

# SOUTH WEST SOUNDINGS 100

The Newsletter of the SOUTH WEST MARITIME HISTORY SOCIETY  
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Edited by Jonathan Seagrave and Ray Fordham

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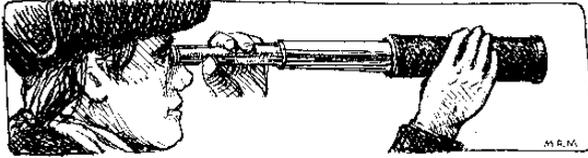
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## FUTURE MEETINGS AND OTHER EVENTS



Peter Lacey and Ken Gollop have organised a meeting in Lyme. The date for the meeting at Lyme is **Saturday 9 April 2016**, at The Pilot Boat as before. Contact Ken on **01297 443678 /** [joan.gollop@btopenworld.com](mailto:joan.gollop@btopenworld.com). **Calling notice enclosed.**

*The regular New Researchers conference of the British Commission on Maritime History is on **15 and 16 April** at Plymouth University. Ffi <http://www.maritimehistory.org.uk/new-researchers/>*

Next year's AGM is booked for **Saturday 11<sup>th</sup> June** at the Globe Topsham as usual.

*(Italics indicate an event of interest but not organised directly by the Society)*

**Next copy date: February 20th 2016**

## WELCOME ABOARD

Kevin Baker (Camborne); Stephen Matthews (Marazion) ;Tim Parr (Padstow) ;Bill Whateley

## EDITORIAL AND MEMBERSHIP

This 100<sup>th</sup>. edition of *Soundings* is, we hope, a cause for celebration. We were considering a special edition, and still are, but this requires some more planning and investigation, so edition 101 in Spring should be a bit special. The general plan is to make it A4 format, with lots of pictures, drawing partly on David Clement's immense collection. Any thoughts or contributions would be very welcome. Contributions would ideally be 2-4 good photos and 200 words,(250 max) on **Sail in the West Country then and now**. We would hope this will find a wider audience, so the text should reflect that. Get in touch if you would like to contribute. Any volunteers to help promote it e.g. to local bookshops would be very welcome too !

The Society itself still struggles with finding people to fill the statutory roles, though we are welcoming Peter Lacey, Paul Cooper and Paul Wright to the Committee.

As always our grateful thanks to contributors. New members are most welcome to make contributions and write reviews. Editors really shouldn't write the magazine, but at the moment, the pipeline is mainly some drafts of ours !

Any Facebook contributions would also be very welcome, please send to Sarah. There should be pictures of *Pilgrim* to go with the article in this edition, and in general, this will be the preferred place for pictures in future. Also, we plan to reduce the effort put into standardising presentation and layout. Contributors have their preferred styles, all different! Standardising isn't difficult but just adds to the work, and absolute consistency is perhaps not so important in a newsletter.

If you have changed your email address, do please let Gill know, the last *Echoes* had many bounces. You should also have a flyer for Seaforth books. Best wishes for the season, reading and research.

### The Editors

## ARTICLES

*[If you are willing to have a go at deciphering the unclear texts, get in touch with Gary, gary.hicks@blueyonder.co.uk who can send you the original text in A4 size, the magazine is too small to show clearly. Ed ]*

### **The Loss of the Brigantine *William Anning* of Plymouth**

The brigantine *William Anning* was built for John Henry Anning, Shipbroker of Cardiff, by James, Robert and Lewis Hoad of Rye in Sussex. One hundred and three feet long, with a beam of 23 feet six inches, she measured 177.09 tons Register and, despite her owner's residence in Cardiff, was registered at Plymouth, on 6 August 1863. Here she joined the schooner *Mary Anning* also owned by John Henry Anning, and built by Hoad in 1861, in which a minor shareholding, similar to that in the *William Anning*, was held by others. In 1865 the barque *Jessie Anning* of 291.55 tons, built at Bridport by Elias Cox, was also added to the Anning fleet at Plymouth.

