



# The Probus Club of Locks Heath

Volume 17: August 2022: [Not long to Christmas](#)

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## Welcome

Our club (official title "Probus Club of Locks Heath") was formed in 1981 and has developed over the years. We now have a membership of fifty which is the maximum we can accommodate at our venue. As such, we do have a short waiting list, but encourage those on it to attend meetings periodically when space permits!

We normally meet at 12.00pm. on the first Thursday of every month at [Sarisbury Green Community Centre](#) when we have a short business meeting and a Ploughman's Lunch followed by a Speaker and finish around 2.00pm. A pay bar is available.

We arrange group holidays, recent examples include a cruise to the Norwegian Fjords from Southampton with Fred Olsen Cruises, a visit to Lake Como in Italy and two river cruises in Europe, one travelling part way by Eurostar, as well as a cruise around Britain.

We organise outings, for example a visit to Greenwich and visits to the Chichester Festival Theatre as well as local events such as an annual Summer Event for members, wives and guests. A *Ladies Day* formal dinner is held in November. Photos from recent events and holidays can be seen in our [Photo Gallery](#).

This month's Newsletter features articles from our website sections [Memories](#), [Our Members](#) and [Blast from the Past](#) as well as articles on reporting on our recent meetings

Our Archive contains articles previously posted on the web including links to items such as [I Remember](#), which contains links to items, hopefully of interest, which may bring back memories of the past as well as provide local interest.

Note that for easier navigation you can [link directly to all sections of our web site from here](#) including previous Newsletters

## Committee Updates.

A potential trip abroad will be reviewed later in the year.

The Ladies Dinner organisation has been taken up by Tim Mitchel helped by Richard who organised the 2021 event.

Lionel has agreed that he will keep tabs on those who are sick and Colin will send him a list of the absentees each month

## Recent Events

Probus Picnic



On a bright sunny day, Probus members, their wives and friends gathered at Graham Adams house for a cocktail prior to a "bring your own lunch" in the shaded garden. Whether the noise was due to the strength of the welcome drink or just due to the opportunity to meet up with friends not seen for many months, that's your guess not mine.

A magic show given by our own member of the Magic Circle, Mike Pinder, provided some light entertainment for all. It was also good to see John Robertson and David Hamilton-Rump attend the party in spite of being so unwell recently.

For many the lunch was a precursor to a visit to a very packed "Show on the Green" which was adorned with ice cream and burger vans doing a roaring trade as well as an interesting collection of historic vehicles. Plenty to see there for the whole family.

The only disappointment in the whole day..... I didn't see a single Probus member or their wife coming down the rather impressive slides!

Once again, our thanks go to Graham and family for hosting us.

## "Murder On The Orient Express" at Chichester Festival Theatre



Eight members and partners/friends enjoyed a very clever production which had the front of a full sized steam locomotive in the background.

The production began with a little girl tucked in bed by her nanny. There was a scream as a man appeared in the shadows and the bed and girl disappears. Cut to Istanbul where passengers are gathering in a railway café. None recognised a 'funny little man' with a 'silly moustache'.

Tablecloths were whisked away revealing luggage trolleys which become dining cars.

Everyone is aboard the legendary luxury train racing through a snowstorm getting to know the suspects. Poirot astutely tries to solve 'the most difficult' case of his career. Poirot showed a knowledge of Shakespear quoting from 'Hamlet' to reveal his own troubled soul and dilemma as he wrestled with his conscience. Poirot showed an intense moral sensibility as he 'solved' the case and created a solution.

The play had never been done before, and sound effects were well done, getting high praise in the review.

### Group trip to Eastbourne – May 2022



Our first group holiday since the emergence of Covid, a group of club members and their wives embarked on a May excursion to Eastbourne.

The trip offered a visit to Great Dixter for a private tour of the house and an exclusive chance to wander round the superb renowned garden, designed by Sir Edwin Lutyens. This is the home of the late Christopher Lloyd OBE who devoted his lifetime to creating one of the most experimental gardens of our time.

