



Clan Chisholm Society NZ

Newsletter #53 April 2012



Editor's note:

Greetings to the Clan:

Here is the Autumn issue of your newsletter. Seeing as we didn't have a summer, its only fair and reasonable that we didn't have a Summer newsletter.

With Anzac Day coming up, we have dedicated a one page memorial to those Chisholms who served overseas and never returned. All of the Chisholms on the memorial have family members who belong to the NZ Branch of Clan Chisholm Society, with the probable exception of the first named, Reg. Chisholm, whose family emigrated to Australia in 1944. Another Chisholm emigrated in the same era, Walter, from Auckland, in 1938. John Ross has created a biographical article from the materials sent by Wal's son Peter, from Melbourne.

Brian Chisholm recently celebrated an important milestone, and was quite chuffed to receive a congratulatory letter from the The Chisholm, Chief Hamish. Also in-

cluded was a photo of the Chief alongside the lovely Chieftainess Julie, and children Andrew, Katrina and Anna.

Speaking of milestones, April 14-15 marked the 100th year since the *Titanic* hit that iceberg and sank in the Atlantic. There is a Chisholm connection, which our guest writer, Mathew Chisholm from Scotland, has researched, and written for us. He has uncovered a mystery related to this *Titanic* Chisholm, so I have followed up his article and tried to get to the bottom of it.

We hope to continue in this newsletter a regular historical event article, such as on the sinking of the *Titanic*, where there is a Chisholm connection to that event. I have one such event in mind for the next newsletter, where the 27th of June will mark the 70th anniversary of a day of great significance to New Zealand, and ultimately the world, and where there was one Clan Chisholm member present. If Society members know of events or historical incidents, where there may be a member of their family involved, please take the time to write about it. By publishing it in this newsletter it will be accessible world wide on the internet. The electronic NZ journal is archived on the Clan Chisholm website, and search engines have no trouble finding it.

Another innovation which will become a regular feature, is to take something of interest from the Chisholm Genealogical Forum and publish it here in the NZ newsletter. We start this feature off with a painting of one of the first ladies of the Clan, Elizabeth, widow of Chief Alexander XXIII. In a time of great change in the Highlands, she clung to old fashioned values, and earned the name "The Fair Lady of Strathglass".

Slán, and happy reading. Merry Christmas
And never forget, *Feros Ferio!*

Acknowledgements: Thanks to the following for contributing to this newsletter:

John Ross, Barry Chisholm, Audrey Barney, Ben Chisholm-Broomfield, Mathew Chisholm, Ancestry.com
Susan Chisholm of Chisholm, Encyclopaedia Titanica, Brian Chisholm, Sandra McKenzie, Peter Chisholm (Melbourne), Donald Chisholm (Toowoomba)

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From the President

President: John Ross, 8 York Place,
Palmerston North
(06) 357 4614. email: j.c.ross@massey.ac.nz

Dear Chisholm people

Let's hope plenty of you can come to this year's annual gathering in Wellington on Saturday 5 May. I look forward to seeing you there, as many as can make it.

One person who had been a faithful attender, Jocelyn Chisholm, who has died since our last Wellington gathering, will be much missed (see Audrey Barney's tribute to her in the Newsletter, March 2011). It remains a serious concern to us to enroll younger members, in the light of such losses, to keep our numbers up, or indeed positively improve them, and we also need a keen volunteer to take over as Clan Historian, as a successor to Audrey Barney.

It was a great pleasure and honour recently to be present at the Miramar Uniting Church Hall, the same venue as for this year's gathering, for Brian Chisholm's 90th Birthday celebration, and to meet with many fine people there, including Brian's brother Douglas, down from New Plymouth, who will have his 95th birthday this year.

At the international level, it is pleasing to see Juliette Chisholm-Broomfield, whom some of you will have met when she came to New Zealand with her husband Ben, has been elected to the position of President of the worldwide Clan Chisholm Society, in succession to Val Perry, who has done fine work in this role over the past five or six years. Equally pleasing, Robert Chisholm, our Newsletter editor, has been elected as one of the two Vice-Presidents, along with Ian Chisholm. This is clearly a testimony to how much he has contributed to clan history as Clan Chisholm DNA Project Chairman. Susan Chisholm continues in the role of Secretary/Treasurer, and Val will remain a member of the Clan Council as Immediate Past President.

