

# SOUTH WEST SOUNDINGS 81

The Newsletter of the SOUTH WEST MARITIME HISTORY SOCIETY  
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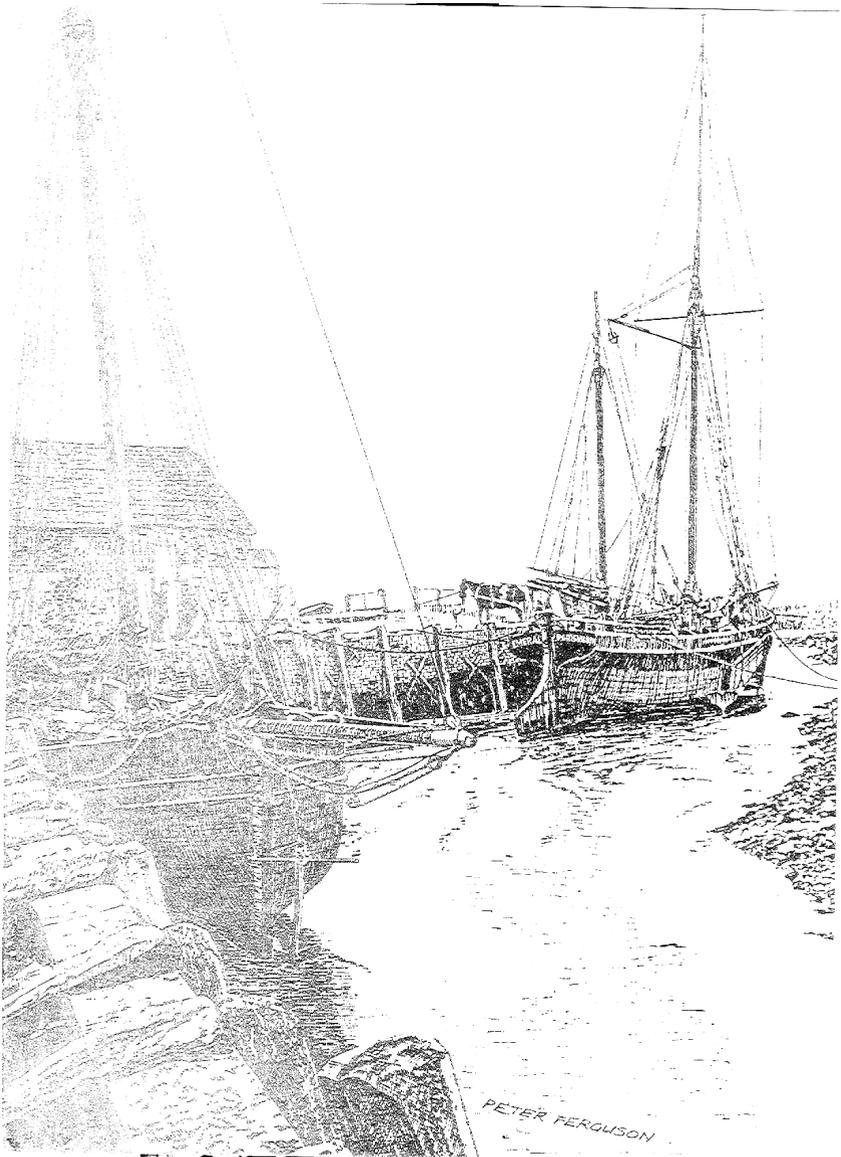
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**WEBSITE.** [www.swmaritime.org.uk](http://www.swmaritime.org.uk)

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Courtesy Peter Ferguson



## **EDITORIAL**

A member has written to me with some comments on the content of *Soundings*. He would prefer to see more short articles and fewer reviews. In replying, I have pointed out that I can only print what comes in ! So like James Saumarez, do keep sending in those little memoirs of youthful adventures and indiscretions.

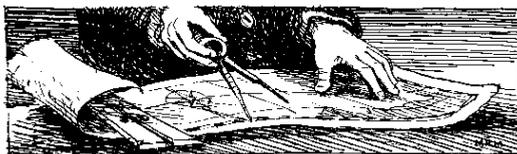
Personally, I feel the reviews are a real asset to members and the wider community. I will however, be giving more brief mentions, especially of books less specifically related to the South West, that are reviewed elsewhere. Reviewers can however, rest assured that it is well worth sending their pieces in, as all of them are placed on the website, which is as limitless as the ocean. Some publishers also link to these reviews, so they are well read, a process we are encouraging.

A further comment was on the absence of a printed members' list. This topic has exercised the Committee, as it takes time and is expensive to post, and of course dates very quickly. Nonetheless, Dave Hills has kindly tackled the fiddly job of formatting the list, and we plan to make some printed copies available at the AGM and meetings, and on request by sae. For online users, the online list remains much more up to date and is easy to search.

The banks have caused us (and many other organisations) problems in tracing membership standing orders that come in without any ID. If you use online banking to set this up, make sure to use an option that includes some kind of identification, or let the Treasurer know your details. Our very best wishes for the coming year.

**Jonathan Seagrave**

**Next copy date: February 10 2011**



## FUTURE MEETINGS AND OTHER EVENTS

Sat. 12<sup>th</sup> March Member's 'antiques road-show' & 10 minute talks . Venue tbc

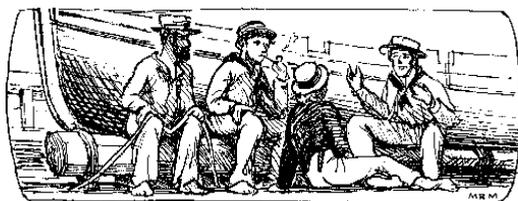
*2 April 2011 South West Shipping Show Portishead*

Saturday 21<sup>st</sup>. May. David Clement has provisionally arranged a meeting in association with West Wales Maritime Group, World Ship Society and SNR at Waterfront Museum Swansea. Details to follow.

Sat.11<sup>th</sup> June AGM at the 'Globe', Topsham.

*(Italics indicate an event of interest but not organised directly by the Society. More notices from other Societies at the end of the magazine )*

**Confirmation of events will be published either in the next edition or in calling notices for bookings, which will be sent to members at the appropriate time.**



## REPORTS OF MEETINGS

### **Cornish Maritime History Conference 2010, National Maritime Museum Cornwall Saturday, 16 October 2010**

This biannual event, this year themed ‘**Cornish Ports and People**’, was very well attended by members. Many thanks are due to Helen Doe and Tony Pawlyn for organising such an excellent day, and of course the speakers. The following abstracts, slightly condensed, give a feel for the topics covered. Look out for detailed papers in either *Maritime South West* or *Troze*.

2012 is not so far away, and Helen Doe says of a possible meeting that year “ it depends on whether I can get enough speakers on Cornish maritime history with something new to say. I have been fortunate so far. Anyone with research relating to Cornwall is welcome to contact me as a possible speaker.”

### **Professor Neil Hawke *To the Rio Grande! The life and voyages of a Cornish merchantman in the 19<sup>th</sup> century***

Captain William Strike was born into a Porthleven fishing family, in 1814. This era saw a boom in copper mining and export from ports like Porthleven. The export trade to South Wales was the starting point for the sea-going career of William Strike. After some years in the coastwise trade, starting as ship’s boy, William Strike graduated to the foreign-going trade and in 1850 applied for and obtained recognition as a master mariner based on his experience. Thereafter he also became a shipowner and developed trades through the Mediterranean, across to North America and down to South America. Strike was obviously successful in a very hard, challenging maritime business but what were the variables – personal, local and global - working for, and against him?.

