

Merry Christmas







Mariners' Park Newsletter Winter 2018

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A few words from Mick Howarth

Dear Residents

Welcome to our Winter Newsletter. I hope you liked our festive front cover relegating my contribution to the inside pages!

I can hardly believe another year has almost flown by and Christmas is upon us. I was hoping we would have had an eagerly anticipated early Christmas present in the shape of the Planning Application for the Gibson House site being approved, but we have heard this will now be considered at the January Planning Committee. I will, of course, let you know the outcome as soon as we have news.

So, what has been the highlight of 2018? April brought the Charity the ISWAN (International Seafarers Welfare Assistance Network) Award for best Maritime Charity, a great accolade for the hard work and dedication of all our staff. June saw the completion of the two bungalows for veteran mariners on Webster Avenue. Our three Activities Co-ordinators, Roger, Audrey and Nikki, have arranged many splendid events during the year, but a high point was the Black-Tie event in July. Not only was £1,000 raised for a good cause, the planned merchant navy memorial on the Liverpool waterfront, but it was a great fun filled night out for all who attended.

November brought a very special Remembrance Service as we recalled the Centenary of the ending of the Great War. If you have not seen the special display created by residents and the wild rose wreath created to remember those injured and disabled by conflict, they are both on display in the Games Room in the Hub.

2018 will see the retirement after 11 years dedicated service of one of our gardeners, John Griffiths. I am sure you will join us in wishing him "all the best" as he embarks on a new chapter in his life. There is an opportunity to say farewell at a party for John in The Hub at 2pm on Friday 14th December

Looking ahead to 2019 a major event will be the competition of the John Fay House, providing 12 new apartments and a new guest facility in Ismay Drive. Handover is scheduled for Valentine's Day in February.

It just remains for me to wish you a happy and peaceful Christmas and a healthy and prosperous New Year.

My best wishes.

Mick Howarth
Welfare Services Manager

John Griffiths



John is retiring
Friday 14th December

at 2.00pm

Function Room, Hub

We would like to invite you all
to come and join us to wish
John a happy retirement

Ringtons Tea Company



Ringtons Tea Company
will be here on
Monday 17th December
between
11.00am and 11.30am
Function Room, Hub

Bespoke Beauty

Bespoke Beauty

Christmas opening hours

Monday 17th December

9.30am till 5.00pm

Wednesday 19th December

9.30am till 3.00pm

Monday 24th December

Closed

Wednesday 26th December

Closed

Monday 31st December

9.30am till 2.00pm

Gift vouchers available

Blades Hairdresser

Blades Hairdresser

Christmas opening hours

Monday 24th December

7.30am till 1.00pm

Wednesday 25th December

Closed

Friday 27th December

Closed

Monday 31st December

9.00am till 3.00pm

Wednesday 2nd January

Closed

Friday 4th January

9.00am till 3.00pm

Gift vouchers available

Yoga



New Year, New You
why not try one of our Yoga
sessions

Tuesday Mornings

starting at 9.45am

Games Room, Hub

Trinity House Vessel

How strange it is that a Trinity House vessel passed Trinity House Hub at 8.40 a.m. on the 28 November.

Here is a website to look at

<https://www.trinityhouse.co.uk/commercial-services/trinity-house-vessel-hire/thv-patricia>



Those who are looking to go on a cruise can look at this website

<https://www.trinityhouse.co.uk/patricia-voyages>.

Guest Flat

We are please to let you know that once the John Fay House is handed over to us in February we will once again have a guest flat.

This flat will be different to the old one. It will be similar to a Travelodge/Premier Inn style room. The cost for the guest flat per night (not per person) is £25.00. You can book the accommodation for one night, a few nights or a week. The maximum stay is two weeks. Guests can not access the guest flat until 4pm on the day of their stay and have to depart by 10am on the day of departure.

If you would like to book the guest flat or would like more information please visit Sharon or Annette at the Trinity House reception or telephone them on 0151 346 8840.

Estate News

So, here we are, another year nearly over. Next year I will complete 40 years' service with Nautilus, Numast and MMSA as the company has been during my time here. I have seen many changes in all of these years, and was only recently talking to one of you about, how, when I first started here, there was a gardener in each property at the gates across the park. This meant one lived in 5 Whitley Drive, 31 King George Drive, Gibson Lodge, but not at 1 Ismay Drive, and I don't know why that was. The gardener that lived at 31 KGD also opened up Nautilus House each morning ready for the staff to start work in there. The gardeners also clipped the hedges with traditional wooden handled hedge clippers, and there wasn't a ride on lawnmower, the grass was all cut with pedestrian mowers with two gardeners wheeling away the clippings in wheelbarrows. The gardeners here today, don't believe it when I relay these stories.