Audrey Barney continues to work on the history of New Zealand Chisholms' participation in the First World War, and I am myself adding something to the work that she and others, notably among them Margaret Whitford, have already been doing on Second World War Chisholms. All the earlier Defence Force personnel records are now in the National Archives in Wellington, but those for WW2 and later are in the Defence Archives resource at Trentham. Copies of them for individuals can be ordered, but it was pleasing to find one's way there within the base (not easy), and work through fifteen of them. There's more to go.

About forty Chisholms were involved in each of the two world wars, and while the Roll of Honour appearing later in this newsletter lists seven men killed in action overseas, many more were wounded, or suffered illnesses, seriously enough to affect the rest of their lives. For every one of them, their lives would have been greatly changed by their war service.

Wishing you a wonderful year ahead

John Ross

LEST WE FORGET

ANZAC DAY 25 APRIL 2012

REMEMBERING THOSE OF CLAN CHISHOLM NEW ZEALAND WHO
SERVED IN THE WARS AND NEVER RETURNED



AT THE GOING DOWN OF THE SUN,
AND IN THE MORNING,
WE WILL REMEMBER THEM.



L.CPL REGINALD THOMAS CHISHOLM, SON OF HUGH MARSHALL CHISHOLM
1 NZEF. WELLINGTON MOUNTED RIFLES.

KILLED IN ACTION AT SHRAPNEL GULLY, GALLIPOLI, MAY 30, 1915 AGED 22 .

PVT. JOHN SAMSON CHISHOLM, SON OF WILLIAM CHISHOLM OF NORTHLAND
16BN AIF, KILLED IN ACTION ON THE SOMME, 31 JULY 1916, AGED 36 .

RIFLEMAN JAMES CHISHOLM , SON OF ALEXANDER AND ELIZABETH CHISHOLM OF OUTRAM.
POW AT PASSCHENDAELE. DIED OF ILLNESS IN CAPTIVITY , 1917, AGED 40.

PILOT OFFICER ROBERT STANLEY CHISHOLM, SON OF GEORGE STANLEY CHISHOLM,
WELLINGTON. RNZAF, ATTACHED TO RAF 103 SQN, BOMBER COMMAND.
KILLED IN ACTION NEAR WERVERSHOOF, NETHERLANDS, 13 JUNE 1941, AGED 27.

FLT LT WILLIAM OPAWA RUTHERFORD, SON OF ALICE CHISHOLM, GRANDSON OF
ROBERT ALEXANDER CHISHOLM, TIMARU. RNZAF, No 3 BOMBER SQN.
KILLED IN ACTION NEAR SOLOMON ISLANDS, 7 JULY 1943. AGED 33.

FLT SGT ALLAN ROBERT JOHN CHISHOLM, FEATHERSTON. RNZAF ATTACHED TO RAF No 1
TACTICAL EXERCISE UNIT, KILLED 9 MAY 1944, SCOTLAND, SPITFIRE CRASH, AGED 25.

PVT PERCIVAL EWAN CHISHOLM. SON OF WILLIAM & ISABELLA CHISHOLM, INVERCARGILL.
25 BN, 2NZ DIV. KILLED IN ACTION, AREZZO, ITALY 15 JULY 1944, AGED 22.

On the Forum: The Fair Lady of Strathglass

<http://www.chisholmgenealogy.com/cgi-bin/yabb2/YaBB.pl>



On the Forum this month, Council Secretary Susan Chisholm of Chisholm has posted a wonderful painting of her great-great-great-great grandmother, Elizabeth Wilson (1760-1826), the wife of Chief Alexander XXIII.

During Alexander's reign as Chief, with the support of Elizabeth and daughter Mary, he resisted the temptation to put the clansmen out of their homes and lease the Chisholm lands to southern sheep farmers. After Alexander's death in 1793, Elizabeth retained the leases of about half the estate, and continued to refuse to "clear" her lands. Not so those parts of the Chisholm Estate controlled by her brother-in-law William, the new Chief, and his wife Elizabeth of Glengarry. In 1801, the first round of clearances on Chisholm lands took place. Among the victims, my own great-great-grandfather. Quite simply, an economic formula: sheep were more valuable than people, ergo, get rid of the people and bring in the sheep. More fortunate were the tenants of the Dowager Elizabeth's lands, she applied humanity to the equation, and as long as she lived, Chisholms were safe on the lands of their ancestors. For this she was for ever referred to as the Fair Lady of Strathglass. Sadly she passed away in 1826. Her nephew, The Chisholm, Alexander William, having succeeded his father in 1817, succumbed immediately, and Round 2 of the Chisholm clearances commenced.