The registration of the *William Anning* at Plymouth was closed on 8 April 1874: "Vessel abandoned at Sea in a sinking state – Certificate sent to Chief Registrar 8.4.74". My attempts to trace reports of the circumstances leading to her abandonment and the fate of her master and crew, to add to the transcript of her register, located only the following meagre entry in the newspapers reproduced on-line from the British Library 19<sup>th</sup> Century Newspaper Collection: "CASUALTIES. The *Wm Anning*, from Philadelphia to Penarth Roads, has been lost. Crew at New York." (Glasgow Herald, Thursday 26 March 1874)

Here matters stood until a chance conversation revealed that Society member W. Martin Benn had some years ago purchased some Crew Agreements and Logs of the *William Anning*, from the Memorial University of Newfoundland, which he was prepared to loan me.

Unusually, when the *William Anning* was abandoned, her master saved the ship's Certificate of Registration (as will be seen from the closing entry on her Register) and it would seem, also her Crew Agreement (for the Agreement is not marked as a copy created later) and apparently, he also saved a rough log. The Log which survives, appears to have been "written fair" at a later date, for the bold strong writing, seems too neat

and consistent to have been written daily during the course of the awful voyage from Philadelphia. The writing had some peculiarities of style, where “a” precedes another word, they are joined, for example “a strong gale” is written “astrong gale”, “T”s are not always crossed and there is little in the way of punctuation. Nonetheless a quick glance confirmed that transcribing the last Log of the *William Anning* would well repay the effort involved.

The log reproduced below has some blanks and doubtful words, and I hope that Members may have some suggestions to help complete these.

Any feed-back may improve the transcript of the log that I will be adding to future copies of my disc ‘Plymouth’s other fleet’. If you have suggestions for the missing/doubtful words e-mail me at [gary.hicks@blueyonder.co.uk](mailto:gary.hicks@blueyonder.co.uk).

An early Log Book of the *William Anning* for a voyage to Brazil, ending at Bristol on 7 February 1867 reveals an apparently happy ship; no incidents of any kind are noted and Edwin Gill, her Master, recorded that the general conduct and seamanship of all seven crew members was very good. However, the Log Book for her last voyage paints a picture of a very different and vexatious voyage.

The Agreement and Crew List for her last voyage, signed at London on 31 May 1873, committed her crew, in time honoured fashion, to the possibility of sailing over almost half of the globe: “from London to Cardiff thence to Rio de Janeiro and any ports or places on the East and West Coasts of South America, United States of America between Portland and Galveston ... British North American Provinces, West Indies and islands adjacent, Mediterranean, Black Sea, Sea of Azof and the Baltic Sea and the Continent of Europe to and fro and back to the final Port of discharge in the United Kingdom.”

James Ball Rider aged 30, born Kingsbridge Devon, Masters Certificate Number 25729, heads a list of 18 men who signed the Articles at various points during her last voyage.

The *William Anning* sailed from London on 2 June in ballast for Cardiff, James Rider recorded her draught “Aft 10 ft Forward 9ft” in the Log and that Edward Manson AB, William Hayman AB and John Brown AB never joined the ship at London. At Cardiff on 29

June, the Log was endorsed: "This is to certify that Henry Juby Boatswain and Charles Ellis AB Deserted cause unknown taking their Effects with them." Cardiff 3 July "This is to certify that George Welch, Mate Deserted the Ship which I gave his certificate up to the Customs House Shipping Master and his Effects he took with him. Cause unknown to James B. Rider Master."

On 1 July Thomas M. Searle AB, John Anstey AB, Henry Searle AB, Charles Davey AB and Henry Hart AB shipped and on the 5 July John Jude shipped as Mate, to make a full crew, in the stead of those who never joined or deserted and the *William Anning* sailed from Cardiff for Rio on 7 July, laden with coal, drawing "Aft 14ft Forward 12 ft".

On 9 September 1873 at Rio "Charles Davey was taken to the Hospital on account of injury by falling aboard and on the 23<sup>rd</sup> took him[self] out of the hospital and Never joined the Ship again having no effects with him." On 20<sup>th</sup> October Henry Hart AB refused duty and was taken before the British Consul "and he refused to go onboard for Which he was sent to prison on the 31<sup>st</sup> took him out and ordered him onboard which he has not been seen since leaving no effects behind him."