I have also seen a lot of demolition and building of properties, the clock tower (Cliff House) was my first, a massive demolition job, and many others have followed this since. I am sure, you are all fed up of all of this work over the last few years, but thankfully, this is now coming to a close and we expect John Fay House to be handed over to us in February 2019, and then we can all look forward to some serenity, myself included. This will mean that the main car park will come back into use and I'm sure will be a huge relief, especially to those that live around the car park and the ability to park close to your homes once again. A sincere thank you to everybody concerned for their understanding during all of these sometimes disruptive work. In comparison to previous year's, 2018 has been a quiet year, in terms of properties being handed back to us. We have only had 12 properties this year which, obviously averages only one per month. However, next year, with John Fay House opening up, I anticipate another busy period for myself and my work colleagues, during the initial period in mid February.

At the same time the street lighting will be improved up in Ismay Drive, alongside this new building, and we are going to also add at least one, if not two, additional street lights in King George Drive, in the low lighting level areas around numbers 16 & 18 and 4 & 6. Next year, we will also continue changing the 'heads' of the existing street light columns with new, white LED lights, which will also improve the existing light levels.

Merry
Christmas

Estate News

Nautilus have continued to fund upgrading works across the entire park, with a total spend of approximately £90,000 for works which have included, upgrading kitchens and bathrooms, roof work, redecoration of external properties, drainage work, electrical upgrading work including LED lighting in replacement kitchens and bathrooms, road widening, new locks on the external gates, new kitchen and wet room floors, automatic opening front doors in the Hub. Whilst in the care home we have installed, replacement boilers, new automatic opening front doors, upgrading of bathrooms, creating a training room, new floor coverings and also the glass balcony on the decked area outside Jubilee Lounge. I am also currently in discussion with regard to next years capital budget and on my radar is the replacement of the boilers in Gibson Terrace, which, in the main are now 17 years old, external insulation remains on the list for our older bungalows in King George Drive and to complete the external painting of properties on the estate. You will have seen a recent need to carry out emergency drain repair in Webster Avenue. This was due to a drain collapse, and the foul water had the potential to back up into properties. This was dealt with promptly by our drainage contractor and it is safe to say, normal business has resumed.

On another note, John Griffiths, Gardener is retiring on 19 December, so we have decided to hold a goodbye afternoon, in which you are all invited to drop into the Hub to say goodbye to him. This event will take place from 2pm on Friday 14 December. Nautilus will, in the short term be down to two gardeners, for the remainder of December and into January. A flyer will be sent around inviting you all during the afternoon, so please come and say goodbye, even though John will be back for three days the following week to complete his work.

On behalf of myself and my guys, can I wish you all a lovely Christmas and here's to a great new year also.



Domiciliary Care

Do you find certain things around your home a struggle for you to do? Are you unable to attend activities that you really would like to attend? Do you tell yourself that can wait until tomorrow? Well your tomorrow has come today. Nautilus Care Domiciliary Agency has a team of staff on hand to help you with any day to day domestic chores, attend activities that you are unable to get to but with a little help you can, help you pay any bills that you keep putting off because you can't make it to the bank or post office, then let us help you by taking your worries away.

It is a chargeable service that we offer and we can also help support you with personal care, medication, meal preparation and many more things. If you would like to know more about what we can offer to you, I will explain this over the phone, in person or feel free to ask for a copy of our Resident Guide and Statement of Purpose to read at your own leisure. If you wish to know more or to see me in person please contact me on 0151 346 8840 and I will arrange a suitable appointment and guide you through things.

Amy

Wirral Scout Post Stamps

Don't forget you can buy your Wirral Scout post stamps from Sharon or Annette in the Hub reception Monday – Friday 9am - 5pm. Stamps will cost 30p each. There is also be a post box for **Scout Post only** at reception in the Hub.

The last day for posting is Noon Wednesday 12 December 2018.

The map below shows where the scout post deliver. Please remember to put a full address and postcode on all your cards!!!