Happy Birthday, Brian Chisholm

A large group gathered at Mirimar to celebrate Brian's 90th birthday. Lots of family and friends, and also caregiver Sandra McKenzie, who recorded the occasion and has made a biographical booklet *The Life and Times of Brian Geoffrey Chisholm*. This book covers his childhood years, growing up in Wellington with his brothers, goes through his war service as a young man, and then through the various later phases of his adult life. Included in the book was article about his DNA, as Brian was an early member of the Clan Chisholm DNA project, and his "Viking" result was vital in the early days of the project, in tipping off the project team just what to look for when searching for the founder of Clan Chisholm. That Norman knight who rode into the Scottish Borders from Tynedale, he was one of Brian's ancestors. Is it no surprise that the eldest boy in the family gets the name "Norman"? A further coincidence comes when his next brother gets the name of "Douglas", the name of the feudal overlord to whom the original de Chesholme family of Roxburgh paid their allegiance. (Douglas of Drumranlig)

Right: Brian with family and friends at his Birthday Party.

Mirimar Uniting Church Hall.

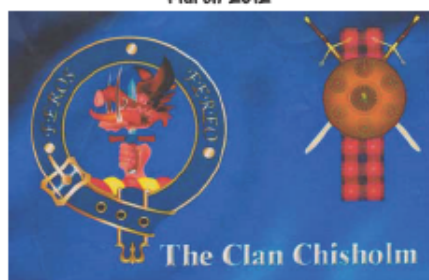
Below: One of his ancestors.



The Life and Times of *Brian Geoffrey Chisholm*

Residing Rm 52 Mount Victoria LifeCare
135 Constable Street
Newtown Wellington

Updated
March 2012



FEROS FERIO
I am Fierce - With the Fierce

Lots of photos of family and milestone occasions, plenty of pics of Brian getting stuck in to his 90th Birthday Cake, and a final word from the birthday boy himself:

In conclusion, I wish to express my thanks to all who may read this, who have helped me on my journey of life to this date. AND of course - I will always find time for the simple things in life -like a nice bit of relaxation and a cuppa.



A Night to Remember: April 14 1912 By Matthew Chisholm, Rhu, March 2012

Among the 2200 passengers and crew on board the ill-fated vessel "*RMS (Royal Mail Ship) Titanic*" when she sailed on her maiden voyage from Europe to the USA 100 years ago this April, was Roderick Chisholm, one of the employees of Harland and Wolff, the ship's builders. Roderick, along with some 1500 others, either drowned or died of hypothermia when she sank after colliding with an iceberg on the night of the 14th of April 1912. His body was never recovered. Although tragic, his story is fascinating as well as enigmatic: he rose to a position of some eminence in the company; he boarded the *Titanic* inexplicably called 'Robert' Chisholm; and in post-disaster publications his name mysteriously changed and lengthened to Roderick Robert Crispin Chisholm.



Roderick was a key member of an elite team of 9 specialists and craftsmen selected by the shipbuilders to accompany the *Titanic* on her maiden voyage. This was common practice for Harland and Wolff. However, the *Titanic* was the largest ship in the world at the time, as well as being the most luxurious and prestigious ship ever built by the famous Belfast shipbuilders, and it was typical of them that they should give their trouble-shooting team the grandiose and unique title of "The Guarantee Group". Some guarantee!

As Harland and Wolff's chief draughtsman, with intimate knowledge of the ship's design and characteristics, Roderick ranked in importance second to another member of the Guarantee Group, Thomas Andrews, the ship's chief designer. First class cabins were allocated to both men, befitting their status. Thomas also lost his life in the disaster and was posthumously lauded for his bravery. He had earlier helped people into the lifeboats but he was last seen in the first class lounge when the stricken ship was nearing her end, having discarded his life jacket, impassively smoking a cigar and stoically resigned to his fate. Roderick also acted altruistically, as he was seen during the ship's death throes throwing deckchairs overboard, assisting some of those in the water to stay afloat. Thomas had been summoned by the Captain immediately after the collision to go below to assess the damage. He would in all probability have been accompanied by Roderick. Given their professional expertise, both men would have known almost before anyone else that the ship was doomed. They could have turned this knowledge to personal advantage, particularly being first class passengers, but neither of them chose to enter a lifeboat, instead helping others to do so and thus joining the two thirds of the first class male passengers who lost their lives in the catastrophe.