### **Mike Prettejohn *The Gorran Haven Crabber Project: A fresh approach to our Maritime Heritage.***

Set up in 2006, in conjunction with Fowey Classics Regatta organisation, the aim of the project was to adopt the Brittany approach to maritime heritage by building a replica of one of our traditional coastal fishing boats rather than spending money on the more usual preservation of an old boat. This latter approach can lead to a degree of preciousness and museum status. It is also invariably much more expensive to take an old boat to pieces rather than building a new vessel altogether. The spritsail rigged 17ft 6 ins Gorran Haven crabber, *Ellen*, owned by the Cornish Maritime Trust, was, until 2004, kept and maintained in Fowey Harbour. She was then moved by the Trust down to Mousehole to the disappointment of many who had admired her in Fowey. Before she was moved her lines were taken off by Peter Williams at Bodinnick Boatyard. In 2006 the proposal to build a replica was floated and received with tremendous enthusiasm and offers of funding. The keel was laid that November, and she was launched the following year. The objectives of the project are to display, by regular sailing in and around Fowey, part of our maritime heritage and to give youngsters the opportunity to experience that maritime heritage .

### **Anne Pond *Falmouth and Plymouth Docks in 19<sup>th</sup> Century***

Both Falmouth and Sutton Harbour docks were established in the nineteenth-century but they were very different organisations and developed in different ways and for different reasons. This talk examines some of the differences and considers the factors (geographical, engineering, financial) that influenced the decisions made by the Dock Companies and various other bodies in the development and expansion of Falmouth and Plymouth. By 1851 Falmouth had lost the Packet Service to Southampton, because of the lack of dock accommodation and a railway connection. A docks committee was formed to consider the feasibility of building docks and to bring the railway to Falmouth and the Falmouth Docks Company was established. In Plymouth, by the beginning of the nineteenth-century there were increased concerns from the local community who used Sutton Harbour about the build up of silt and waste. A group of merchants and traders worked together to form a company, The Sutton Pool Company, to maintain the harbour and improve the facilities.

## **Joanna Thomas *Cornish Women at Sea?***

In maritime history, there is still a very strong image of men going to sea while the women stayed at home, on shore, to mind the children and possibly to run a business. The research about maritime women at sea is still in its infancy. So far, captains' wives and stewardesses are the only two categories which have been explored in some depth and it has been argued that to be one of them was the only possible way for a woman to go to sea. It is known that women went to sea as stewardesses on board passenger liner vessels as early as the first half of the nineteenth century. Moreover, there are studies, mainly by American historians, which show that sometimes the wife of a master mariner or a captain went to sea with her husband. This regional study of seafaring women in Cornwall examines the data on women on board shipping and considers the reasons for their presence on board, whether temporary or permanent.

## **Dr David Jenkins.      *The St Just Steamship Company***

Sir William Reardon Smith (1856-1935) was a native of Appledore in Devon, and spent half a lifetime at sea, culminating in his command of some of the great iron and steel barques owned by Hogarth's of Ardrossan. He 'came ashore' in 1900 and settled in Cardiff, where he entered into shipping on his own account five years later with his first steamer *City of Cardiff*. As was the practice at that time, he set up further single-ship companies to acquire more ships during the ensuing years, and in 1912 he established the St Just Steamship Company Ltd.; a substantial portion of the capital in this company came from the little Cornish town of St Just. The almost incredible coincidences that led to the establishment of this company will be the subject of this paper.

## **Dr Alston Kennerley    *A Northwest European Shipping Communication and Servicing Hub: Falmouth for Orders, Repair and Supply, 1881-1935***

Falmouth, at the western end of the English Channel has long been a port of call for shipping in need of repair, supplies or information, or for shelter from bad weather. While in general terms the support role of such ports was well known, and had been discussed little quantifiable data was produced in evidence.

Drawing on a local Falmouth source, the arrivals registers of the shipping agent, G.C. Fox & Co., this study rectifies this omission. The wider context is set through a fresh typology of 'Ports of Call' with examples of the kinds of service which ports provided and discussion of the charges such port calls involved. The study concludes that Falmouth's period of significance as a "port for orders" was in the second half of the nineteenth century, but that its role in other port of call functions was much more long lived. However, a tentative ranking in relation to other ports for orders, places Falmouth behind Cork/Queenstown (the same port in Ireland), in the western approaches to the Channel, but much ahead of Plymouth and Cowes, other orders ports named in charter-parties.

### **Mike Grose *The Port of Truro***

Truro lies twelve miles from the sea, but at the period when Falmouth was only a hamlet it had control of all what is Falmouth inner harbour. As Falmouth grew it came into conflict with Truro City Council over who should have jurisdiction over the harbour. The Port of Truro played a large part in supplying the mines; as the mines got deeper more timber and more coal for the pumping engines were needed. The problem with mineral extraction is that waste gets into the rivers and streams and causes difficulties for navigation. Over the years many schemes have been tried to keep the docks and river bed clear. Shipping came up to the centre of Truro to unload until the 1960's and subsequently moved a mile down stream where it still discharges today. The port is well known among ship owners as one of the cheapest places to lay up vessels in its safe sheltered waters.

### **Dr Catherine Lorigan *The Maritime Trading links of the North Cornish Coast'***

Ships which sailed from a number of ports on the North Cornish coast, in particular Padstow and Boscastle, were involved in trade with North America, Wales and the Continent. A chance discovery of a jug inscribed with the name of 'St Minver', a parish and village in North Cornwall and probably made in Instow or Fremington, led to an investigation of the lesser known trading links that existed between North Cornwall and North Devon.

## Meeting At The *SS Great Britain* And Launch Of The David McGregor Library 6<sup>th</sup> November 2010

Some 47 members of the Society, and Society for Nautical Research, attended this meeting, which was distinguished by being the very first held in the lecture theatre of the new Brunel Institute and David McGregor Library, which we were able to view briefly, before it opens formally in the near future.

The meeting started with tributes to long-standing member David McGregor who was a good friend of many present, for his support and generosity both in life and through his will.

Our first speaker was **Robert Prescott**. He took us through the tortuous saga of the *City of Adelaide* which had been close to David McGregor's heart. She was a clipper ship built of composite construction in 1864, the only survivor other than the *Cutty Sark* of the brief flowering of this technology. She was not an "extreme" clipper, but built for a reasonably comfortable emigration to Australia. After some 20 years in the emigrant trade, as was so often the case, she was downgraded to coal and the Atlantic timber trade, before being hulked. She became first a hospital ship, and then the RNVR ship on the Clyde, where many knew her as the *Carrick*. Her recent history had some interesting parallels with the *Great Britain*

The rescue by Scottish Maritime Heritage Centre had been a huge burden to them, and after 10 years they had raised little more than 10% of the estimated cost of restoration, and faced closure. They did however, waterproof her topside, and she is much stronger and in better condition than had been suggested. A laser survey shows very little distortion. She is currently under a stay of execution.

He then discussed the two rival preservation schemes, Sunderland and Adelaide, both of which had substantial merit, but Historic Scotland has yet to reach a decision.

There is no chance of her sailing, but Robert felt also building a replica offering sail training could become a fascinating further project, pointing to the success of Dutch replicas of *Stadt Amsterdam*, and become a means to unite the two schemes.

**David Parham** showed us the results of the excavation of the Swash wreck. Discovered in 1990 by a dredger, the early survey was put to one side, but when Poole Harbour wanted to dredge more extensively, the environmental assessment identified much more of the wreck. In fact the loss of sand cover had exposed most of the port side of the ship, and unusually, preserved the lightly built castles and some fine merman carvings. English Heritage designated the wreck, and funds were found for initial survey and rescue recovery, which took place in difficult conditions.

All this was made possible by the marine archaeology students from Bournemouth University as part of their coursework, cooperation from Poole Harbour Company, and finite financial support from English Heritage, a first for them. The wreck has now been reburied with dredged material to preserve her, and Poole museum holds artefacts, bravely, as they are still digesting the Studland Bay recoveries.

The ship seems to have been new, there are few signs of wear. but the wood suffers from heavy worm attack as soon as exposed. The ship itself has not been identified. She appears to be a tropical trader, having thin pine/horsehair sacrificial sheathing. She might well be Dutch as the wood is from the German/ Dutch border, but is neither a British nor a Dutch East Indiaman, as wreck records are good and none matches. She may be a Dutch West Indiaman. Tree ring dating puts her as built after 1629.

He noted that the expertise to undertake this sort of excavation was limited since the end of the *Mary Rose* era. There are now more obstacles to using volunteers than then, especially in a limited time frame.