"12<sup>th</sup> November Rio De Janeiro This is to certify that Thomas Searle AB on the night of 12<sup>th</sup> Sept [left] the ship taken away the boat and his effects with him and has not been seen since – reason for leaving the ship not known boat being pick[ed] up next morning."

On 15 November Henry Hart returned on board and resumed his duty and on 21 November John Hemmingvist AB and Peter McIntosh AB joined the ship in place of Searle and Davey and signed articles before the British Consul. The *William Anning* sailed from Rio on 22 November 1873 laden with coffee, "Aft 12' 6" Forward 10' 9".

The next entry in the Log was made on 26 January 1874 at Philadelphia: "This is to Certify that Peter McIntosh went ashore and on the 28<sup>th</sup> Jan was Discharged and paid full wages before H.M.B. Consul Philadelphia. This is to certify that Henry Hart deserted and has not been to his duty since the above date and is treated as a deserted man by H.M.B. Consul James B, Rider John Jude."

On 29 January 1874 Edwin Cook and Carl E. Cadwell ABs shipped in place of Hart and McIntosh and the *William Anning* sailed from Philadelphia on the following day with wheat for Penarth Roads for Orders Aft 13'4" Forward 11'10"; only her Master and William Broughton remaining from the crew who left London. William Broughton, born Liverpool and aged 18 when he signed the articles at London, as the Cook and Steward, was the only crew member, other than James Rider, to have previously served on the *William Anning*; his outstanding wages when he was discharged at New York after the ship was abandoned were £12. 15s. 5d.

The remainder of the Log is reproduced below verbatim.

“This is to Certify we left Philadelphia on the 30<sup>th</sup> Jan 1874 bound to Penarth Roads for orders. Left Delaware Breakwater on the 5<sup>th</sup> Feb<sup>y</sup> 1874 wind NW, 6<sup>th</sup> NW, 7<sup>th</sup> wind Variable rain Sky looking Dirty, Midnight Strong gales, Mainstaysail Blow [sic] away. Shipping great quantity of water & Labouring heavily Wind ?WSW.

8<sup>th</sup> Ditto Weather carried away ?middlestay replaced him again

9<sup>th</sup> Less Wind set sail accordingly Wind veering to Eastward. Sky Dirty and looking likely for Wind & rain.

10<sup>th</sup> Rain Sky looking Dirty Wind ESE & Increasing 8 PM Strong gale and heavy sea ship Labouring heavy [sic] & shipping a quantity of water. Midnight little less wind 8 am Strong gale WSW.

11<sup>th</sup> Noon a complete hurricane NW Ship under ?Ballance ▲ close reefed mainsail ship full of water on deck Bulwarks gone fore & aft Spars washed adrift 2 Watercask Spare anchors and Boats chocks and other things. Sea making a complete Breach over her. Ship Making more Water than usual Awful weather expecting ship to go down with us afternoon Lat Account 36.44 N Long Account 67.37 W.

12<sup>th</sup> Heavy gale ?with sea going right over her everything on deck most adrift and ship full of water Ship Making awful weather. Midnight Less wind. 8am Less wind made all possible sail to keep ship from Labouring Pumps Attended

13<sup>th</sup> Moderate Wind Veering to N & Eastward made all Sails according. Midnight fine Ship Made no more water little gain coming up the Pumps. AM Lightning to SW.

