsley, Wild, and I, with three officers, kept three watches while we were working through the pack, so that we had two officers on deck all the time. The carpenter had rigged a six-foot wooden semaphore on the bridge to enable the navigating officer to give the seamen or scientists at the wheel the direction and the exact amount of helm required..

South with Shackleton in *Endurance*

This device saved time, as well as the effort of shouting. We were pushing through this loose pack all day, and the view from the crow's-nest gave no promise of improved conditions ahead. A Weddell seal and a crab-eater seal were noticed on the floes, but we did not pause to secure fresh meat. It was important that we should make progress towards our goal as rapidly as possible, and there was reason to fear that we should have plenty of time to spare later on if the ice conditions continued to increase in severity. The conditions became harder on December 14. There was a misty haze, and occasional falls of snow. A few bergs were in sight. The pack was denser than it had been on the previous days. Older ice was intermingled with the young ice, and our progress became slower.

On the morning of December 12 we were working through loose pack which later became thick in places. The sky was overcast and light snow was falling. I had all square sail set at 7 a.m. in order to take advantage of the northerly breeze, but it had to come in again five hours later when the wind hauled round to the west. The noon position was lat. 60° 26' S., long. 17° 58' W., and the run for the twenty-four hours had been only 33 miles. The ice was still badly congested, and we were pushing through narrow leads and occasional openings with the floes often close abeam on either side. Antarctic, snow and stormy petrels, fulmars, white-rumped terns, and adelies were around us. The quaint little penguins found the ship a cause of much apparent excitement and provided a lot of amusement aboard. One of the standing jokes was that all the adelies on the floe seemed to know Clark, and when he was at the wheel rushed along as fast as their legs could carry them, yelling out "Clark! Clark!" and apparently very indignant and perturbed that he never waited for them or even answered them...



Shackleton (second from left) on an earlier expedition

South with Shackleton in *Endurance*

The propeller received several blows in the early morning, but no damage was done. A platform was rigged under the jib boom in order that Hurley might secure some kinematograph pictures of the ship breaking through the ice. The young ice did not present difficulties to the *Endurance*, which was able to smash a way through, but the lumps of older ice were more formidable obstacles, and conning the ship was a task requiring close attention. The most careful navigation could not prevent an occasional bump against ice too thick to be broken or pushed aside. The southerly breeze strengthened to a moderate south-westerly gale during the afternoon, and at 8 p.m. we hove-to, stem against a floe, it being impossible to proceed without serious risk of damage to rudder or propeller. I was interested to notice that, although we had been steaming through the pack for three days, the north-westerly swell still held with us. It added to the difficulties of navigation in the lanes, since the ice was constantly in movement.



Endurance crushed by the ice

The morning of December 18 found the *Endurance* proceeding amongst large floes with thin ice between them. The leads were few. There was a northerly breeze with occasional snow-flurries. We secured three crab-eater seals—two cows and a bull. The bull was a fine specimen, nearly white all over and 9 ft. 3 in. long; he weighed 600 lbs. Shortly before noon further progress was barred by heavy pack, and we put an ice-anchor on the floe and banked the fires. I had been prepared for evil conditions in the Weddell Sea, but had hoped that in December and January, at any rate, the pack would be loose, even if no open water was to be found. What we were actually encountering was fairly dense pack of a very obstinate character. ...

While we were waiting for the weather to moderate and the ice to open, I had the Lucas sounding-machine rigged over the rudder-trunk and found the depth to be 2810 fathoms. The bottom sample was lost owing to the line parting 60 fathoms from the end. During the afternoon three adelic penguins approached the ship across the floe while Hussey was discoursing sweet music on the banjo. The solemn-looking little birds appeared to appreciate "It's a Long Way to Tipperary," but they fled in horror when Hussey treated them to a little of the music that comes from Scotland. The shouts of laughter from the ship added to their dismay, and they made off as fast as their short legs would carry them. The pack opened slightly at 6.15 p.m., and we proceeded through lanes for three hours before being forced to anchor to a floe for the night. We fired a Hjort mark harpoon, No. 171, into a blue whale on this day. The conditions did not improve during December 19. A fresh to strong northerly breeze brought haze and snow, and after proceeding for two hours the *Endurance* was stopped again by heavy floes. It was impossible to manoeuvre the ship in the ice owing to the strong wind, which kept the floes in movement and caused lanes to open and close with dangerous rapidity. The noon observation showed that we had made six miles to the south-east....