Can Cook Opening Hours

Sunday 23rd December

Normal Service

Monday 24th December

Closed

Tuesday 25th December

Christmas Dinner Bookings Only

If you have not booked for Christmas Dinner please do so ASAP

Wednesday 26th—Saturday 29th December

Closed

Sunday 30th December

Normal Service

Monday 31st December

Closed

Tuesday 1st January

New Years Day Bookings Only

If you have not booked for New Years Day

Dinner please do so ASAP

Wednesday 2nd January

9.00am till 2.00pm

Thursday 3rd January

Normal Service

Care Home News

Husky Love at the Christmas Light Switch on!

I'm sure all who attended this year's annual light switch on would all agree a brilliant time was had by all! We all enjoyed some pet therapy from Binny Boo, Stormy, Thunder and Thor finished off with entertainment from Annette from "Melody Awakenings"



Care Home News



Social Zone

DATES FOR YOUR DIARY

Friday 14th December

Packing the Seafarer's shoe boxes

starting at 10.00am

Function Room, Hub

Saturday 15th December

Christmas Party

starting at 7.30pm

Function Room, Hub

(This is a pre-booked event)

Monday 17th December

Ringtons Tea Company

Available from 11.00am and 11.30am

Function Room, Hub

Thursday 20th December

Afternoon sing along – Remembering our yesterdays

2.00pm

Function Room, Hub

Quiz Night

starting at 7.30pm

Function Room

Social Zone

DATES FOR YOUR DIARY

Monday 24th December

Christmas Eve drink

starting at 7.30pm

Function Room

Boxing Day

Sherry and a Chat

starting at 2.00pm

Function Room, Hub

New Years Eve

Bring and share

starting at 7.30pm

Function Room, Hub

(don't forget your CD's)

I would like to thank everyone for their continuing support.

Merry Christmas

and a

Happy New Year to you all

All dates are subject to change please check
your weekly events list

Thank you

Men's Activities Co-ordinator



Mariners' Park Eagle!

What a fantastic end to our Golf Season!

Kevin, ("on yer bike"), Gaughan, scored a spectacular 105 ft, 'hole in one' at the fifth, and narrowly missed another at the eighth, when the ball appeared to jump out of the hole, (according to Kev).

As a result, Kevin is now elected to the exalted status of a 'Mariners' Park Eagle', together with Neil Robertson, who I think we should tell you, Kevin, has two 'h.i.o's' to his name. So maybe think about getting back on that bike to shape up for next year!



However, we must also laud the golfing prowess of Joan Lamb, who regularly produces low scores. As a result Joan is awarded the title of, 'Mariners Park Most Consistent Golfer', for her excellent performance this year.

Wilf Broydon is our, 'Mariners' Park Canadian Golfer of the Year', with Brian Dobson, 'Best, Bad Back Golfer'. Don O'Neil wins 'Bring Down the Drones' golfer, and Bob Owens gets the 'Great Fun to Play With' award. Alex Harrison is our 'Blow Hot, Blow Cold' golfer and bringing up the rear is Rob Keith, winning 'Mariners' Park, Best Limping Golfer'.

To conclude, it really has been an excellent year of golf and may I wish our competitors all the very best for the 2019 season, Brexit or not!

Men's Activities Co-ordinator



When the unstoppable force meets an immovable object?"



You want me to lend you three and fourpence, because you are going to a dance?"



No, I said, send reinforcements were going to advance!"

I had the extreme pleasure of seeing Paul Egan join Simon Weston, at the Museum of Liverpool, on a discussion panel about the effects of disability on personnel, returning from armed conflict. The session was well attended and the subject lightened slightly by Simons' recounting of his final words to the Army Career's Officer who concluded, after three years, "There's nothing down for you Weston, you will never get a job."

"Thank you sir. Well, you can kiss my new white shiny nose, which is made from the skin of my a***!"

Men's Activities Co-ordinator

The Secret Tragedy

By

Rob Keith

Though nobody claimed that H.M.S AUDACIOUS was indestructible, the Royal Navy placed great importance on this magnificent battleship.

The events which befell her in October 1914, were accordingly of worldwide significance – as well as exciting and sad.



HMS AUDACIOUS

On the 7th October 1964, a local man featured in an article in the Liverpool Echo and Evening Express, entitled "Britain's Crack Dreadnought Sank Without Firing A Shot in Anger", his name Mr Charles Pengelly.