- 14<sup>th</sup> Steady Breeze ESE and fine repairing Mainstaysail and other things. Midnight fine Wind SSE. Noon ?cloudy Pumps Carefully Attended to ?night ...
- 15<sup>th</sup> Steady Breeze & cloudy Bent Mainstaysail & Set him. Midnight cloudy. Am Ditto Wind SSE ship making no more water than usual again – Pumps Carefully Attended to
- 16<sup>th</sup> Light Breeze heavy SW Swell and Gloomy sky. 8 PM rain Midnight rain 4AM Wind SW. Noon fresh Breezes and overcast Pumps Carefully Attended to.
- 17<sup>th</sup> Ditto weather. 8PM heavy squall with torrents of rain took in mainsail Wind West. AM more settled made sail according [sic]. Noon showery Pumps carefully Attended to.
- 18<sup>th</sup> Showery 8PM heavy rain Midnight squally West 4AM heavy squalls Daylight moderating Noon squally
- 19<sup>th</sup> Less wind and clearer 8 PM Squally & heavy rain Midnight Ditto 8 AM Less Wind NNE. Noon Showery Pumps always Attended to.
- 20<sup>th</sup> Fresh Breeze & Showery 8 PM clearer Midnight Steady Breeze & overcast Wind East – AM Ditto Noon ditto
- 21<sup>st</sup> Steady Breeze SE & E Midnight showery AM Ditto 4 AM wind SSW & increasing with heavy rain took in sail accordingly. 8 AM still increasing. Noon Strong gale WSW. Pumps Carefully Attended to.
- 22<sup>nd</sup> Strong gale & heavy sea ship rolling & Labouring heavy sea going right over her. Midnight less wind NE b N made sail Accordingly Noon Wind North.
- 23<sup>rd</sup> Wind North 4PM NW increasing all time taking Sail in as required. 8 PM West Midnight Strong Winds. 4 AM Wind SSE 8 AM Strong Winds Noon Strong Weather. Pumps Carefully Attended to.
- 24<sup>th</sup> Strong Breeze North 4 PM squally 8 PM Less Wind NNE Midnight Light Wind ENE with a heavy sea 2 AM wind shifted 4 AM Wind South 8 AM Wind SW Strong Noon strong gale & thick ?Drizzly rain WSW
- 25<sup>th</sup> thick rain with a strong gale & a heavy sea from the Westward Wind West shipping a quantity of water at 8 PM looking worse not Prudent to run ship any longer hove to head to Northward under close reef Mainsail Midnight a heavy sea struck her on the Port bow knock[ed] away Bulwarks Bowsprits ...ond and the ?two ?jibgwys carried away and Wash ... jib

26<sup>th</sup> Heavy gale NW with heavy snow & hail squalls with a tremendous sea ship Labouring heavy and shipping a great quantity of water. Midnight Ditto 2 AM a heavy sea struck her on the Port bow started sail & Cathead stove in the galley with other damage. Noon heavy sea With less wind Pumps Attended to.

27<sup>th</sup> PM heavy sea With not much wind set sail to keep ship steady glass very low sky looking dirty. At 8 PM heavy rain wind Backing from ?NW to SSW. At 10PM Wind freshening stowed all sail but close reef mainsail Midnight heavy gale & NW Sea. AM Increasing gale still 8 AM still Increasing a complete Hurricane NW. 10 AM ?Balance close reef Mainsail went upon the Leach & Blowed to Pieces Sea Struck her and filling her up stove in Longboat Bulwarks gone sea making clean over her gave her up for a lost ship for we are awfully situated. Noon a complete Hurricane galley gone Lat Acc 43.57 N Long Acc 36.47 W.

28<sup>th</sup> Blowing A complete Hurricane with awful sea a heavy sea struck on the Port bow knocked away the cutwater false ?stem <sup>D</sup> Bulwarks Mainsail stanchions vessel a complete Wreck and on her beam ends cut away the mainsail to try to save her found ship had sprung a leak took several hours with all hands to the Pumps to get her to suck. Keep almost constantly at the Pumps to keep her from foundering cut away jibboom & topgallantmast to ease the ship forward set forestaysail aft on mainmast for to keep ship too we have no means to find our position suppose to be in Lat 43.57 N Long 35.37 W

1<sup>st</sup> Wind ?Souths a little it Backs to the Southward come on torrents of Rain and wind goes to ?NW again Blowing terrific and mountains of sea all ?manner of ?way. <sup>E</sup>

Keep to pumps we know we must pump or sink no one knows But ourselves what we have to go through. Wet cold washed about nothing warm to make use of and not knowing the moment she may go down with us expecting every sea to take her down took all hands in cabin yesterday as water running all through decks of Forecastle cabin very little better ship Strained and knocked to pieces. Butts in Decks forward opened found that the wooden ..ands <sup>E</sup>

from the steam [?stem] was started and no way to stop the leaking nothing for us But to Pump so long as strength can hold out.

Noon a Tremendous Sea still and washing over her can't stand it much longer. Lat Acc 44.21 N Long Acc 35.23 West Wind NW Strong gale.