Departing after lunch there followed a short trip by coach to the nearby Kent & East Sussex Railway station at Northiam, to catch the steam train to Bodiam, which then returned to Tenterden where we all enjoyed a cream tea whilst viewing the superb scenery of the Rother Valley and High Weald Area of Outstanding Natural Beauty.

The next day, a free day in Eastbourne, provided the opportunity to explore the museums and art galleries, shop, stroll along the promenade and visit the lovely Victorian pier with its new walkway and facilities.

The following day? A drive into 1066 country, with a combination of coast and countryside. Visiting Hastings, with ancient churches, buildings, unique fishing quarter, museums, antique shops, narrow streets and tea rooms. Continuing on to Rye, with its quaint cobbled streets and historic half-timbered buildings for free time before returning to the charming market town of Battle, with its Battle Abbey and Battlefield.

And on the last morning, time to return home after a wonderful few days and a return to group holidays, albeit in the UK. After breakfast we followed the coastal road through Newhaven and Peacehaven to Brighton for a lunch stop before continuing the home.

A wonderful break, an opportunity to meet up with other club members and their wives and a return to normality!

## Recent Speakers

### From the New Forest to Salt Lake City by Gill Southwell



The audience may have been expecting a talk on the Mormons (which some of the members thought a strange idea for a Probus meeting), however the reality turned out to be completely different and a much more personal story.

Gill started by reviewing the history and beliefs of the Mormons and told how some of her ancestors did indeed become Mormons for a short while travelling to Salt Lake City in Utah. After a few years they left the Church of the Latter Day Saints and returned to the New Forest, but why? What was the story behind this?

Gill's ancestor, George Light and his wife Lucy Ann, had heard some of the Mormons preaching, which is what made them join the church and travel to Salt Lake City. The Mormons chose to settle in Utah, which in the early 19th century was not a part of the United States of America. Meaning that when church members were starting to find it difficult to live in the USA they could settle in Utah.

These journeys were very difficult in the early 1850s, but the family survived two transatlantic voyages (there and back) and the journey, by river boat and wagon train to Salt Lake City from New Orleans where they had landed in America. They completed the journey in reverse on their return to England.

It was Gill's interest in researching her family history and work done researching her ancestors, most of it initially online or in record offices, that led to her planning a visit to Salt Lake City herself. This enabled her to do further investigation into her family tree and verify her family connections providing interesting new information.

Her ancestors remained in the Mormons for only four years, but why? In 1856 the Mormons carried out their own census to make sure everyone was following the Mormon rules. They were also having difficulty maintaining food and water supplies. They only wanted true believers, most notably they insisted that men should have multiple wives.

Some did not agree with and left the church – among them was the Light family who returned to the New Forest. When settled again they joined the Anglican Church and were baptised.

**Editor's Note:** *As many of you will know, the Mormon church is a great source of information if you are tracing your own family tree, I used it myself back in the 1980s to trace my own tree and was fortunate to come across a distant relative who had done much research before me and traced the family back to 1723.*

*The name Treagus itself is a derivative of Tregoze, which can be traced back to 1066 when Baron Tregoze came to England with his friend Will for a short holiday, the original name therefore coming from France.*

### Walking the Camino (Vic Bird)



Recently completed by Vic Bird and previously by Jim Dodd and Derek Treagus, walking the Camino is very much both a personal challenge and a personal achievement, but what are the origins of this walk?

In the 9th century the tomb of the apostle St James was unearthed in Compostela. The site became the focus of a pilgrim trail beginning in France and crossing Northern Spain to Santiago de Compostela.

While there are many different routes to Santiago de Compostela, the most well known of the Camino de Santiago walks (also known as the Compostela Trail or Way of St James) are in Spain and

France. With so many options available it can be confusing for the modern day traveller to know exactly which one they should do.

Many Camino pilgrims choose to experience the final stage of the **Camino de Santiago**. Walking the last section of the Camino is very popular as it enables to collect your Compostela (Pilgrim's Certificate) as the **Pilgrim's Reception Office**, the official service behind Camino credentials, states that pilgrims need to walk at least 100km or 62 miles of the Camino de Santiago to be eligible for the Compostela.