These acts of selflessness were in contrast to the actions of one of the survivors, Mr J Bruce Ismay, who was the chairman of the *Titanic's* owners, the White Star Line. He received a great deal of opprobrium and widespread bad press as a result of his decision to board one of the lifeboats whilst there were still women and children on board the sinking vessel. There were also accusations that he had contributed to the disaster by persuading the vessel's Captain Smith to maintain maximum speed through the notoriously iceberg-infested waters, in order to shorten the passage time and thus gain kudos for his company in the face of severe trans-Atlantic competition from Cunard.

Roderick's parents were James Chisholm and Sophia Voaden. James was born in the parish of Urray in the county of Ross and Cromarty in June 1832. He came south as a young man in the early 1850s to find work in one of the thriving Clydeside shipbuilding yards, but within a few years he had made his way to the south coast of England to work in the naval dockyard at Plymouth. It was here that he met and married Sophia before returning to Scotland, where Roderick was born.

Roderick first started working as an apprentice draughtsman for the Harland and Wolff Clyde works

near Glasgow in the late 1880s. Within a few years he had moved to work in their main shipyard in Belfast, rising to become their chief draughtsman responsible for the construction of the *Titanic* and her sister ship the *RMS Olympic*. The tragedy left behind his widow Susan Anderson, whom he had married in Belfast in 1897 (giving his name on the marriage certificate as Roderick Chisholm with no middle names), and the couple's two children, Alyce and James.

In the aftermath of the disaster Roderick's name appeared in some sources as Roderick Robert Crispin Chisholm, yet his birth certificate shows that he was born plain Roderick in Dumbarton on the 16th of December 1868. It is not at all clear how this anomaly arose. There are also minor discrepancies in Roderick's details published after the disaster. He was variously described as being 40 years of age whereas he was actually aged 43. Also, in the original hand-written ship's passenger list his name was recorded as "Robt." and appeared as Robert in the typewritten list of first-class passengers circulated to those passengers whilst the ship was at sea.

In accordance with maritime law, as Roderick's body was never recovered, no death certificate was issued. It is not therefore possible to corroborate if the additional names came into being



RMS Titanic April 14, 1912



RMS Titanic April 14, 2012

before his death. Roderick's great-grandson Roderick Boggs, who lives in Belfast, has confirmed that he was always known in the family by the unembellished name of Roderick and they have no idea of the origin of the additional names. Roderick may have assumed the patrician-sounding title whilst on board, for reasons known only to himself, or it may posthumously and erroneously have been accredited to him. We will probably never know. What is clear, however, is that a Chisholm who came from humble highland stock rose within just a few years to a position of some prominence in the Harland and Wolff management hierarchy: no mean achievement in a company employing over 22,000 people at its height. Who knows how far he would have risen had it not been for his tragic and premature death on that fateful night in the North Atlantic one hundred years ago?

The Man who never was: Debunking the myth of Roderick Robert Crispin Chisholm

By Robert Chisholm

As pointed out by Matthew Chisholm in his article on Roderick Chisholm, Draughtsman for Harland and Wolff, and a victim of the *Titanic* disaster, the name of Roderick Robert Crispin Chisholm (RRCC) appears in all sorts of places, many with respectable sounding names such as Encyclopedia Titanica.

A quick Google search will find this mysterious character who has been morphed from elements of Roderick Chisholm and has attained a life of his own, so much that many people and organizations believe there were two men named Chisholm on the *Titanic*.

Here is the bio of RRCC as it appears in Encyclopedia Titanica:

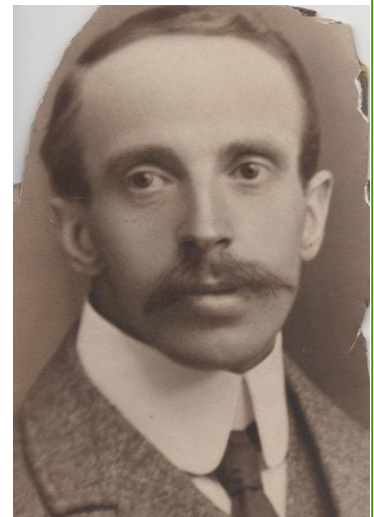
Mr. Roderick Robert Crispin Chisholm of Liverpool, England joined the Titanic as a member of the nine-strong Guarantee Group, as Chief Ships Draughtsman at Harland & Wolff shipyard in Belfast. Born Dumbarton. Married to Susan Anderson, Ticket No 112051.