2<sup>nd</sup> March Tremendous sea and a strong gale NW sea making right over her leak increasing keep almost Constantly at the Pumps and crew nearly exhausted hove the Bower Anchor overboard to lighten forward. 8PM less Wind Keep to Pumps. Midnight Less Wind but a tremendous sea ship Labouring heavily keep to Pumps constant almost. At Daylight a sail in sight to the Eastward Standing to WSW made small sail and bore down on her as we saw there was no chance of Saving the W<sup>m</sup> Anning the sail we bore down on was the Barque "Columbia" of Bremen from Bremen bound to New York we asked the Captain to take us off as our Vessel was in a sinking State which he kindly consented to do but try to do it if possible with the ships boat. Wind Lessening since daylight all time and sea gone down smoother we got ships boat out And took part crew onboard and come back after the rest which it was about Noon. We abandoned the "W<sup>m</sup> Anning" of Plymouth and got safe on board the Barque Columbia of Bremen Capt<sup>n</sup> Henary G...ien, Bremen.

James B. Rider Master  
John Jude Mate"

Filed with the log and Crew Agreement is a single sheet of paper dated New York March 26<sup>th</sup> addressed to J. H. Anning, Cardiff relating to the wages of the two men recruited at New York; a pitiful sum for almost a month's unrelenting hard work in awful circumstances.

Sir

Please pay to the order of Charles [sic] E Cadwell Five Shillings & four pence "Wages" & Charges to a/c Brig "William Anning"  
£0 5.4.

James B Rider Master

Sir

Please pay to the order of Edwin Cooke Six Shillings & one penny "Wages" 7 charges to a/c Brig "William Anning"  
£0. 6.1. James B Rider Master"

In the original Log the name of the Captain of the *Columbia* is partially obscured by the only blot in the Log. The name of the Captain who saved the men of the *William Anning*, is an important piece of the picture, for other research shows that such kindness was not universal and on many occasions the need for help went ‘unnoticed’. The *Columbia* was not registered at Lloyd’s of London and I could find no newspaper report of her sailing or arrival. However, in 2013 I responded to an enquiry made to the Society by Dr. Peter-Michael Pawlik of Bremen and Dr. Pawlik has kindly helped me with the following information.

The *Columbia* was a wooden barque of 847 tons, built in 1862 by J. C. Tecklenborg, of Bremerhaven, for D. H. Waetjen & Co., of Bremen. She was mainly employed in the transatlantic trade (freight and emigrants, the latter until 1872), but she also made several voyages into the Pacific. Attempting to decipher the name of her master in the Log, it seemed to Dr. Pawlik, to be *Henry Gleistein or Gleystein*, but in 1874 the *Columbia* had no master of that name, although the owners of the *Columbia*, the well-known firm of D. H. Waetjen & Co. of Bremen, employed a captain named Hinrich Gloystein at that time. The name Gloystein appears in no list or register of those days in connection with *Columbia*. The explanation appears to be that Hinrich Gloystein had the command of the *Columbia* for only one voyage, which began after January 1, 1874 and ended before January 1, 1875. His command of the *Columbia* in the spring of 1874 is confirmed by an article in the Philadelphia Inquirer of 24 March 1874, located by Dr. Pawlik, which accurately summarises the misery of the *William Anning*’s crew; reports their rescue, and names the *Columbia*’s Captain as “Gleystein”.

Sadly, there was no saviour on hand for the crew of the *Columbia*, in December 1883, when she was lost in the Bay of Biscay, on a voyage from Bordeaux to New York, under unknown circumstances and all her crew, were lost. According to Dr. Pawlik’s records the the *Columbia* was commanded by Captain H. Schumacher from 1872 until her loss in 1883.

**Gary Hicks**



## REPORTS OF MEETINGS

### ***Floating About* the Cornish Maritime History Conference, National Maritime Museum, Falmouth, Sat. 17<sup>th</sup> September, 2015**

With an Easterly breeze, the only way to the conference was by boat to the Falmouth Town Haven, just a couple of minutes' stroll to the Museum (the NMM). The bi-annual Conference, as ever efficiently organised by Tony Pawlyn and Helen Doe, was well attended with some 70 in the audience, included some ten SWMHS members.