Our next speaker was **John Rodgaard**, a retired USN captain, who had come over to speak to us. He had worked to finish the revision of the history of HMS *Venomous* (reviewed in South West Soundings 80) originally published by Bob Moore. *Venomous* was one of a very large class built in WWI. She served in the “Forgotten Fleet” in the Baltic in 1920, and was mothballed in the late 20’s .

He spoke affectingly of the history of the ship, told mainly through the personal accounts and diaries of the two generations who served on her, including, unusually, a stoker's diary. The account of two suicides showed that balmy Mediterranean postings weren't always a soft option.

The ship was, however, always a happy one, and served with great distinction, gaining numerous battle honours. The rescue of Guardsmen from Boulogne before Dunkirk was a particularly classic dashing action, and was followed by many others from Dunkirk, totalling over 4000 troops rescued. She was one of the last ships to see HMS *Hood*, and acted as air guardship for HMS *Invincible*. There are many photos; the crew seem to have had more licence than most to unofficially break the rules.

To find out more, buy the book! and note more material has appeared since publication on the website.

<http://www.holywellhousepublishing.co.uk/new.html>



**David Hall** spoke briefly on the Atlantic Maritime project based at Bideford, which hoped to convert a warehouse on Brunswick Wharf Bideford into a centre for maintaining traditional boat building skills. Anyone who is interested in this scheme should contact David on [David.ch@btinternet.com](mailto:David.ch@btinternet.com)

**Matthew Turner**, Director of the SS *Great Britain* trust welcomed us to the new building. After a brief review of the ship's history, he took us through the rationale for the new development. The planning had been contentious, but now it is complete it is well accepted. He emphasised the historic authenticity of a building on this scale, showing early photos of the site. It was in fact replicating the shed for engine construction, whose size and mass had been closely reproduced.

He then turned to the vital importance of the twin goals of sustaining scholarship and engaging the public. Interestingly, a quarter of visitors using the audio guides wanted the archaeologist option, showing that there is no need to dumb down, and many people want to understand the full detail of the history.

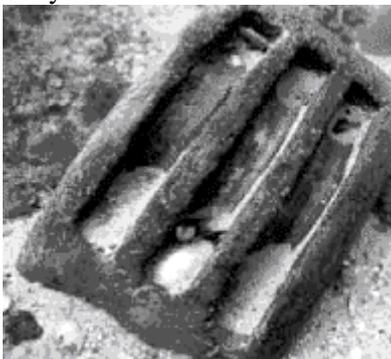
To maintain and open the ship, and develop and maintain education and outreach work, a staff of 55, and 110 volunteers, are needed. The current level of 170 000 visitors p.a. was about the maximum that could be sustained without excessive wear and tear to the ship.

The new library will be open to all without appointment- a welcome change from many increasingly restrictive libraries

Positive comments were made from the floor on the enormous strides that had been made, in the last ten years in particular, in preserving and presenting the ship.

Our Chairman, **Dale Thomas**, presented this year's Society Awards to two members who have made distinguished contributions to South West maritime history - **Ken Gollop** for his major contributions to the history of Lyme Regis and the surrounding area; and **Tony Pawlyn**, for his many book and other contributions, as well as through continuing running the Bartlett library.

Both Societies owe a debt of gratitude to David Clement for organizing yet another excellent day.



**Block from Swash wreck- Bournemouth Univ /NAS**

## **Clovelly Herring Festival 2010**

The fourth Clovelly Herring Festival was held on Sunday 21<sup>st</sup> November in celebration of the silver darlings that have been landed into the small harbour for hundreds of years. Clovelly herring, a particular small and delicately sweet herring, continue to be caught in a sustainable way, unlike some of the much larger herring fisheries of the deeper waters of the NE Atlantic.

Clovelly's remaining herring fishermen, brothers Stephen and Tom Perham, brought in bumper catches of herring in the days prior to the festival which enabled fresh supplies to be barbequed whilst others were marinated. Others were smoked in Kipperman Mike Smylie's Kipperhouse and his supplies of bloaters were exhausted as were supplies of Clovelly's cured herrings, smoked as kippers. Over 700 people were attracted to the festival on a cold autumnal day and at times the small quay was crowded. Several shanty bands entertained the audience whilst other attractions, apart from Kipperland's history of the herring fishery, such as Flaxland's demonstration of the preparation of flax rope from the dried sheaves, or the photographic exhibition in the Red Lion Hotel, also kept them occupied.

The next festival will be on 20<sup>th</sup> November 2011. For more details see [www.clovelly.co.uk](http://www.clovelly.co.uk)

**Mike Smylie** [www.kipperman.co.uk](http://www.kipperman.co.uk)

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## ARTICLES

### *Power Boat Training At Britannia Royal Naval College*

One of the few useful skills that I remember acquiring while a Naval Cadet at Dartmouth during the mid 1950s was how to drive some of the power boats currently in service in the Royal Navy. During our (very sparse) free time we were encouraged to double (everything being done at the 'double'!) down the long flight of steps to Sandquay boatyard, where under the watchful eye of an Officer or Master we would practice manoeuvring the various craft until, joy of joys, we were deemed proficient to be given our 'Power Boat Badge', following which we were sometimes allowed to career dangerously around the largely empty Dartmouth harbour without supervision, or motor up to Dittisham to spend our 4/- weekly pay on a delicious cream tea or even an illegal glass of cider.

There were four types of power boat generally available for training. The first, and most prolific, was the '27 foot Motor Cutter', which was then the standard workhorse of the RN and normally carried by frigates and above. It had two canopies for shelter, one enclosing the diesel engine amidships and one covering the bow, and required a crew of three Cadets to man it, a coxswain, stoker and bowman (who would open a small hatch in the forward canopy to carry out his somewhat limited duties). I think that anybody who served in the RN remembers the boat as spartan in operational use, as in inclement weather the only shelter for a passenger was to join the bowman, anchor, and soaking bow ropes under the dank forward canopy or to hunch in acute discomfort next to a very noisy and smelly diesel engine.

However it was a robust boat, and it needed to be, as without a 'remote control' the coxswain altered engine speed by giving sound orders to his stoker from his position at the tiller, using a whistle (or occasionally showing off by thumping the wooden end of the boat-hook on the deck). The orders were 1 for 'Stop', 2 for 'Full Ahead', 3 for 'Full Astern' and 4 for 'Slow Ahead', but in the heat of the moment these were apt to be forgotten by a catatonic 'trainee coxswain' or misinterpreted by his bored stoker, and the boat frequently cruised inexorably on to collision.

The second boat was the ‘Picket Boat’ – and this was certainly the aristocrat among the Dartmouth power boats. It was, I believe, about 42’ long, and propelled by twin Gardiner diesels, controlled from a vestigial bridge that also housed a small ship’s wheel. The story is told (perhaps apocryphal) that the class of boat was designed to be carried by battleships, and it certainly breathed the elegance of a bygone day – for which reason there were only a few (perhaps 6 or 8) remaining in service, and their use was therefore strictly supervised.

On return to Dartmouth as a Midshipman I can remember with pleasure exercising ‘fleet manoeuvres’ in a small squadron of these boats, wheeling elegantly from column to line abreast. The minimum crew was three – a coxswain, bowman and sternsheetman, and the latter two compensated for the extreme mundanity of their job by executing an elaborate ‘boathook drill’ when coming alongside, perhaps rather more appropriate for Italian traffic policemen than budding naval officers!

Next there was the 35’ Fast Motor Boat – or ‘FMB’ as it was called. I can only vaguely remember driving one myself during my Dartmouth time, although as a Sub Lieutenant I did manage to crash one spectacularly when picking up the Captain’s guests in Malta. It was designed to give some comfort to the passengers, having a reasonable cabin amidships – but this meant that the coxswain’s position was jammed right up into the bow. This characteristic made the boat moderately lethal when coming alongside as it was impossible to see what the stern was doing – and as the twin Perkin diesels rotated the propellers in the same direction, the action of reversing the engines caused the stern to skid sideways alarmingly through a massive ‘paddle wheel effect’.