The biography of RRCC matches that of Roderick Chisholm in all details except for the name, and the attachment to Liverpool. The Encyclopedia Titanica in the same entry for RRCC has a related biography to a person named Roderick Chisholm, as though they are referring to two different people, and they provide two different photographs, one for RRCC shown left below, and the well known picture of Roderick Chisholm shown on the right below.



Roderick Robert Crispin Chisholm

If I am not mistaken, the photo on the left would be a portrait of the draughtsman as a young man. The left photo obviously looks older, while the subject looks considerably younger. Apart from the remarkably similar attire what else appears similar: Parting the hair on the right side, the moustache, the eyebrows.



Roderick Chisholm

Matthew provided in his article, the ticket numbered 112051(Exhibit 1). It is reproduced over page. This is the first clue. Matthew has already pointed out the statutory record, where the person born in Dumbarton and the person who married Susan Anderson is each case plain Roderick Chisholm. On this ticket, we have the start of the confusion. The Christian name is written as Robt. The ticket has been filled out in Southampton. A Hampshire dialect speaking Englishman may have simply asked Roderick what his name was. Roderick was a Clydesider who had lived in Belfast for 13 years. Try mixing a Clydeside dialect with Belfast and see what you get; even worse, try and listen to that mix. Plenty of opportunity for someone to confuse the name Roderick with Robert . The residence place is given as England, and this indicates that as far as this document is concerned, accuracy is not a high priority.

The record below the ticket is part of a list of first class passengers, Exhibit 2. Those who have been saved have been crossed out, and those lost or missing have been numbered. In this official list, the name Robert is used, no doubt following on from ticket 112051.

Name of Ship Titanic Date of Departure Apr. 10th 1912 Where bound New York
 Port of Departure Southampton Steamship Line White Star Line

NAMES AND DESCRIPTIONS OF **BRITISH** PASSENGERS EMBARKED AT THE PORT OF _____

(1) Contract Ticket Number.	(2) NAMES OF PASSENGERS; ②	(3) CLASS. <small>(Whether 1st, 2nd or 3rd.)</small>			(4) Port at which Passengers have contracted to Land.	(5) Profession, Occupation, or Calling of Passengers. <small>In the case of First Class Passengers this column need not be filled up.</small>	(6) AGES OF PASSENGERS <small>Except for First Class Passengers aged the age last birthday.</small>						(7) Country of last Permanent Residence †					(8) Country of Intended Future Permanent Residence ‡	
		Adults.	Children under 12.	Infants.			Adults of 12 years and upwards.		Children between 1 and 12.		Infants.	England.	Wales.	Scotland.	Ireland.	British Possessions.	Foreign Countries.		
							Admitted by himself or wife.	Not admitted by himself or wife.	Males.	Females.									Males.
112051	Brought Forward	43	2	1															
112052	Chisholm Mr Robt	1			New York			7	7	23	6	1	1	1	36				England
27042	Clark Mr W. H.	1																	
110152	Barkworth Mr. Ast.	1																	
	Roths Countess of	1																	
	Levy Miss Gladys	1																	
	Maison Miss R	1																	
114320	See Mr Arthur	1																	
113495	Willars Miss Constance	1																	
		51	2	1				7	7	27	10	1	1	1	44				181

Exhibit 1: Embarkation register

A 3

FIRST CLASS—continued.

25	Chisholm, Mr. Robert	✓	Southampton
26	Clark, Mr. Walter M.	✓	Cherbourg
	Clark, Mrs. Walter M. (saved)		
27	Clifford, Mr. George Quincy	✓	Southampton
28	Colley, Mr. E. P.	✓	
	Compton, Mrs. A. T. (saved)		

Exhibit 2: List of First Class Passengers

Exhibit 3 is the key. It is the log book of marriages, births, deaths and injuries which occurred during the voyage. While there were no marriages or births, the list of deaths was plentiful. Robert Chisholm is listed amongst the deaths of the first class passenger's, supposedly drowned. But wait, somebody with correct knowledge has advised that the passenger's name is Roderick, not Robert, as all the ship's paperwork had suggested. The name is corrected in red ink, and the correction is initialed.