Pilgrims are supposed to bring a rock along with them on their Camino, ideally choosing one from their place of origin. It seems as though this rock can represent a lot. Often, pilgrims carry a rock in honor of someone: someone who has passed away, someone they have lost, someone whose memory they hold onto.

The walk does not have to be completed in a set number of days but must, at a minimum, cover the whole 100km trail with proof provided by stamps added to your Pilgrim's Passport (at least two per day) which, along with your Completion Certificate, becomes a great memento of your journey.

You will meet many people on the way, exchanging the pilgrims call of "**Buen Camino**" with them all (the phrase means "Good Way: "Buen" meaning good and "Camino" meaning way). It's a simple, cross-cultural way to wish your fellow pilgrims well on their walk and return home with a terrific set of memories and achievements.

If you are interested, completed by Derek Treagus, Jim Dodd and fourteen other Pilgrims, you can find details of their Camino de Santiago walk in 2019 [by following this link](#)

### The Children's Society by Ian Combs



Extracted from [Wikipedia](#), this provides a very good summary of this talk

The Children's Society was founded in the late nineteenth century by Edward Rudolf, a **Sunday School** teacher and **civil servant** in **South London**. Rudolf led a deputation to **Archibald Tait, Archbishop of Canterbury** to put forward a plan for the establishment of **Church of England** children's homes as an alternative to the large workhouses and orphanages common at that time.

In 1881, a new organisation was registered as the **Church of England Central Home for Waifs and Strays**, taking the name **Church of England Incorporated Society for Providing Homes for Waifs and Strays** in 1893. It kept this name until 1946, when the title was changed to the Church of England Children's Society and adopted the informal title of The Children's Society in 1982.

The first home was opened in **Dulwich** in 1882. Its success, together with a growing awareness of the scale of child poverty in **England and Wales**, led to the rapid development of The Children's Society. It moved to new offices at the **Old Town Hall** in **Kennington Road** in 1909. By 1919 the charity had 113 homes and cared for 5,000 children.

A main feature of The Children's Society's work was its insistence that children should not become long-term residents in homes, but boarded out, **fostered** or **adopted**. By the late 1960s The Children's Society had become one of the largest adoption agencies in the country.

In the late 1960s and the early 1970s, in response to the significant social changes of these years, The Children's Society moved away from centralised care, fostering and adoption work and focused more on preventative work designed to support children and young people within their own families and communities.

During the 1970s and 1980s The Children's Society introduced family centres throughout the country offering services such as advice centres, **play groups**, **youth clubs** and short term accommodation for young, single children. The society relocated from the Old Town Hall in Kennington Road to new offices at **Kings Cross** in 1986.

During the 1990s The Children's Society began focusing on **social justice**, lobbying to change **legislation** and welfare provision, and encouraging young people to speak and act for themselves.

The charity's direct practice now focuses on vulnerable children and young people aged 10 to 18 – including children who have been sexually exploited, children in care and young refugees. Its policy and campaigning work is informed by its direct practice, and by its extensive research on children's well-being, child poverty and adolescent neglect.

The Children's Society was rebranded in 2014 by London-based design practice **SomeOne** from a logo depicting a purple figure reaching for a star to the current black and white identity. The new look reflects the charity's belief of confronting 'hard truths'.

In 2017, The Children's Society launched a new strategy aimed at disrupting the cycles of disadvantage that prevent young people from thriving by 2030; an ambition that directly supports the vision and mission.

The charity has chosen to concentrate on young people aged 10–18 with many problems in their lives (or multiple disadvantage). The strategy focuses on using innovation to scale up impact through technology and learning, partnerships to leverage resource, and continuous improvement by becoming an agile and efficient organisation.

As well as supporting change at an individual level through its direct programmes of work, The Children's Society aims to effect systemic change by influencing legislation and government practice, and to effect a positive shift in public attitudes towards children and young people.

The Children's Society's strategy explores the complex challenges in young people's lives by focusing on three areas: risk, resilience and resources.