Mr Pengelly was born in East Loo – Cornwall in 1897. At the age of fifteen he was brought to live in Birkenhead Merseyside by his father and got a job as an apprentice in Cammell Lairds shipyard. His son, Captain Ronald Pengelly who lived in Mariners' Park Wallasey, joined the Merchant Navy at the age of 16 and was brought up in Rock Ferry on the banks of the Mersey, so perhaps the sea ran in his blood. Here is the interesting story about Captain Pengelly's father who sailed onboard HMS Audacious and its consequences.

In October 1913, a new battleship steamed out of Cammell Lairds fitting-out basin and into service. Her name was HMS Audacious. She was a member of the "King George V" Class; she had a loaded displacement of 25,000 tons, was 598 feet long and she carried a crew of 900. With an armament of ten 13.5-inch guns, sixteen 4-inch guns and an angry array of torpedo tubes, she was one of the most formidable weapons in the fleet.

Indeed, the Royal Navy claimed that she was one of the most up-to-date vessels of her kind in the world. Not unnaturally, they were very proud of her.

When the first World War broke out nearly a year later, Audacious was part of the 2nd Battle Squadron – under the command of Vice-Admiral Sir George Warrender.

Men's Activities Co-ordinator

The other ships in the squadron were *Orion*, *King George V*, *Ajax*, *Centurion*, *Monarch* and *Thunderer*. They were in other words, all members of the "King George V" and "Orion Classes". The latter vessel had been completed in 1912.

In 1924 the Royal Navy mustered a fighting strength such as it had seldom possessed before or since. In the British Grand Fleet alone, there were 28 battleships and four battle cruisers. On paper at any rate it looked very good, and it certainly seemed to be an array of arms and armour fit to daunt the Kaiser and his sailors.

In reality, however, the balance of sea power was very much more evenly weighted. Against the Grand Fleet the Germans could assemble 23 battleships and four battle cruisers. In terms of their ships' ages, the two fleets were pretty evenly matched, and there was certainly not sufficient margin in favour of Britain to enable Admiral Sir John Jellicoe, the Grand Fleet's commander, to regard any of his vessels expendable. Furthermore, there was the question of Turkey. The "Young Turks Party" was eager to enter the war on Germany's side. Two battleships which were under construction in British yards for the Turkish Government, had been requisitioned by Winston Churchill (then First Lord of the Admiralty), and this had done little to improve relations between the two countries. Any false move, or anything which might suggest weakness on Britain's part, would almost certainly tip the balance of decision – and send the Turks scampering to the Kaiser's aid.

A Delicate Situation

The situation then was certainly delicate. Nor was it helped by the German's quick mastery of submarine warfare. During one day in September 1914, "U" boats had sunk no fewer than three armoured cruisers in the North Sea. By October there seemed to be every possibility that a "U" boat could succeed in piercing the boom defences of the Grand Fleet's wartime station at Scapa Flow.

The atmosphere at Scapa became tense. Faith in the anchorage dwindled, and Admiral Jellicoe began to consider moving his fleet to some safer haven. The sinking of the cruiser *Hawke* off Peterhead on October 15th, and subsequent false alarm brought about by a torpedo which had fallen into the waters of Scapa by accident, did little to relieve the situation. By the end of the month, Jellicoe's mind was made up. Battleships and battle cruisers and all the rest of the massive array steamed with dignity away from Scapa Flow en route to Lough Swilly in North West Ireland. There, at any rate, they should be safe from intrusive intentions of "U" boats.

Men's Activities Co-ordinator

What Jellicoe did not realise was the fact that a former North German Lloyd liner, the "*S.S. Berlin*", had been busy on a mission in the Lough Swilly area. The *Berlin* had been converted into a minelayer at the outbreak of war, and her mission was a deadly one. Flying neutral colours at the time, she was quietly dropping mines into the waters off the Irish Coast. By taking his fleet to Lough Swilly, Jellicoe was playing straight into the *Berlin*'s hands.

The day was October 27th. A strong gale was blowing from the north east, and the grey waters of the Atlantic off Lough Swilly were whipped up into a white-capped frenzy. Nevertheless, battle practice had been ordered for that morning. Tugs were busy out at sea towing targets, and there was no reason to cancel it. Shortly after dawn, therefore, the 2nd Battle Squadron came out of the Lough and headed for a rendezvous near Tory Island – a lonely outcrop of rock off the Donegal coast. They were steaming at eighteen knots in line ahead. *Centurion* was leading, then came *Ajax*, and then *Audacious*. All the crew were at action stations, with black smoke streaming from her funnel, *Centurion* let fly at the target with her big guns, and then turned away from the formation. *Ajax* followed, the *Audacious*. The time was now 8.40 a.m. Suddenly another explosion split the morning silence, and this explosion had nothing to do with gunfire. *Audacious* seemed to be jerked upwards, and then she slumped back into the sea inert and horribly wounded.