Although a death certificate has not been produced, Exhibit 4 shows the next best thing, an official register of death, giving the location and the cause of death. All of this is copied from the log in Exhibit 3, which was accurate in every aspect except for the incorrect christian name when

To be filled in when an Official Log is not delivered.

MARRIAGES, BIRTHS, DEATHS AND INJURIES

that have occurred on board during the voyage.

FIRST CLASS PASSENGER DEPT							
Date.	Place.	Christian Name and Surname of deceased.	Sex and Age.	Rank, Profession or Occupation.	Nationality (Stating Birthplace).	Last place of Abode.	Cause of Death. See footnotes.
19 April 15 th	about 41-10	Mr. Howard B. base	m	Passenger	U.S.C.	Vacuum Oil Co London.	Supposed Drowning
20 do.	do.	Mr. J. W. Cavendish	m	Members of Crew	U.S.C.	23 Chesbon Flare	"
21 do.	do.	Mr. Herbert F. Chaffee	m		U.S.C.		"
22 do.	50-14 Long	Mr. Roderick	m		Irish	Harland + Wolff Belfast.	"
23 do.	do.	Mr. Robert Chisholm	m		U.S.C.	9 Amexco Rome	"
24 do.	do.	Mr. Walter M. Clark	m		U.S.C.	7 Kings Ho Kings St Chrapside London	"
24 do.	do.	Mr. George Gilford	m				"

Lat	Mr. J. W. Cavendish	m
do.	Mr. Herbert F. Chaffee	m
4 Long	Mr. Roderick	m
do.	Mr. Robert Chisholm	m
do.	Mr. Walter M. Clark	m

Exhibit 3 : Log book of marriages, births, deaths and injuries that have on board during the voyage

Left: close up of the correction:
Robert changed to Roderick

Month <i>June</i> Year 1912 .											REC	
PARTICULARS OF SHIP.											12. Date of Death.	13. Place of Death.
1. Regr. Cert. to which apply.	2. Source of Information.	3. U.K., C. I., I. of M., Col. For. Ac.	4. On Sea, or in River or Harbour?	5. Tonnage.	6. Accident or Disease.	7. Wreck or Casualty.	8. Sail or Steam.	9. Name.	10. Official Number.	11. Port of Registry.		
								<i>Titanic</i>	<i>131425</i>	<i>Liverpool</i>	<i>15. 11. 12.</i>	<i>About Lat. 41. 16 N Long 50. 14 W.</i>

REGISTER OF DECEASED PASSENGERS.							43
14. Name and Surname	15. of Deceased.	16. Sex.	17. Age.	18. Rank, Profession, or Occupation.	19. Nationality, or Birthplace.	20. Last Place of Abode.	21. CAUSE OF DEATH.
	<i>1st Class Passengers</i>						<i>Supposed Drowned</i>
<i>Herbert F.</i>	<i>Chaffee</i>	<i>m</i>			<i>do.</i>		<i>Harland + Wolff Belfast.</i>
<i>Roderick</i>	<i>Chisholm</i>	<i>m</i>			<i>Irish</i>		
<i>Walter M.</i>	<i>Clark</i>	<i>m</i>			<i>U.S.C.</i>		<i>9 Amexco Rome</i>

Exhibit 4: Register of Deceased Passengers

first written.

Hence what the official record is making quite clear is that “Robert” was an incorrect name used on the ship’s paperwork, and that the passengers correct name was Roderick. From there developed this dual personage, Robert Chisholm the first class passenger, and Roderick Chisholm, sort of crew as his employer was the ship builder. The official records make it quite clear that although he was a member of the ship builder’s crew, not the ship’s crew, a member of the Guarantee Group, he was nevertheless a first class passenger. Robert Chisholm simply did not exist; he was just a clerical error.

It gets worse, when out of this duality emerges a combination personage Roderick Robert Chisholm, and to add to the confusion, the name Crispin is added, and Liverpool given as the place of residence.

This is simply a figment of somebody’s wild imagination, and rather sadly, it has been bought into by all and sundry, and spread around on the internet. How this Crispin and the Liverpool connection came about is unlikely to be ever known. It is possible to speculate, given some established facts. Refer to



Titanic Memorial, City Hall, Belfast:

This records the names of the Belfast citizens lost in the tragedy. Inscribed on the left side is the name *Roderick Chisholm*.