- Risk: The threats and dangers to a young person's safety which could include neglect and abuse, exploitation and violence.
- Resilience: A young person's capacity to respond to adversity at any given time which could include mental health or trauma.
- Resources: The resources available to meet a young person's needs which could include family support, money or social support.

### The Kings Theatre, Portsmouth then and now by David Allport



A very interesting talk with photographs of the area prior to and after the build and of the many stars who had appeared there over the ages.

For 110 years audiences have enjoyed musicals, plays, comedy, opera, dance, talks and film in the sumptuous surroundings of the beautiful Grade II\* listed proscenium arch theatre, designated by the Theatres Trust as a 'theatre of national architectural importance'.

J W Boughton conceived and brought to fruition the building of the theatre which was designed by the notable theatre architect Frank Matcham. The theatre stayed in the control of its original owners, The Portsmouth Theatre Limited, until 1964 when it was purchased by Commander Reggie & Mrs Joan Cooper.

In 1990 it was sold to Hampshire County Council. In 2001, after a successful campaign by AKTER (Action for Kings Theatre Restoration) to keep the theatre open, the theatre was purchased by Portsmouth City Council and leased to the Kings Theatre Trust Ltd who undertook the restoration of the building, whilst the Kings Theatre Southsea Ltd operated it on a day-to-day basis.

**The following extract from Wikipedia provides further information with links to relevant articles:**

The theatre opened on 30 September 1907 with a production of *Charles I* followed by two further of **Sir Henry Irving's** Works. During the 1930s it was used to premiere several works by **Ian Hay** before they transferred to the **West End** including ***Orders Are Orders*** and ***Admirals All***. The musical ***This'll Make You Whistle*** premiered there in 1935.

The theatre stayed in the control of its original owners, The Portsmouth Theatre Company, until 1964 when it was purchased by Commander Reggie & Mrs Joan Cooper. In 1990 it was sold again to **Hampshire County Council**. In 2001, after a successful campaign by AKTER (Action for Kings Theatre Restoration) to keep the theatre open, the theatre was purchased by **Portsmouth City Council** and leased to the Kings Theatre Trust Ltd who undertook the restoration of the building. The present day theatre has a **seating capacity** of 1600 and a computerised booking system. Much of the backstage area is still fully manual, allowing it to retain the tag of a traditional hemp house, though powered flying bars have now been installed to allow large-scale productions.

In 1974, director **Ken Russell** filmed the **Pinball Wizard** sequence of the rock opera **Tommy** at the theatre, featuring **The Who** and **Elton John** on the stage. He also managed to **burn down the South Parade Pier whilst there**, footage later used in the film!

## New Members

**Peter Praise**



I was born on the 28th May 1941 and have lived in Southampton all my life. I have been married To Sandy for 58 years and we have three sons and five Grandsons.

I started as an apprentice at sixteen as a boat builder and I have been self-employed since I was twenty two. Always working on my tools, I formed Solent Kitchen Design Ltd in 1970 with Sandy running office and accounts and a showroom Manager responsible for final designs.

Initially with two ladies were employed drawing by hand but subsequently we moved on to use a Computer Aided Design (CAD) System.

Whilst I have always been responsible for Site Surveys, workshop and tradesmen, my oldest Son Davis and his wife run the Company.

My Leisure time has been spread over different interests, Fly Fishing, Skiing, Classic cars and Boating. (I have been a member of the Royal Southern Yacht Club for thirty years) and have spent time in the Northern Territories.

**Martin Read**



I was born in Dulwich Hospital in South London in 1956, and grew up in and around Camberwell and Peckham. My early years were dominated by either playing or watching football. I lived next door to Dulwich Hamlet and the local professional club was Millwall, and I regularly visited both from a young age. My first job was as a Saturday assistant at Woolworths in Peckham. I went to the local grammar school, and then obtained a degree in business from South Bank Polytechnic. After a year living in a kibbutz in Israel, I went to Birmingham University and obtained a Master's degree in Operational Research. More importantly I met my wife Ann whilst at Birmingham University.