I believe there were only 3 of these boats at Dartmouth – one for the Captain and two for training (governed down so that it was hard to get them to plane), one of which was rammed catastrophically into a buoy by a Cadet showing his prowess to his father – so perhaps it isn’t surprising that I rarely had the opportunity to practice driving one.

However the last boat was perhaps the most interesting – and probably looked upon with the most apprehension. The ‘Kitchen Rudder’ had been dreamed up and patented by an Admiral Kitchen in 1917, and a number of 32’ naval cutters had been equipped with this device, some of which were still stationed for training in Dartmouth, referred to as ‘KRs’. As the device appears to have been long forgotten it needs to be described. The ‘Kitchen Rudder’ consisted of a pair of bronze ‘clam shells’ housed vertically on either side of the propeller, which were coupled to the tiller and could thus rotate in unison to divert the water flow to steer the boat. However what made the system unique was that the tiller was fitted with a small handwheel, turning which pivoted the ‘clam shells’ progressively until they closed completely behind the propeller. This mechanism provided quite extraordinary manoeuvrability – the engine could be kept at constant revolutions, and to slow down the clam shells could be merely rotated so that the forward thrust was balanced by the ‘rebound thrust’, while to go astern one had only to close the clam shells completely so that the thrust was diverted through 180 degrees, providing a fully steerable reverse. \*

In the hands of a skilled coxswain the boats were a joy to behold, turning in their own length and manoeuvring equally well astern as ahead – but they had just two overriding drawbacks. The first was that was that you had to remember which way to turn the little handwheel, and although this may seem obvious in theory, in times of extreme stress it was easily forgotten, and anyone at Dartmouth in that period will undoubtedly remember seeing spectators scattering wildly as a KR boat charged full speed at the pontoon, while the coxswain, eyes staring, desperately twiddled the little handwheel.

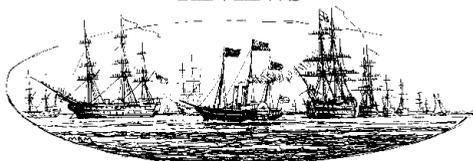
The second problem was that with the clam-shells in the ‘astern’ position the bow would swing in the direction of the tiller, regardless of whether the boat had way on it. This was counterintuitive to anyone trained in a traditional power boat, and caused many spectacular disasters, where the unfortunate coxswain, having nearly completed a faultless alongside, would give the boat a ‘touch of astern’ with his tiller hard over towards the landing stage – leading to the bows crashing disastrously into the jetty.

So that was our boats of the '50s. I suppose that looking back now they may appear somewhat primitive, and they were certainly quite demanding, and therefore great fun to drive. I was staying in Kingswear last month, and watched a 'modern' naval power boat exercising in the Dartmouth harbour month -- it looked very sleek, very comfortable and patently very easy to control – but I must admit, slightly tame!

**James Saumarez**

[ I saw a boat at Chatham dockyard earlier this year with, I think, this system, I didn't look closely as I hadn't then seen James' article. Is it a survivor ?. Ed ]

## REVIEWS



***Young Nelsons - Boy Sailors During the Napoleonic Wars*** by. A. B. Ronald, ISBN: 978-1-84603-360-5 Published by Osprey Publishing, Midland House, West Way, Botley, Oxford OX2 0PH, Tel: 01865 241 249., £17.99. Website [www.ospreypublishing.com/store/Young-Nelsons\\_9781846033605](http://www.ospreypublishing.com/store/Young-Nelsons_9781846033605)

With an introduction by Alexander Kent, the author has put together the results of a study of a unique aspect of British Naval Life - the employment of boys at sea, some of whom were as young as 8 years old. This is the first occasion that the genre has been researched in this most detailed fashion, and I found the revelations fascinating.

The hardback book 240mm x 160mm comprises 304 pages and is illustrated with 31 coloured and 5 black and white illustrations, being divided into seventeen chapters exploring the full breadth of the subject. We will look at this in greater detail.

Chapter 1, *Youngers in the top continually* examines the origins of carrying boys serving at sea and records of these, dating back to the 1500's and before, as recorded by Hakluyt, among others.

Chapter 2, *Scape Gallowses* deals with the foundation of the Marine Society in 1756 and their role in recruitment for the Royal Navy, where expediency often overcame their stated standards. We then pass to Prince William Henry in Chapter 3, *A Royal Sailor*, who entered the navy as a midshipman aged 13 years aboard the 90-gun ship *Prince George* on 15 June 1779 under Admiral Digby. The cloistered regime in which he found himself is remarkably detailed.

Chapter 4, *A Sink of Vice and Abomination* looks at the opposite end, with boy entry to the lower deck, and the founding of the Portsmouth Naval Academy in 1729. Francis Austen, brother of Jane Austen was one of the entries here and his writings are examined. All boys were required to keep a 'log', even Prince William, and those details provide a fascinating insight into the youth of the period. In 1808 the Academy closed, to be replaced by the Royal Naval College, also at Portsmouth. Chapter 5, *Young Squeaker* looks at the period immediately after war was declared by the French on 1 February 1793 and the role played in recruitment of boys by the Marine Society, who supplied 20 boys to serve with Captain Nelson in the newly-commissioned *Agamemnon*. At the same time recruitment from other sources, not least of which is the Press Gang, is also considered.

In Chapter 6, *Rites of Passage*, the author looks at the role played by Prince William, now Duke of Clarence, in encouraging young men of similar station to enrol, and the day to day service aboard, quoting from letters written home by youngsters from very different walks of life, revealing their experiences upon joining their first ships. Chapter 7, *The Little World* reveals methods of education carried out within the navy for younger boys who were normally, but not always, kept together. Schoolmasters had been found in the navy from 1714 but were not formally introduced until 1731, but during the period to 1824 only 500 such posts were filled, which given the manpower afloat perhaps reflects the importance the navy attached to them. It is interesting to learn that boys were not paid anything for their first 2 years or so until becoming 'midshipmen', being dependent on the generosity of their family or friends.

Chapter 8, *Into the Glorious Era* takes the reader to the battle of the 'Glorious 1<sup>st</sup>. June' 1794, and examines the scenes from the point of view of the boys involved, some of whom at 14 years of age had charge of guns. We read of the sinking of the *Le Vengeur* with the loss of five or six hundred men. Included in those youths lost and wounded was 15-year old Mary-Anne Talbot, who disguised herself as a boy aboard the *Brunswick*. Chapter 9, *Mutiny, Punishment and Promotion* opens with the execution of 14-year old James Allen for mutiny committed on the *Hermione* in 1797, in 1800; and examines crime and punishment as applied to youngsters. The Mutiny on the Nore and its effects are considered together with punishments generally. Promotion, despite the increase in manpower (the navy had 498 ships in 1793 and 691 by 1797) was limited from the lower deck,. With Chapter 10, *The Battle of The Nile* the author compares the French fleet on which some 40 boys served on each of the three gun decks of *L'Orient* with the British fleet and views the scene of battle through their letters. We find that an instrumental cause of the success was through a young man's observations that enabled Captain Foley to run inside the French fleet with devastating effect. On the French side the 14-year old Casa Bianca, drowned when the *Orion* sank, was immortalised in the poem *The Boy Stood on the Burning Deck*.

Chapter 11, *The Nelson Family at War* researches the position of Nelson's stepson, Josiah Nisbet, who certainly attracted the ire of Admiral Lord St. Vincent, and compares him with other young protégés of Nelson. Chapter 12, *Land Ahoy* examines rest and recreation ashore commenting upon letters written by a number of the young men, and some of the exploits they got up to - which indicates they were much akin to modern youth in many ways. Chapter 13, *Trafalgar*: Following the Peace of Amiens Britain declared war on France 18 May 1803. Well before this the Marine Society was asked to provide boys and sent 479 in the three months to July with the first, Stephen Kase, aged 14 being sent as a servant to Sir James Saumarez in *Zealand*. The reader is taken through the approach to battle through the eyes of the young recruits, and to the action itself. Poignantly, 13 year old Norwich Duff, who joined his father's vessel *Mars* shortly before the battle, had to write to his mother to announce the death in action of his father Captain Worthy Duff, who had joined as a boy in 1777.