Exhibit 5. There was a Mr. William Crispin on board. He was a crew member, not a highly stationed member, being a “Glory Hole” steward. At 32 years of age he was near the same age bracket as Roderick Chisholm. He was from Liverpool. Like Roderick Chisholm, he went down with the *Titanic*. One can speculate that a survivor had either seen Roderick and Crispin together, or had mentioned them in the sentence to a third party, and out of that conversation, something like a Chinese whisper, Roderick the Chief Draughtsman, Robert his incorrectly registered name, and Crispin the Steward, emerged in the form of Roderick Robert Crispin Chisholm, 100 years old today. Not a bad innings for someone who was never born. Now is the time to separate Roderick from Robert, and both of them

Name of Ship		PARTICULARS OF ENGAGEMENT.					
Names of the Master and Crew.		Nationality. (If British, state birthplace.)	City in which Seaman last served, and year of discharge.		Date and place of signing Agreement.		In what capacity engaged, No. of Certificate of enrolment, No. of Bill of Health (Circulars of H.V. 217 and 218).
			Particulars to be entered only when not given above (Give Code of Agreement).		Date.	Place.	
			Year.	State of City and Port the Seaman is to be engaged in.			
1	2	3	4	5	6	7	8
Name of Ship <i>Titanic</i>							

52	<i>William Crispin</i>	<i>32</i>	<i>Liverpool</i>	<i>Station Hill Eastleigh</i>	<i>3.15.0</i>
53	<i>do.</i>	<i>do.</i>	<i>do.</i>	<i>do.</i>	<i>3.15.0</i>

Exhibit 5: William Crispin of Station Hill, Eastleigh, Liverpool, joined the *Titanic* from the sister ship *Olympic*, working as a steward in the “Glory Hole”. This meant he attended to the needs of the other stewards, and probably didn’t get any tips.



Ben Chisholm-Broomfield:

Down under again!

Ben is currently editor of the International Journal, having held many positions in the UK Branch and the International Executive of the Clan Chisholm Society. He likes to make the trip every two years, especially so to see his brother down in Christchurch. He usually likes to see the sights of Auckland as well, and this time he managed to spend a day with Audrey, and then with me. I took him to a village of retired Guardsmen out Howick way, he thought it just grand, and to deal with the mid winter chills in Scotland, he put down a deposit on one of the more substantial houses in the village. (pictured above)

Since that time, his wife has been elected President of the Clan Chisholm Society, so this abode may well become the Erchless of the

South. The house has no television, but who needs it when entertainment can be obtained by the newspapers covering the walls and ceilings (pic upper left).

Perhaps not entirely suitable for our President; fortunately Ben paid in Bank of Scot-

land pound notes, so the vendors may willingly return them and put the place back onto the market. Sadly therefore, Ben's name may never be placed on the plaque in the village church, (pic lower right).



ANOTHER HIGHFLYER - WALTER JAMES CHISHOLM

by John Ross

Peter Raymond Chisholm, contacting us from Melbourne, has provided some fine material about his father, Walter James (Wally, or Wal) Chisholm, who was born in Auckland on 19 May 1915, but in 1936 crossed the Ditch and went on to become Australia's premier pole-vaulting coach. After he died, on 26 December 2005, in Melbourne, the Wally Chisholm Memorial Cup for Australian pole-vaulters was established in his honour.

Walter was the eldest child of James Henry Robert Chisholm and Annie Augusta Brockenshaw, married in Auckland on 25 October 1911. He had two siblings, Patsy (or Patricia) Ethel Chisholm, born in 1918, and Graham Chisholm, born in 1920 (the father of Alan Charles Chisholm and of the journalist Donna Chisholm). This was James's second marriage. The first had been to Martha Smith, in 1901, and they had had one child, Mavis Chisholm, who would go on to have an outstanding career as a hospital matron in the Middle East and Italy during the Second World War.

Wal left school in 1930 at the age of fifteen, and found work as a warehouseman, and meanwhile pursued his enthusiasms for cricket, hockey, running and cycling. In the 1930s he became a leading competitive cyclist, but also developed an interest in pole vaulting. When he made the shift to the West Island, and found work as a salesman, he built on these two activities, and kept up his fitness. On 12 March 1941, despite his aversion to war, he enlisted in the Australian army, and on 5 August transferred to the 2/5th Independent Company, that is, the 2/5 Commando Squadron, and remained with it until 11 March 1946.