South with Shackleton in *Endurance*

Monday, December 21, was beautifully fine, with a gentle west-north-westerly breeze. We made a start at 3 a.m. and proceeded through the pack in a south-westerly direction. At noon we had gained seven miles almost due east, the northerly drift of the pack having continued while the ship was apparently moving to the south. Petrels of several species, penguins, and seals were plentiful, and we saw four small blue whales. At noon we entered a long lead to the southward and passed around and between nine splendid bergs. One mighty specimen was shaped like the Rock of Gibraltar but with steeper cliffs, and another had a natural dock that would have contained the Aquitania. A spur of ice closed the entrance to the huge blue pool. Hurley brought out his kinematograph-camera, in order to make a record of these bergs.

We waited with banked fires for the strong easterly breeze to moderate or the pack to open. At 6.30 p.m. on December 22 some lanes opened and we were able to move towards the south again. The following morning found us working slowly through the pack, and the noon observation gave us a gain of 19 miles S. 41° W. for the seventeen and a half hours under steam. Many year-old adelies, three crab-eaters, six sea-leopards, one Weddell and two blue whales were seen. The air temperature, which had been down to 25° Fahr. on December 21, had risen to 34° Fahr. While we were working along leads to the southward in the afternoon, we counted fifteen bergs. Three of these were table-topped, and one was about 70 ft high and 5 miles long. Evidently it had come from a barrier-edge.

Heavy floes held up the ship from midnight till 6 a.m. on December 25, Christmas Day. Then they opened a little and we made progress till 11.30 a.m., when the leads closed again. We had encountered good leads and workable ice during the early part of the night, and the noon observation showed that our run for the twenty-four hours was the best since we entered the pack a fortnight earlier. We had made 71 miles S. 4° W. The ice held us up till the evening, and then we were able to follow some leads for a couple of hours before the tightly packed floes and the increasing wind compelled a stop. The celebration of Christmas was not forgotten. Grog was served at midnight to all on deck. There was grog again at breakfast, for the benefit of those who had been in their bunks at midnight. Lees had decorated the wardroom with flags and had a little Christmas present for each of us. Some of us had presents from home to open. Later there was a really splendid dinner, consisting of turtle soup, whitebait, jugged hare, Christmas pudding, mince-pies, dates, figs and crystallized fruits, with rum and stout as drinks. In the evening everybody joined in a "sing-song." Hussey had made a one-stringed violin, on which, in the words of Worsley, he "discoursed quite painlessly." The wind was increasing to a moderate south-easterly gale and no advance could be made, so we were able to settle down to the enjoyments of the evening.



INTERESTED IN BECOMING A MEMBER OF THE RYA?

The Royal Yachting Association (RYA) is the national governing body for dinghy, yacht and motor cruising, all forms of sail racing, RIBs and sports boats, windsurfing and personal watercraft.

The RYA is the leading representative for those involved in boating and helps protect and advance the interests of sailors at both national and local levels. With more than 1500 affiliated clubs the RYA sets and maintains recognised standards for training for both leisure and commercial boating through a network of more than 2,400 RYA Recognised Training Centres across 58 countries. The RYA is also responsible for one of the UK's most successful Olympic medal winning sports and its coaching and development schemes actively support 800 of our country's top sailors, from talented juniors to Olympic and World champions.

Although Rye Harbour Sailing Club is an RYA affiliated club this does not mean that you are automatically a member of the RYA! The benefits of being an RYA member include access to:

specialist cruising, legal and technical boating advice from RYA in-house experts;

exclusive offers and discounts from over 80 member reward partners, from clothing, personal and boat equipment, to the latest technology, holidays and travel, insurance, magazine subscriptions and boat show tickets, helping you keep down the cost of your boating;

all the latest news and information via the RYA Magazine, website or direct to your inbox with a host of eNewsletters.

Our club is now a joining point for the RYA. If you join through us the Club will receive a financial benefit by way of commission. You can join through the Club by one of the following methods:

By completing an RYA Application form which will shortly be available at the Clubhouse and returning it to the RYA;

By Phone – by calling the RYA's Member Services team on 023 8060 4159 who will happily talk through the benefits of becoming an RYA Member. Don't forget you will need to quote the Club's Joining Point number (008101027) to ensure the Club benefits from your application.

Online at www.rya.org.uk/go/join by selecting your reason for joining as 'Joining Point' and you will then be prompted to enter the Club's joining point number.