My first graduate job was developing mathematical models of proposed defence systems for the Ministry of Defence, to establish their effectiveness before development. I then did similar work for a defence consultancy and then at British Aerospace. At British Aerospace I also became involved in supporting the procurement decision making process at the Ministry of Defence, using mathematical models of group decision making. This led to the setting up of a group decision making consultancy with a colleague, and together we helped support decision making groups in pharmaceuticals, chemicals and government agencies in the UK, US and Europe using keypads similar to that used for 'ask the audience' in 'Who Wants to be a Millionaire'.

Six years later I had 2 young children and wanted to reduce my travelling and I joined Railtrack at the time of the railway privatisation. My job title was Passenger Charges Compilation Manager, and I was responsible for a group of analysts, accountants and software engineers to determine the cost of using the tracks by the new train operating companies. After a couple of years, I decided the newly privatised railway industry wasn't for me, so I made my final career change in 1996, and joined the University of Portsmouth as a Lecturer in Information Systems and Project Management, and we moved from Farnborough to Whiteley, which was meant to be temporary. Eight years later I had completed my PhD and became Head of Department for Strategy and Business Systems, responsible for 50 lecturers and professors and 1200 students and their university experience. My last role at the University was Head of Postgraduate Programmes, which enabled me to travel to India, China, Africa and the Middle East to support recruitment of postgraduate students. I retired from the university in 2016.

Now, I still do a little work for the University, mainly supervising postgraduate dissertations, and I am also occasionally involved in university inspections, mostly overseas. I have had a variety of volunteering roles; I have been a Citizens Advice Advisor, Garden Guide at Hinton Ampner, and more recently I volunteered at the Covid Vaccination Centre at Fareham Community Hospital. I play badminton, short tennis, golf (badly), I go rambling and even try to do a bit of running and have now completed over 100 parkruns. I'm also a season ticket holder at Southampton. And we still live in the same Whiteley house that we moved to in 1996

## And Finally

Having found that Barrington has not only memories a number of unique experiences whilst pursuing his career at sea, but that he has also written them up in a series of articles (some of which have been published by the U3A, and some of which may have been published in previous Probus Newsletters), I thought that they would make an ideal set of articles for our website and perhaps inspire others to contribute their own personal memories. So here is our first article:

### The Last of the Meat Clippers



More than sixty years ago I was nearing the end of my first voyage to sea. I was an Apprentice in the New Zealand Shipping Company and was serving onboard their training vessel Rakaia. This ship was an ordinary working refrigerated cargo vessel but instead of the normal deck crew, the vessel was manned on deck by the Company's Apprentices who carried out all the standard sailors' tasks – and, in the case of this story, the non standard tasks.

We were homeward bound from New Zealand with a cargo of refrigerated meat and dairy produce from New Zealand for discharge in New York and Liverpool. The ship had left New York and with over 4000 tonnes of cargo still onboard, was some two days out into the North Atlantic bound for Liverpool, when very suddenly the voyage came to a catastrophic stop.

It was mid afternoon and I was polishing brass on the boat deck – the usual lot of the most junior apprentice – close to the engine room sky-lights, when, with no warning, there was the most almighty Crash, Thud, Bang, Bang from the Engine Room to be followed only by silence and the wail of emergency alarms sounding from below.

The steady Thump, Thump, Thump of the main eight cylinder diesel engine had ceased. Word spread very quickly throughout the vessel that whilst proceeding at full sea speed, the connecting rod from crankshaft to piston rod of No 8 cylinder had fractured and in the process destroyed everything adjacent to it. Those who have never been up close to a marine diesel engine may have difficulty in realising the dimensions of these beasts – even sixty years ago they were big, whereas today they are quite simply massive. The connecting rod in a car engine can doubtless be held in one hand - for a marine diesel you need a crane to pick it up.



For four and a half days we lay adrift some 300 miles south east of Halifax, rolling, heavily at times, in the ocean swell. All the engine room staff, supplemented by the deck apprentices, laboured night and day to clear up the mess down below. Mercifully there had been no injuries and it became apparent that, contrary to galley

rumour that we would be towed back to America, it would be possible to re-start the engine and run on six cylinders, at very slow speed, towards our intended proper destination.