Chapter 14, *Spoils of War* takes the reader through the Prize System and clearly shows the vast majority of personnel rarely obtained the levels of prize-money so often reported - these were the exceptions. I have to say I found the section explaining the Prize System for payments a little confusing, but this is perhaps being nit-picking in what is otherwise an excellent book. Chapter 15, *The War of 1812* examines the Anglo-American War from both side's perspectives and explains how this was not a popular war from either view. Finally, we come to Chapter 16, *Napoleon on the Bellerophon* where a young eye-witness writes of Napoleon's composure as he went into exile, and the ploys to ensure that it was the *Bellerophon*, Captain Maitland, that was used for this purpose. Frederick (Captain Marryat), another of the "Young Nelsons" writes of the death of Napoleon .

Chapter 17, *Ah, The Peace has Come* tells of the huge downsizing of the Royal Navy following the peace from 145,000 men to 19,000 by 1818, and explains the real hardship many went through. There were a fortunate few in the re-forming navy, now being involved in protecting Britain's widespread interests around the world, but many were cut off from all prospects of advancement, and any kind of future employment in the Royal Navy they had joined.

The book concludes with an Epilogue which considers the, sometimes fictitious, accounts of those boys who may have deserted, or those who wrote accounts setting out to glorify the service. One of the most respected was Captain Frederick Marryat. Jane Austen also wrote naval accounts based upon her understandings from her brothers Francis and Charles, who both became officers. These are considered in her writings, which were read and approved of by the Prince Regent, William Henry,

This is a really first-rate book exploring in significant detail a little researched area of naval life and the author is to be congratulated on his depth of research to produce such a well structured and fascinating account.

**David Clement**

## ***A Privateer's Voyage Round the World***

George Shelvocke. Abridged and edited by Vincent McNerney

Published by Seaforth Publishing [www.seaforthpublishing.com/](http://www.seaforthpublishing.com/)

This is a rousing tale of the life of a privateer in 1719, Captain Shelvocke had that rare talent for bringing to life the adventures that made up this fascinating voyage. His descriptions of the places, animals and people he encountered on the voyage in the *Speedwell* are reminiscent of Captain William Dampier's earlier journals. He encountered llamas and alpacas "their wool or soft hair is very fine but they smell very rank and have a slow majestic pace which hardly any violence can make them quicken..". He noted the Chilean use of the lasso which was not only used to catch cattle but also in skirmishes with his crew. They "ensnared James Daniel a foremast man who was a good way into the water and whom they dragged out again, as he said, at the rate of 10 knots".

Privateers were in effect licensed pirates provided with 'letters of marque' giving them authority from the Crown to capture ships and towns belonging to the nation with whom England was currently at war. Privateers had their own codes, and ships were operated in a somewhat more 'democratic' fashion than those operated by the Navy. As Captain Shelvocke was a Navy man he found this an uncomfortable situation and refers to numerous 'mutinies' against him when he was often in fear of his life. He could have learned a few lessons from Woodes Rogers who includes in his own journal details of endless meetings and documented agreements reached between officers and men regarding future actions and the division of spoils. Captain Shelvocke, like Dampier before him, was evidently no manager of men and provided – possibly for the benefit of the shareholders - detailed descriptions of his problems with his crew.

It was an extraordinary journey, the original plan of sailing in consort with another ship, the *Success*, failed soon after leaving port, when they lost contact in a storm. They didn't re-establish contact until they reached the northwest coast of South America, whether deliberately (on either captain's part) or not we don't know. When they did meet again relations between the two captains were anything but friendly.

After rounding Cape Horn and calling at the island of Chiloe off the Chilean coast, the crew of the *Speedwell* captured a number of ships and attempted to plunder coastal towns. This first part of the journey ended in ship wreck on Juan Fernandez island (now renamed Robinson Crusoe island) when an anchor cable parted in bad weather. Captain Shelvocke organised the construction of another ship despite a recalcitrant carpenter who refused at first to work at all. The day was saved by the armourer who turned out to have extraordinary ability and willingness to improvise. After 5 months a small craft was completed and they were able to continue their voyage. They captured a large Spanish ship more suitable for their needs and then plundered further vessels before returning home via the Pacific laden with loot.

Captain Shelvocke's voyage was immortalised in Coleridge's Rime of the Ancient Mariner, as it includes a description of the shooting of a black albatross off Cape Horn. The ship had had a run of bad luck with weather and one of the seaman became convinced that the albatross following the boat was somehow bound up with this.

On his return the shareholders of the original ship had Captain Shelvocke arrested on charges of piracy but he was eventually acquitted, and died a wealthy man. This little book is a good read, hard to put down, and a great introduction to the life of a privateer.

## **Dee Holladay**



*The Quiet Heroes – British Merchant Seamen at War*, Bernard Edwards, Pen & Sword Military, 47 Church Street, Barnsley, South Yorkshire S70 2AS. ISBN: 978 184884 290 8 £12.99

The author, who has many other maritime history books to his name, wrote this book with the laudable aim of highlighting the critical contribution made by merchant seamen in maintaining the flow of food and war materials throughout the Second World War.

However, as he argues in the last chapter ‘... despite the torpedoes, the shells, the mines, the bombs and the one-in-three prospect of a cold unmarked grave, Britain’s merchant seamen never once refused to leave port. It is sad to reflect that the bravery of these men went almost unnoticed when the accolades were handed out.’

Apart from a brief Prologue chapter, which summarises the immense dangers and challenges facing the British merchant fleet, the body of the book consists of 21 chapters, each of which describes a particular incident concerning a British merchant vessel. The chapters follow a predictable pattern – after a brief description of the war situation, we read how the ship is attacked, by enemy aircraft, surface ship or U-boat, and in most cases is sunk, and we then learn of the fate of the crew and usually at the end of the chapter the fate of the attacker. Although the incidents are unique, after a while I must admit to finding a certain ‘sameness’ between them, which is not helped by the official black-and-white photographs of ships involved, which to an untrained eye are bland and add little information. The last chapter of the book is titled ‘Requiem’, and after lamenting the lack of recognition of the sacrifice made by the seaman, it recounts with sorrow (and warning) the rapid decline of the British merchant fleet from its pre-eminent position before the war.

This book makes no attempt to be a definitive history of the merchant navy – instead it consists of a number of ‘snapshots’ that highlight the perils and bravery of the merchant seamen during this extraordinarily dangerous period. Those who find this approach helpful in understanding this aspect of the war will find this a satisfying book, but it will be of limited interest to anybody who is looking for a more authoritative description of the invaluable part played by the merchant fleet during this period. **James Saumarez**

**'Tenacious' – Jubilee Sailing Trust** by Warren Green published:  
Southampton 140 size A4 pages in full colour £10+ ?? P&P **Alan Puddicombe 27 Longlands Drive, Heybrooke Bay Plymouth PL9 0BL**  
[thepuds@toucansurf.com](mailto:thepuds@toucansurf.com) and [www.jst.org.uk](http://www.jst.org.uk)

The Jubilee Sailing Trust was formed in 1978 as a result of Queen Elizabeth 2nd's Silver Jubilee. The charity aimed to provide deep water sailing experience for both able bodied and handicapped people – young and old. The first vessels used were the barque '*Marques*' and the brig '*Royalist*'. However the specially built *Lord Nelson*, providing custom built facilities for various handicapped sailors, was commissioned in 1986. In the first ten years or so 15,000 amateurs, including 2,400 wheelchair users, crewed the *Lord Nelson*. Such was the success that the trustees were spurred on to build a sister ship. The royal connection was maintained by Prince Andrew, Duke of York, becoming patron. This book was produced to commemorate the conception, design and build of the new vessel, most aptly christened *Tenacious*, all in all a great British success story long predating PM Cameron's 'big society'!