I was struck by:

1. The changing face of maritime history: only one person actually in 'academia', a Ph.D student (Sam Drake on Shipmen and Pirates of Fowey). Perhaps I should include Roger Burt, emeritus Professor of History at Exeter, who gave a fascinating talk on the growth of Freemasonry, especially among mariners, towards the end of nineteenth century. This scarcity may well represent the universities' loss of interest in maritime history and students' (correct) perception that career-wise, it is a dead end.
2. I felt the conference was more 'Cornish' than previously. On reflection, I think this was because local history is being researched, and this may include maritime history, obviously if the history concerns a harbour town.  
In particular, there was a focus on Fowey, which was up with other far larger harbours, such as Southampton, Dartmouth, Bristol and Great Yarmouth in terms of supplying transport during the 100 Years' War (Sam Drake); and as the dominant clay port (Alex Lewis' analysis of the Harbour Master's records for the 1890's); while John Forsyth analysed the records of *Jane Banks*, Fowey Topsail Schooner in the first 30 years of the twentieth century.

3. The riches within the Bartlett Library, attached of course to the NMM, were highlighted in the papers by Steph Haxton on early 19<sup>th</sup> century Navigation training and Anne Pond on the Coast Lines Company in the interwar years.
4. Some structural features of the conference struck me as relevant to the SWMHS:
  - a. Breaks every hour, of 30 minutes, preventing overload and allowing networking.
  - b. The age of the audience, retirement plus. This was a topic I discussed with Tehmina Goskar, Senior Curator at the NMM. She was clear that the target had to be schoolchildren and the NMM was the most visited museum in Cornwall. Getting into schools is probably beyond the SWMHS but strong links with university history departments could be feasible. It would be good if any student wishing to do research in maritime history knew that they could link with an expert member of the SWMHS
  - c. Many of the papers will be 'published' in the NMM's free, online electronic magazine, *Troze*. Again, the SWMHS should be providing a similar service on its website.
  - d. Although the conference was expertly organised by Tony and Helen, there was a large back-up team of volunteers. Again, the need for, and benefits of, a much wider pool of involved persons in the organisation were evident in this well-organised and well-run conference.

At the end of the conference, I thought it would be useful to mull it over with Peter Skidmore, a fellow committee member. He took me to the 'Front', Custom House Quay, with 10 real ales, and which allows food. Since the best fish and chips shop in town is above the pub, this is a handy combination. The width of knowledge of SWMHS members never ceases to amaze me.

**Mike Bender**

## **To be a ‘Pilgrim’**

On Thursday 17<sup>th</sup>. September eight SWMHS members enjoyed a day sail out of Brixham on the 118 years ‘young’ ex Brixham trawler BM 45 ‘Pilgrim’. Two other guests cried off as the wife did not wish to go to sea during a storm. Luckily this had passed through the day before. The sea state varied between light airs and fresh breezes, ideal sailing weather, with mainly warm sunshine. Below deck the vessel has been turned into a most comfortable floating home! This includes a galley, shower room and toilet and also bunks for sleeping accommodation. Our party was well watered and fed throughout the day, and those who wished could help to sail the grand old lady.

The ‘Pilgrim’ has been restored and re-built since returning to her port of build in 1999. I was pleased to purchase a small illustrated paperback book detailing ‘Pilgrim’s history, much of it spent in the Baltic, where locals really appreciate classic wooden sailing vessels. The 80 page book contains interesting photographs and the story is based upon first hand accounts from past owners and folk who sailed in her. The author Bridget Cusack has done a fine job in telling a story of success in the preservation of an UK ‘heritage’ vessel. (Money had been received from the Heritage Lottery Fund and the South Devon Local Action Group). ‘Pilgrim’ now has a home berth on a pontoon, shared when we visited by the new built ‘Royalist’ cadet training ship.

For details of the ‘Pilgrim’ Trust see [www.pilgrimofbrixham.co.uk](http://www.pilgrimofbrixham.co.uk)  
The book costs £5

It was good that SWMHS could support such a worthy cause. Members and friends may wish to try a sail on her next year? (SWMHS were given preferential rates of £55 per head, all found).