Within a matter of seconds, she began to settle by the stern. One of *Berlin*'s mines had found its mark. A large hole had been blasted out of *Audacious*'s plating.

It was well below the water line on the port side aft. The port engine room was partially swamped. Ever since the sinking of those cruisers in the North Sea the drill on these occasions was uncompromising. The other ships in the squadron continued on their course, the three destroyers set off at full speed to stand by *Audacious*. It was indeed, exactly as if *Audacious* had been torpedoed by a "U" boat, and that was what everybody thought had happened. The "U" boat menace was already known: the peril of the mines had not yet made any impact on the fleets of war.

The "*Berlin*", a former North German Lloyd liner had been converted into a minelayer at the outbreak of war.

Built by A.G. Weser, Bremen in 1908 as "*Berlin*". laid mines which sank the "*Audacious*"

December 1919 surrendered to Britain as a war prize. Managed by P&O as a troop transport to India. November 1920 sold to White Star and renamed "*Arabic III*" and refitted in Portsmouth Dockyard.

1925 transferred to Red Star for the Antwerp – New York Service.

1930 reverted to White Star.

Men's Activities Co-ordinator

A Shred of Hope

Audacious's commanding officer, Captain Dampier, set off on a tour of inspection of his crippled ship. His report was encouraging. He informed Vice-Admiral Warrender that his vessel was still able to steam; and, indeed, she managed to maintain a fairly steady nine knots for nearly two hours after her encounter with the mine. The pumps were set to work, and collision mats were placed over the hole in her side. The great battleship struggled homewards in the teeth of the worsening weather. Alas, the pumps did their best, but neither they or the collision mats could check the inrush of the water. By 11 a.m. *Audacious* had come to an unhappy standstill.

By now the cruiser H.M.S. Liverpool (four funnels – 1910 vintage) and a cluster of destroyers were standing by the stricken ship, ready, if need be, to take off survivors. Shortly before noon they were joined by one of the most unlikely ships ever to assist at such a desperate occasion. She was the 46,359 tons White Star liner *Olympic*, then the pride of her owners' fleet and the largest ship to come into Transatlantic service.



S.S. OLYMPIC

The *Olympic* had been on her way from New York to Liverpool, when her radio operator picked up *Audacious*'s S.O.S. Her commander, Captain H.J.Haddock, CB., R.N.R., immediately set a course towards the wounded battleship. When the *Olympic* arrived, *Audacious* was well down at the stern, her quarter deck was already awash. Captain Haddock then attempted a task which will for ever be unique and which, had it succeeded, would surely have been one of the most notable achievement in the history of good seamanship. He tried to take *Audacious* in tow.

Men's Activities Co-ordinator



H.M.S. LIVERPOOL

With H.M.S. Liverpool and the destroyers circling the two ships in case any "U" boats happened to be in the neighbourhood, the *Olympic* made first one bid and then another. Both were masterpieces of sheer seamanship.

Meanwhile the fleet collier *Thornhill* had arrived on the scene from Lough Swilly. On board were a set of large hawsers, and she too, attempted to take the battleship in tow. But now it was too late. *Audacious* was virtually waterlogged and her steering had been put out of action. She continually yawed into the wind, and the attempt was presently abandoned.

The day dragged pitilessly on. The gale continued with undiminished fury, and the unhappy *Audacious* struggled against the large seas which seemed impatient to consume her. She was inert, lifeless, and yet still not without hope. As many as seven hours after the explosion a signal was sent to the Admiralty asking for a Naval Constructor to advise on patching her up.

But *Audacious's* chances of survival were becoming very slight indeed. At about four o'clock in the afternoon her crew were taken off and transferred to the *Olympic*, which was still standing by.



Audacious sinking.

Men's Activities Co-ordinator

A Doomed Ship

The next four hours must have been agony for all who had eyes for tragedy. By now *Audacious* a doomed animal: a creature which has at last given up the struggle for life and can only wait for that moment of consuming darkness. The end did, in fact, come at 9 p.m.