Built largely out of wood at Merlin Quay, Woolstone, Southampton, the *Tenacious* is the largest sailing vessel to be built in the UK for 100 years – c575 gross tons. The Lottery Sports Fund gave a £6.5 million grant and £8 million was raised by volunteers and from donations. The story of the ship design and the overcoming of regulatory hurdles illustrates the success of the project management. Strict Lloyds and Marine Safety Agency rules were overcome, as often the regulators themselves were entering unknown areas regarding the safety needs of such a specialised vessel. There was a great working partnership between designer and suppliers and a willingness to adapt, coupled with an openness towards new ideas and alternative viewpoints. Requirements for disabled sailors were taken fully on board. The best sailing ship designs back into the 18<sup>th</sup> century were studied and melded into modern requirements to provide a stable sailing platform with minimum roll and pitch. Allied to modern machinery, such as bow thrusters, electric lifts and air conditioning, the resulting vessel looks remarkably attractive.

The project has been a great British success story using the yacht building expertise of designer Tony Castro, allied to modern technology from Southampton University. The result has produced the best of the old and new. After much computer and technological testing the design

of *Tenacious* has produced a vessel much akin to a mid nineteenth century barque. The largely amateur crew would sail her in a traditional manner, including some lower yards requiring sails to be furled by hand. Even wheelchair users can move about the decks and go aloft; the visually impaired are also catered for.

Examples of pushing the bounds of sailing ship design relate to the type of wood and style of construction used. Thanks to the plantings done in the 18<sup>th</sup> century by Czar Peter the Great, Siberian larch (stronger and more resilient than the western European variety) was used in laminated 'strips' producing the largest wood and epoxy construction vessel ever built. To enable shipwrights to work with unskilled volunteers, both able and non able bodied, the keel was laid upside down within a totally covered yard. Work commenced in June 1996. Other examples of firsts in large sailing vessel design were the use of composite dowels and fibreglass sheathing. Metal was used to reinforce the wooden hull and to provide watertight bulkheads below deck, with electronic sliding doors. The hull turning was also a highlight and again the patron the Duke of York was in attendance. The jig weight came to 280 tonnes. One could go on, but its best to read the story of the *Tenacious* as told by her builders themselves in this book.

The book is illustrated with excellent photographs, plans and drawings telling the full story from concept, design, build to the first voyage. There is ample technical detail and the author's text is clear enough for non experts, such as myself, to understand. What comes over is the sheer tenacity of ordinary folk to see their dreams come true. Experts and amateurs, able and handicapped, built this unique vessel – all 1,600 of them. These are the heroes of the story and they are listed at the end of the book.

Copies, price £10, can be obtained from S W Maritime History Society member and Secretary of the Plymouth branch of the Jubilee Sailing Trust Alan Puddicombe, one of the volunteers, who now in retirement helps to maintain the vessel today. Alan can also give talks to interested groups. Buy this book and/or invite Alan to talk, for a fee, and you will be raising money for this most worthwhile charity. The Jubilee Sailing Trust is quite simply the British people at their best!

**Martin Hazell**

## Books Received

### *Conserving Historic Vessels* National Historic Ships

The third volume in the practical guidance series *Understanding Historic Vessels*, for all those with an interest in ship conservation Available from the NMM London bookshop [www.nmmshop.com](http://www.nmmshop.com)  
[This will be reviewed in a future edition. Ed]

*Classic Boats of the West Country* Ian Heard Bossiney Books £ 5.99  
48pp. Available from NMM Falmouth and other specialist bookshops.

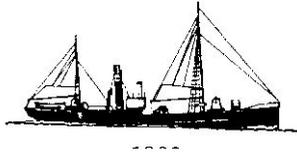
This short book with watercolours and brief notes on many reader favourites would make an attractive Christmas present at a modest price.

*Captain William Strike Of Porthleven* Neil Hawks .ISBN: 978-1844-860-630 Published by the author, 12, Islington Place, Brighton, BN2 9XH (tel:01273 694126) .£3.00 including post and packing

See flyer. A full review will appear in the next issue

### *Fishing Boats*

Member Mike Smylie has sent us a copy of the attractively produced A4 format magazine of the **40+ Fishing Boat Association**, a must for fishing boat enthusiasts.



## NOTES AND NEWS

### Sailing News

Our old friend *Bessie Ellen* has migrated South for the Winter, offering trips from Tenerife and the Azores. This seems like a very good idea, and your Editor hopes to join her on one of these. (Ffi Classic Sailing 01872 580022)

*Earl of Pembroke* was docked at Penzance recently. It would be good to have more news on the Square Sail fleet. *Vigilance* of Brixham had a good season, and the booklet on her has been revised ffi Colin Brokenshire on ColinAllen[B@aol.com](mailto:ColinAllenB@aol.com) or the *Vigilance* website

See also Webery for good news of the *Result* .

### Change of Status for National Historic Ships.

The “cull of quangos” has led to NHS being “declassified”, but all is far from lost.

*The important work carried out by the Advisory Committee on National Historic will continue. National Historic Ships is to be de-classified as an advisory non-departmental public body, not abolished, and will continue to act as 'the official voice for historic vessels in the UK' in a new form. DCMS officials and National Historic Ships will work closely with key stakeholders in order to set up an organisation which will meet the needs of government and the historic ships sector as a vital strand in the maritime heritage of the United Kingdom.*

*Continued funding from DCMS has been confirmed as part of the government's Comprehensive Spending Review. The grant allocated to carry on the work of National Historic Ships will reduce from its present level of £249,000 by 15% over the four year settlement period April 2011 to March 2015. This is in line with the reductions to revenue grants made to national museums. NHS press release*

We must hope it remains effective in these hard times.

Our very own Arctic explorer, **Will Stirling**, reports :

During the summer Will Stirling completed a circumnavigation of Svalbard in RV Capps' pilot cutter *Dolphin*. This year they sailed to within 550 miles of the North Pole and saw very little ice. The previous year they had entered the pack amongst the Sujoyane (at exactly the same time of year as Phipps expeditions had done in 1773 with midshipman Nelson aboard). With Capps' careful ice navigation *Dolphin's* crew managed to land on Nelsonoya before retreating to the ice free waters of West Spitsbergen. Walrus and polar bears were a common sight. Photos of the expedition can be seen at [www.stirlingandson.co.uk](http://www.stirlingandson.co.uk). Will's next trip is to skipper the camera boat for Jock Wishart's Row to the Pole attempt in summer 2011 [www.rowtothepole.com](http://www.rowtothepole.com)

### **Bristol Harbour Ferries**

The commuter ferry service to the Centre in Bristol changed abruptly in October. The Temple Meads service has closed, and the Hotwells service was taken over by a new operator. Leisure trips are unchanged. *Tower Belle*, the oldest ferry in service, had her 90<sup>th</sup> birthday this year.  
**BEP**

### **The James Eagan Layne Project**

This Liberty ship is thought to be the most dived wreck in the UK. SWMHS have teamed up with Promare, a funded research charity to bring forward a project covering many aspects of the wreck, possibly with the intention of using it to commemorate the ending of the Second World War in 2015 (70 years). It is hoped to also involve the Exeter University School of Maritime Studies. We hope to arrange a conference at Plymouth in 2015 when much of the material gathered then will be published as papers or possibly as a monograph exploring different aspects of maritime interest.

*[A more detailed note on this project will appear in a forthcoming edition. Ed]*

## **Wreck of HMS *Investigator***

The wreck of HMS *Investigator* has been found in shallow water in Mercy Bay, Canada. She left England in 1848 to look for Franklin's expedition. Her masts & rigging have been shorn off by ice, but otherwise she is in a good state in 36 ft of amazingly clear water. Look at the clip to see how much still survives.

<http://www.youtube.com/watch?v=xXjeRYNcY6k>

## **Seeds of Change: A Ballast Seed Garden for Bristol**

"Seeds of Change" is an ongoing investigation of ballast flora in European port cities by artist Maria Thereza Alves. The project was part of the 2007 Arnolfini exhibition [Port City](#), with the artist undertaking a period of research to find and photograph possible ballast sites around the river Avon and Bristol's Harbourside.