Not much is known of his war service (men were expected at the time of discharge to be discreet about it), but doubtless he was with the Commandos during the fighting against the Japanese in Papua New Guinea; they had a base, for a time, at Wau, a village in a high valley in the Owen

Stanley Range, generally harrassed the Japanese, and later, as part of Kanga Force, took part in the assault upon Salamaua. They doubtless went on to Bougainville and North Borneo. It was a high-stress existence, and he had to endure bouts of malaria.

Before leaving Australia, he had met his future wife, Yvonne Patricia McLaughlin, at a dance in Echuca. They kept up a correspondence, and after he returned to civilian life, again as a salesman in Melbourne, for a plumbing supplies company, they got married, on 7 August 1948, and would go on to have five children, James Michael, William Anthony, Peter Raymond, Robert, and Carolyn Anne. Wally took courses in the evening, to qualify as a plumber, and once he had his certificate worked as a self-employed plumber till his retirement in 1978.

Meanwhile, he went back to athletics, based

at the Mentone Athletic Club, and began vaulting himself and coaching pole-vaulters, carrying on for nearly fifty years, in which nearly all of the State of Victoria's and Australia's national champions were coached by him. Three of them, T. Bickle, Don Baird and Ray Boyd, went on to win gold medals at Commonwealth Games. Pole-vaulting is a seriously risky activity: athletes could miss the landing mat, or otherwise seriously injure themselves coming down badly; their fibreglass poles could snap; or they could find themselves caught with poles tangled in their shorts, four or five metres above the ground. Even champion vaulters could become so stricken with fear they could not take off. Wally was extremely good at working with them and helping them overcome their fear. He always managed to send his vaulters into competitions feeling they would win.



CLAN CHISHOLM SOCIETY NZ INC.



Saturday 5 May 2012 10 am -3pm

Church Hall, Miramar Uniting Church

Corner, Hobart and Devonshire Streets, Miramar

We invite you to join with other members of the wider Chisholm 'family' for this event. As our gatherings move around the country, with last year's in Palmerston North, and next year's somewhere else, this may be your best chance to play your part in one, to meet with other members of the extended Chisholm Clan, and to view some of the resources of the society.

You may have family history queries we can help you with. We will have a display of Chisholm family history records, memorabilia and books, and also a laptop with something like 30 different Chisholm family trees loaded available for all to peruse.

Programme:

10am onwards: Social Gathering, Morning Tea, Clan History and Family History queries.

11am: Speakers' Forum, NZ Topics. Including Audrey Barney's research into NZ Chisholms involved in World War One, followed by John Ross outlining his progress on the Chisholms



12pm: Lunch, including a Haggis, complete with with Tatties and Neeps, prepared by Ash and Lynda in Johnsonville.

(All residents of the Hutt Valley, please hide your sheeps on May 4). Our President will address the Haggis in the traditional manner, and it will be toasted with the finest 10 year old single malt from Glen Nevis, kindly donated by Barry.

1pm: AGM and formal business (quite short)

Election of officers, don't be shy, just say Feros Ferio and put your name forward. Various reports to the society, fol-

Afternoon tea, about 2.30pm, will end the business of the day, but those who wish to, could take part in a drive past Island Bay, and a walk around the coast to Red Rocks. In the evening there will be a dinner, starting about 6.30pm, in a venue yet to be arranged.

The Clan Chisholm Society of NZ was founded in 1994 to promote and foster the Clan Chisholm spirit and traditions within this country. It also functions as a branch of the International Clan Chisholm Society, and by joining the NZ society you have automatic membership of the worldwide society, which has branches in the UK, USA, Canada, and Australia. As a member of the society you would receive several NZ branch newsletters per year, plus an annual international journal. A useful website, www.clanchisholmsociety.org, anyone can access, with access to the International Genealogy Database limited to members.

Please do feel free to come along to part or all of the Gathering, or to come simply to the dinner, and do pass this invitation on to other Chisholms, or any others with family links, you may know. If you think you will be coming to the dinner, it would a great help in relation to bookings if you could notify the local organisers Ashley Chisholm (ashandlynda@xtra.co.nz; ph. 04 473 3294), or Anne O'Regan (aor@xtra.co.nz; ph 04-232-5246)