Audacious seemed to sigh. With a weary shrug, she rolled over on her side. There was an ear-splitting explosion, and then there was only furious water and debris and oil on the surface of the sea. One of the Royal Navy's noblest battleships was at rest.

During the events which crowded that fateful day, there was only one casualty. When *Audacious* blew up, a fragment of armour plate was hurled through the air and struck a petty officer on the deck of H.M.S. Liverpool half a mile away. He was killed instantly.

The aftermath came quickly. The loss of *Audacious* tended to tip the balance of sea power into Germany's favour; and, as if this were not enough, there were those Turkish leaders to be considered. Such a serious loss might well send their sympathies swarming into the German Empire. There was every reason to wish that *Audacious* had not been lost, and every temptation to pretend that she was still in service with the Grand Fleet.

HMS LIVERPOOL (Left) AND HMS FURY (Centre) try to take *Audacious* in tow.

(Picture taken from S.S. *Olympic*)



Creating an Illusion

To create such an illusion was obviously difficult. For one thing, there were all those passengers, many of them American, who had lined the rails of the *Olympic*. Many of them, indeed, had taken photographs of the doomed battleship. Nevertheless, Churchill and First Sea Lord Admiral Fisher considered that the attempt was worth making. It was not, in fact, until after the Armistice that the fate of the battleship became generally known. If *Audacious* perished in the North Atlantic on October 27th, 1914, her "ghost" was to haunt the lochs and coastal waters around the north of Scotland for nearly a year afterwards.

Men's Activities Co-ordinator

The importance of creating the illusion that she was still in-service inspired Mr Churchill to put into practice an idea which had been nagging at his mind for some time.

It was – to confound the German Intelligence by producing a dummy fleet.

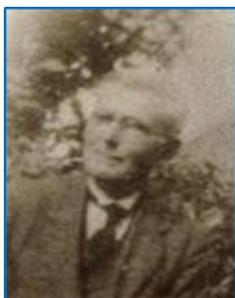
The former C.P.R. liner *Montcalm* (5,500 tons – completed in 1897) was chosen to impersonate *Audacious*. With a great deal of skill and ingenuity and even more wood and canvas, she was converted into a very passable imitation of the late battleship. For the months which followed, she “haunted” Loch Ewe in the north west of Scotland and made occasional trips to Scapa Flow. But, which was a very good thing, she was never to see any action. When, towards the end of 1915, the need for fleet oilers suddenly became very much greater, the *Montcalm* was stripped of her *Audacious* disguise and converted into one of these ships.

But the principle of decoy fleets had been established, and there was still one more link with *Audacious*. The man who under Churchill and Fisher, masterminded the project was none other than Captain H.J.Haddock, CB, RNR, and former commander of the White Star Liner *Olympic*.

Captain H.J.Haddock

On Board HMS Audacious a Cammell Laird Man Was Present

For Charles Pengelly the sinking of HMS Audacious (yard number:775) was not only a very dangerous experience, but also a very sad one. While serving his apprenticeship in the Cammell Laird Ship Yard, Mr Pengelly had worked on the ship. He conceived the idea of joining the Royal Navy, and the Navy very generously decided to post him to the ship he had helped build. Thus, Mr Pengelly became an eye witness to those events which took place on that fateful day in October 1914. When, later, he returned to Birkenhead and became Steward of the Cammell Laird SPORTS and Social Club, and he served in that capacity for some twenty years. In an article in The Liverpool Echo and Evening Express, dated Wednesday October 7th, 1964, Mr Pengelly said: - “I shall never forget that morning, a gale was blowing from the north east and Audacious was rolling and pitching in the heavy seas. I was working in the Wardroom when all of a sudden, about twenty to nine, there came a terrific crash. We were hurled off our feet. Bottles, cups and saucers, plates flew everywhere. It was as though a giant wave had got hold of the ship and was shaking it like a toy.