A site for the Ballast Seed Garden was identified and outline approval to use the land has been received from Bristol City Council. The identified site is at the point where the 'cut' and docks meet the river Avon. Plants would be seeded from the original ballast, protected by small wind breaks and signage providing information would be developed maintaining the essential character of the space. The artist has produced a concept design which quietly animates the space

**Arnolfini** , Bristol

## **Historical Dorset Fishing Boat Rebuilt By Student**

A Weymouth boat builder is recreating a century-old Dorset fishing boat, the *Witch* of Worbarrow. Ian Baird, a student at the Lyme Regis Boat Building Academy, is looking for information about the boat, thought to be the last one left of its kind.

It was built in Weymouth 1902 and used as a crab and lobster fishing boat in the waters off the Dorset coast. Mr Baird said: "I want to find out more about the boat as it's a window to Dorset's past. She's one of a kind."

The original 14ft (4.2m) boat has been preserved in the National Maritime Museum in Cornwall since 1979. Mr Baird's replica, currently under construction, will be used by the museum to discover more about how it would have behaved on the water.

Up until the 1920s, fishing boats in Dorset were individually built from wood to specifications best suited to the local environment, and it is this craftsmanship that interests Mr Baird.

He said: "What I really need to do is find out more about the original boat. "We know she was worked by the Miller family at Worbarrow Bay [near Lulworth Cove], and then used as a pleasure boat at Poole Harbour."

Mr Baird's replica *Witch of Worbarrow* will be launched on 9 December at Lyme Regis Harbour.

## **BBC News**

### **Will Stirling**

The next adventure will begin on the 10<sup>th</sup> of September when Will goes to Galway, Ireland in order to collect a Falmouth Quay Punt built before the Great War. The boat will receive working repairs before being sailed back to Plymouth where she will be hauled out for a more thorough restoration. She will be our family boat for estuary and coastal sailing.

## **Severn Bridge Collision Wrecks**

Member **Paul Barnett** reports that the two barges, *Arkendale H* and the *Wastdale H*, have had parts removed, shortly after a memorial plaque recalling the disaster 50 yrs ago was attached. The application for protection by English Heritage is still under consideration. See the Forum for an account of the 50th anniversary commemoration.



## ***Shieldhall***

A good few members will remember our day sails in previous years on this fascinating ship. Sadly, the crunch has caught up with her, and fundraising is needed to cover her dry docking. Without it she won't be able to give public trips next year, and the longer run future will not be good. Around £75,000 is needed, including the pretty horrific cost of fuel to get to Falmouth, the most likely venue.

Any members willing to help, and ffi

Cheques payable to "The Solent Steam Packet Ltd" and please send to:-

Mrs Jill Tulip (Membership Secretary)

"Shieldhall" Dry-dock Appeal.

The Solent Steam Packet Ltd

15, Foxhayes Lane

Blackfield

Hampshire

SO45 1XX

If you are a UK taxpayer, please state that we can collect Gift Aid on the donation.

We don't usually carry appeals, but as we have sailed on her, it seems appropriate

**Pauline Brueton** of the South Africa Ships Society writes:-

I clear the postbox for the Ship Society. We would be delighted, if any of your members should visit Cape Town, if they would contact us and visit our rooms. We have a web site [www.shipsociety.co.za](http://www.shipsociety.co.za)

**Adrian Webb** writes:-

ORIGINS OF CAPTAIN GREENVILLE COLLINS R.N. (c.1645-1694). The birth, or baptism, record of one of the most well known surveyors of Great Britain's coastline, Captain Greenville Collins, have remained absent from all of the published accounts of aspects of his life. Similarly any indication of who his parents were has also not been published. His association with any particular place of residence does not occur until the arrangement for his marriage in the late 1670s when he describes himself as being a resident of Westminster, but this was over three decades after his birth (around 1645). Speculation about his descent from the Grenville family and his association with Freeman Collins, have not revealed any substantial links to his background. If any readers of this learned journal know anything concerning the birth, baptism, or parentage of Collins I am very interested in receiving any information.

### IN MEMORIAM



The South West Maritime History Society very much regrets to announce the passing of Pongo Blanchford, a Committee member for some years and editor of *Echoes*; and of Mike Kelsey. The Society is poorer for their passing.

We send our condolences to their families and friends on their loss. Mike Kelsey's widow has kindly made a donation to the Society. .

**WEBERY**  
**Members' Sales and Wants**

**EPNS RN brooches & trinkets**

SWMHS member **Bruce Taylor**, email brucetaylor1967@sbcglobal.net writes:

“If you collect brooches or trinkets (spoons, ashtrays etc.) bearing enamelled badges of RN ships or if you have any such for sale, then I would like to hear from you.”

**Requests for Information**

**Colonial Royal Dockyard Schools**

Non-member Robert Hutchings, email address bobhut270105@msn.com writes:

“As the last Principal of the last RDS (Gib) before closure in 1984 I have been asked to write a piece about the Role of RN Instructor Officers in staffing RD Schools overseas. My researches have involved email communications with various parties including Ann Coats who has suggested you might be able to assist in my quest? For example the Bermuda School - I am informed that records there were lost when the building in which they were located was vandalised. Perhaps you would be kind enough to advise.”

**Stephen Borough's 1556 voyage**

From non-member Carl G. Schuster:

“I am writing a book about Henry Hudson. Borough pierced the Kara Gate in 1556. When did he set sail that year? How does that date compare with Hudson's 1607, 1608 and 1609 sailing dates? Many thanks for any and all information. carlgschuster@gmail.com. Pace, Carl Schuster”

## **Severn hulks – Schooner *Ashburner* and an MTB.**

From non-member Ian G Morgan:

“Can anyone tell me about the wreck of the schooner *Ashburner*, which I used to climb over at Beachley in the early fifties. Paul Barnett did tell me a little when I was talking of M.V. *Mary* with him, but if possible I would like to know more. Additionally does anyone remember the MTB that used to be moored just above Bigsweir Bridge in the early fifties - I believe it was used to train Sea Scouts. What was its disposition? Thanks!”

## **A Selection of Contributions to the Forum**

### **Barge *Sinceritie* renamed *Severn Pioneer***

SWMHS member **Paul Barnett** asks:

“Can any one throw some light on what became of the *Severn Pioneer* ON 160690 ex *Sinceritie* built 1928, following her 1939 collision with the Severn & Wye Railway Bridge. Further also looking for information relating to her dimensions.”

### **Tamar barge *Mary Ann***

In answer to an enquiry about Tamar barge *Mary Ann* owned by Thomas Adams, SWMHS member **Gary Hicks** replied:

“Many Tamar Barges were not registered but *Mary Ann* was, on 3 May 1856, you could view her register at the Plymouth & West Devon Record Office. Alternatively, I have transcribed the register and it is included on my CD - see <http://www.plymouthmerchantsips.info> My continuing research has also revealed other barges owned by persons named Adams residing at Morwellham / Tavistock who may be connected.”

### **The *Eclipse***

In answer to an enquiry about the Falmouth Ketch *Eclipse*, SWMHS member **Gary Hicks** replied:

“The *Eclipse* was built by John T. Rapson at Penryn and registered at Plymouth on 13 February 1892. She was sold on 16 February 1898 to

The Plymouth Mercantile Shipping Company Limited and, when the Company went into liquidation, she was passed back to her original owners on 4 November 1910, who in turn sold her, on 27 August 1931, to Norman Morrison of Falmouth. I have transcribed her Plymouth register - if you would like a copy please contact me gary.hicks@blueyonder.co.uk”

**J Class yacht restoration** (Meeting report from SW Soundings No.62, Feb 2005.)

With further memories of *Endeavour*'s earlier restoration, non-member Marian Kingdom writes:

“I knew John & Viv Amos for many years from before and during the restoration of *Endeavour*, the sacrifices and skill with which he restored almost all of the hull without any money was an astonishing labour of love and self-belief for the whole family including the 2 children Simon & Juliette, without John *Endeavour* would be gone for good...the beauty and skill of the hull restoration was apparent to almost everyone who saw it.”