Our Captain was a seaman of the old school and our Chief Officer was a young man who had come up through the hawse pipe and prided himself on his seamanlike abilities. These men decided that we would make sails for the vessel. Initially to place in the rigging to help to ease the rolling whilst repairs were in progress and subsequently to assist our weak and struggling engine on the 'downwind' eastward passage to our home port.



An empty Tween Deck in No 4 hatch was turned into a sail loft, where a gang of Apprentices was put to work sewing canvas into sails under the direction of our Bosun who, as it happened, was a very skilled canvas worker. This may sound fanciful but in those days the cargo hatches were covered with wooden boards made watertight by multiple layers of heavy duty tarpaulin canvas. All ships carried spare tarpaulins and it was these that were now converted into sails.

There were various ideas and designs as to how to set these sails on the vessel. Not all ideas were successful but eventually the ship did actually manage to set some 2500 square feet of canvas. The sails could, to a limited degree, be trimmed to catch the wind. I well remember struggling, as a member of the watch in the middle of the night, with the wildly billowing tarpaulin jerking and pulling me about the deck. Not exactly 'Two Years before the Mast', but close!

The ship took three times longer than usual to cross the ocean and could never have got home to Liverpool by sail alone, but it was generally agreed that the sails had eased the strain on the engine. The management and the vessel's insurers must have been pleased because we were all given a bonus of a month's pay - £10 for me, riches indeed to a first year apprentice.



Could this happen today? The answer must be No. Quite apart from the enormous increase in the size of ocean going vessels over the years and even supposing there was any member of the crew who knew how to sew canvas – the plain fact is that modern ships just do not carry any canvas. Many years later this was brought home to me, when as Master of a bulk carrier on a slow speed long distance trans Pacific voyage, it became my sad duty to bury at sea a crew member who had died on passage. There was no canvas onboard with which to make his shroud and so our poor shipmate set out on his final voyage topped and tailed in two laundry bags. Such is progress.

**Barrington Daubeny**

## In Memoriam

### John Robertson



We are sad to report the passing of John Robertson. He was 83.

Bernadette, his daughter, sent this photo. She has advised that there will be a funeral for family only, probably in mid September, followed by a Wake for all who would like to go. Details can be found at the end of this article.

John joined Probus in 2002 and was President in 2006. We will be putting more details of his involvement with all Probus activities including Summer Events and Cruises, on our website in due course.

John was also an active and founder member of the Warsash U3A.

He had a great sense of humour and determination even when he knew that his short illness was terminal.

## Mike Tanner

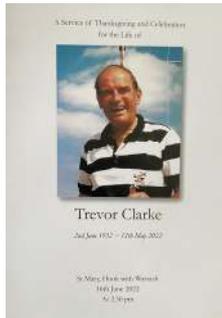


We are sad to report the passing of **Mike Tanner**, a long standing member of our club.

Mike's Memorial Service was held at St Mary's Church in Warsash on Monday 6th June at 1pm and afterwards at Warsash Sailing Club, where he had been a member for many years.

Any donations in Mike's memory may be made online at [www.michael-tanner1.muchloved.com](http://www.michael-tanner1.muchloved.com) Alternatively, cheques made payable to The RNLI may be sent care of A. H. Freemantle Funeral Directors 46 South Street Titchfield, PO14 4DY

## Trevor Clarke



We are sad to report the passing of Past Probus President (2010) Trevor Clarke in May 2022. Aged 89 (He would have been 90 on 2nd June).

Trevor Clarke's funeral service was held at St Mary's in Warsash on **Thursday 16th June at 2.30pm** with refreshments in St. May's Hall afterwards.

Trevor was a Project Manager for IBM and joined our Probus Club in 2005, becoming President in 2010. He retired from Probus in 2018.

He was also a member of various local Societies and belonged to the Warsash Sailing Club.

**Please send your input for future Newsletters (which will be now be produced approximately quarterly) via the website or send a message to [probuslocksheath@gmail.com](mailto:probuslocksheath@gmail.com)**