Captain H.J. Haddock

Men's Activities Co-ordinator

The German mine had ripped a huge hole in the side of the battleship near the port engine room. The rush of water dragged the massive ship into a very heavy list to port". As Mr Pengelly and a shipmate tried to make their way to the comparative safety of the deck they found their escape route blocked by a watertight door. The ship's lighting system was out of action. The alleyway was in complete darkness. "We found a brass nozzle from a fire hose lying loose and we used this to bang on the door. At last somebody heard us, got the door unfastened, and we came up through the after superstructure". "Well here we were 40 miles from land on a sinking ship and not a rescue vessel in sight". The crew, many of them in only vests and trousers in the bitterly cold wind, stood on the sloping deck while they waited for rescue craft to arrive. Boats were lowered in readiness for the order to abandon ship, and four hours after the explosion of the mine, vessels were sighted on the horizon, speeding to the assistance of the crippled battleship. Destroyers milled around and pumped out oil to smooth the heavy seas, and soon the larger craft appeared on the scene. One of them was the White Star Liner Olympic, homeward bound from New York, and another was the HMS Liverpool. The Olympic and the destroyers were ordered to leave the scene, with HMS Liverpool remaining to pick up the Audacious crew when they abandoned ship.

"Audacious rolled over", said Mr Pengelly, "and with a tremendous explosion which lit up the sky for miles around disappeared below the waves".

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Remembering those disabled by War.

In this the hundredth anniversary of the end of WW1, Kathy Keith and workshop artist, Faith Bebington, lay a wreath made especially by residents of Mariners' Park to remember Mariners disabled by war.

Dementia Care Awards

Nautilus specialist dementia nurse recognised for work with retired seafarers

A Nautilus UK dementia nurse specialist for retired seafarers and their dependents has been recognised for her efforts at Mariners' Park and across Merseyside.

Alison Ellison, our Admiral Nurse, was shortlisted for best dementia nurse specialist/lead – a new award - presented at the prestigious Dementia Care Awards in Brighton on 8 November 2018, as part of the 13th UK Dementia Congress. She was among five nominees.

To be nominated, the outstanding specialist has to demonstrate an expert level of skill, knowledge, management and leadership. They will have supported their colleagues in delivering high quality, safe, seamless dementia care either in an acute, residential or community setting. The award encourages best practice in staff training, using dementia screening tools and developing person-centred care pathways and delivering improvements in dementia practice.

Alison, who was nominated by Care Home Manager Jane Davies, was appointed Mariners Park ex-mariners when the post was established 17 months ago.

The specialist dementia nursing post for retired seafarers and their dependants was set up by the Nautilus Welfare Fund charity, as part of a pilot project to support its existing dementia services. Alison's role is also supported by the charity Dementia UK and she provides free advice and support for residents at the Mariners' Park Estate in Wallasey and surrounding areas who are affected by the condition, as well as advice to staff in the Care Home and Home Care service.

The part-time post was funded by the Seafarers Hospital Society and the Nautilus Welfare Fund and further extends the existing dementia services offered at the Care Home which received a glowing report last year by the Care Quality Commission.



Face of Nautilus Welfare Fund—John Griffiths

As you may have read elsewhere in this newsletter John Griffiths is retiring on Wednesday 19th December. John commenced working for Nautilus on the 1st October 2007 filling the vacancy that was left Dave Crawford's promotion to Head Gardener. Therefore John has completed 11 years service with us in which he has been a reliable, conscientious and flexible member of the team.

I am sure that his work colleagues will miss his pleasant nature and work commitment but will also join me in wishing him a long and healthy retirement. John is also welcome to come back and see us all when he has completed his current list of "to do things" which I am sure he has.

A very sincere thank you from me for being an excellent employee.

Danny



Staff News

Welcome to ...

Abbey Duggan re-joined our staff after a brief time away,
Allison Matthews-Morley-HCA,
Clare Wood – HCA,
Julie Beck- HCA,
Paul Doran -HCA, and
Margaret Alawode RGN – as bank staff
Rebecca Griffiths HCA
Maria McKeown HCA
Samantha Martin HCA Helen Thurston joined the domestic team.

Good Luck to

Karen Lamb ,night HCA left us, as she changed her job, we wish her good luck!
Claire Billington

Other News

Lorraine Charlesworth one of our long serving HCAs had a little boy – James on the 22nd August 7lb 1oz.

Office Closure

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

**Monday 24th December
Tuesday 25th December
Wednesday 26th December
Tuesday 1st January 2019**



Welcome

We would like to welcome some new residents to Mariners' Park Estate and Care Home:

Ms Biddulph & Mr Williams
Mr & Mrs Mhagrh
Mr O'Farrell
Peggy Stubbs
James Duffy
Henry 'Harry' Harrison



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 or Sharon:

Telephone: 0151 346 8840

Email: welfare@nautilusint.org



A Very Husky

Christmas