### **Schooner *Result* , Preservation.**

Although not an SWMHS member, Mr R W Cowl of York has provided over twenty items of interest in the past 4½ years. In his latest contribution he writes:

“ I have received an e mail from Michael McCaughan, Curator of the Ulster Folk & Transport Museum re preservation work on the schooner *Result* , since acquired. Renewal of wasted steel plates, reduction of cargo hatches to original size, removal of Widdop engine, removal of propeller and shafting, plating of propeller aperture, removal of wheelhouse, laying new deck and construction of replacement deck fittings. Remasting and rerigging of *Result* to her original form of a 3-masted topsail schooner will take place at a future date in her final exhibition location.”

**Donald Vivian Hotchkiss, Marine Architect** (Maritime South West No.19 2006 pp4-51)

A former owner of a Hotchkiss Cone propelled vessel tells us:

“I used to have one that was fitted in a 40' narrowboat that worked on the Fens somewhere cutting reeds.

Unfortunately it was totally worn out and when I started using it some very vital parts were destroyed rendering it unuseable. I removed it and donated it to the British Museum where I think it still is, in a cellar. That was about 15 years ago. The remains of the boat is still in Oxford I think. It was called *Acme* when I owned it. For the brief time that it was under power it seemed to work well.”

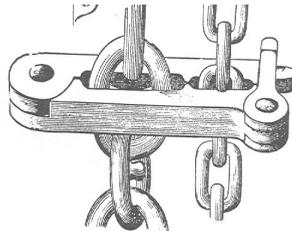
**HMS *Excellent***

Non-member Barbara Gillespie writes:

“What a pleasure to read the still continued, knowledgeable, proud and loving responses to the initial enquiry regarding the now shore establishment H.M.S *Excellent*. I, like fortunate others, have the privilege to be connected to this wonderful place. During the latter part of World War II, my Father Lieutenant Arthur Valentine Smith was H.M.S *Excellent*'s Gunnery Officer. His love and pride of the Royal Navy never left him. Following my birth 16 years later I was christened Barbara Ann, named after the two Patron Saints and Chapels of Saint Barbara & Saint Ann at HMS *Excellent* and Portsmouth. I consider myself to be very privileged. Long may H.M.S *Excellent* remain at Whale Island.”

**Dave Hills**

dave.hills@rya-online.net



## UPCOMING EVENTS

**Falmouth Docks** NMM Cornwall This stunning new exhibition celebrates the 150th anniversary of Falmouth Docks.

Falmouth has been used as a harbour for over 2,000 years and the docks have been an industrial hub since their creation in the mid-19th Century. Through models, film, objects, paintings and stunning photography the exhibition explores their fascinating history, with a special focus on the dock's heyday in the 1950s. To 11 March 2011

### **Waterline: Cruising Photography 1925 – 1970**

**27 November 2010 – April 2011**

The National Maritime Museum (London) looks back to the heyday of cruising this winter with a new exhibition of photographs, some of which have never been on public display before. Taken between 1925 and 1970, conga lines, shark fishing, lifeboat drills, greasy pole competitions, Victorian fancy dress, and sumptuous banquets all feature in a series of images that give a fascinating view of life at sea.

### **THE BRISTOL SHIPLOVER'S SOCIETY**

Talks take place at: The Wardroom, HMS Flying Fox, Royal Naval Headquarters, Winterstoke Road Bristol, BS3 2NS.

Talks start at approximately 19:30.

1 March	Update on RN	Cdr.Miller
15 March	Members evening	
29 March	Kennet & Avon	Michael Horseman
12 April	Bristol pilot cutters	J Raymond Barker

Membership: Open to all with an interest in ships and the sea.

VISITORS ARE VERY WELCOME - £3.00 PER HEAD Ffi Brian Butler  
brian.butler@bristol.ac.uk

## BRISTOL

- 28 Jan: History of P & O Line - Bill Mayes
- 25 Feb: A decade at Tilbury (1978 – 1987) *from Ian Wells* - Roland Whaite
- 25 Mar: Cosens of Weymouth - Richard Clammer
- 29 Apr: Antipodean Adventures - Dave Hunt
- 27 May: Branch AGM and buffet

## CORNWALL

- 14 Jan: Story of the Nova Scotia schooner 'Bluenose' – Brain Watkins
- 11 Feb: Members' evening- short presentations etc
- 11 Mar: Branch AGM plus DVDs
- 8 Apr/13 May/10 Jun: TBA

## GLOUCESTER

- 10 Jan: Mainly coasters, mainly local – Pete Lyons
- 14 Feb: Shipping around Greece – Ken Guest
- 14 Mar: TBA
- 11 Apr: History of Aust ferry and 'Severn Princess' - Tim Ryan
- 9 May: Branch AGM and shipping ephemera

## PLYMOUTH

- 11 Jan: Cruising on the 'Ocean Countess' – Ian Denton (*NB Second Tuesday*)
- 1 Feb: Plymouth past – Peter Kirvell
- 1 Mar: Living on the River Tamar – Allan Jewitt
- 5 Apr/3 May/7 Jun: TBA

## SWANSEA & WEST WALES

- 7 Jan: As seen from the Bridge – Capt Danny Lynch
- 4 Feb: When ships were ships - Bob Allen
- 4 Mar: World cruising with Saga – Elizabeth Holmes
- 1 Apr: Steamship nostalgia – Nigel Jones
- 6 May: Rotterdam 2010 – Des & Derek Davies
- 3 Jun: Favourites from my collection – Ken Watson

## TORBAY

- 11 Jan: Rotterdam retrospective – Ken Cload
- 8 Feb: Dominica 1992 -1994 *from Derek Davies* – Roland Whaite
- 8 Mar: Passing the Point (Battery Point, Portishead) – Bernard McCall
- 12 Apr: 20 years of shipspotting – David Walker
- 10 May: Reminiscences 1978/1979 – Roger Musselwhite
- 14 Jun: Member's short presentations

## NATIONAL 26 Mar: Annual Merchant Meeting – Civil Service Club, London (11am to 5pm)

- 2 Apr: WSS stall/display at 6<sup>th</sup> SW Ship Show – Portishead Leisure Centre  
(organised by 'Coastal Shipping' magazine 10am – 4pm)
- 13/14/15 May: WSS AGM in Cobh, County Cork, Ireland
- 4 June: Annual Naval Meeting – Hawthorns, Bristol BS8 1UQ (10.30am to 5pm)

**SOUTH WEST MARITIME HISTORY SOCIETY**  
**Registered Charity No. 289141**  
**OFFICERS**

Chairman	Dale Thomas 4 Clear View, The Narth, Monmouth, NP25 4QH Tel: 01600 860311 Email: <a href="mailto:chair@swmaritime.org.uk">chair@swmaritime.org.uk</a>
Vice Chairman	Martin Hazell 24 Molesworth Road Stoke Plymouth Devon PL3 4AH Tel. 07941 603097 E-mail: <a href="mailto:vicechair@swmaritime.org.uk">vicechair@swmaritime.org.uk</a>
Editor Maritime S.W & Monographs	David Clement The Holt, Exton, Exeter, Devon EX3 0PN Tel. 01392 875604. E-mail: <a href="mailto:journal@swmaritime.org.uk">journal@swmaritime.org.uk</a>
Secretary	Helen Doe Penolva, Mixtow Lanteglos by Fowey Cornwall PL23 1NB Tel 01726 870094 <a href="mailto:h.r.doe@ex.ac.uk">h.r.doe@ex.ac.uk</a>
Editor S.W. Soundings	Jonathan Seagrave 10 Woodlands Rise, Downend Bristol BS16 2RX Tel: 0117 9566127 Email: <a href="mailto:soundings@swmaritime.org.uk">soundings@swmaritime.org.uk</a>
Treasurer & Membership	Philip Northcott 7 Canberra Close Pennsylvania Exeter Devon EX4 5BA Tel 01392 437543 Email: <a href="mailto:treasurer@swmaritime.org.uk">treasurer@swmaritime.org.uk</a>

**COMMITTEE**

Julia Creeke, Helen Doe, Michael Duffy, Maria Fusaro, Peter Ferguson, Colin Green, David Hills (webmaster), Chris Penn, Mike Bender

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