## **Martin Hazell**

### **News of *Kathleen and May***

I was fortunate to visit the *Kathleen and May* after the MHT conference (more next time), and hear from Jeff and Cindy Grice about her progress. She is now in superb condition, with a new 450hp Volvo

engine, generator, a complete rewire, negligible leaks (unlike the unfortunate *Zebu* just raised after sinking in an adjacent dock), and looking very smart indeed, a tribute to the 60+ volunteers and sponsors such as Cammell Laird; a dramatic improvement since 6 years ago when I sailed to Whitehaven on her, when she was really just a hull. Liverpool has not just welcomed her, but revitalised her, and she looks wonderful in the docks, a fine asset to the waterfront.

Today's mantra is "sustainability", and financially, she generates a good income that has paid for these improvements. Building up a fund to buy out the ship from the Clarke family remains a challenge, however.

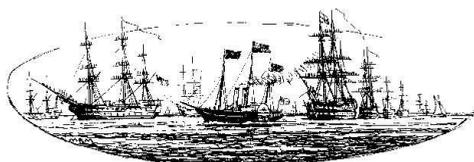
Income comes from weekend visitors, weddings and corporate events, and recently, film work. The events potential could be even greater, and they are seeking a manager to take things forward.

They are keen on education, not just school visits but the opportunities offered for volunteers to develop skills and move into a maritime career, and have had some notable successes.

It seemed to me that a fresh, more realistic valuation would help, and it should include an estimate of the historic component. The Heritage Lottery Fund won't pay for purchase, though a case could surely be made for HLF to pay for the "historic" element of the valuation. What is needed is a substantial commitment from a trust or legacy to really get the ball rolling. We might also as a Society write to HMG and ask for this national treasure to be purchased via the LIBOR fund.

Next year, there are plans for more trips, but she won't ever have a cruising programme. Sailing will be to special events, like this year's memorial trip to Bideford, and to festivals. If the ownership issues can be resolved, *Kathleen and May* is indeed a very sustainable ship.

Others might ponder this as a formula: "Saturday weddings, Sunday daysail or public visit, weekdays education and training, summer break to festivals". Getting this balance right is one of the challenges that all ships face, but I felt the K&M has it about right. Keeping sailing limited to special trips keeps down wear and tear, and ensures maximum public and media interest. We must all hope that a way is found to keep this national treasure in the UK on a permanent basis.



## REVIEWS

***Sail and Steam in the Plymouth district*** by Alan Kittridge, published by Twelveheads Press, Truro TR4 8LP - Softback 195mm x 210mm, 156 pages, with 150 illustrations £16.50.

It was a pleasure to be invited to review a new book by an author whose earlier works already have a place on my bookshelf and find regular use for reference purposes. Following Alan Kitteridge's established format this new book tells the tale of sail and steam on the estuaries and coasts between Kingsbridge and St. Austell Bay, in a series of 150 contemporary postcards, supplemented with a few professional and amateur photographs, each with the authors accompanying text.

With four postal deliveries a day, postcards were the e-mails and texts of the Victorian and Edwardian eras; because of this and cards saved in albums, thousands of postcards have survived from this period. Unfortunately, many are cliché views, which makes the wonderful selection used in this book all the more remarkable. The introduction, which states that many shots are the work of local photographers, perhaps provides the key to the quality of the images. Many are works of art, the majority are full of movement, and all have interest. The photographs can be enjoyed on many levels from works of art to frozen moments in time, illustrating social history or the technical detail of sail trading, but immediately the questions come, where, when, what vessel and occasionally who. The author's text, accompanying each illustration, sets out to answer the reader's questions and does so with great success. The majority of pictured vessels have been identified; no mean feat, for even where images do bear a contemporary caption it is often of limited value – "Fishing Boats, the Barbican, Plymouth" might more helpfully have read "Ketch *Defender*, the Barbican Plymouth" and "Wreck at Drake's Isd 21/2/14" might instead have said "Schooner *Erna* stranded Drake's Isd 21/2/14". The suggested caption might not have mislead many to believe she was lost, for the *Erna* was repaired and, re-named *Cremyll*, she was registered at Plymouth; later re-named *Milleeta*

she appears in '*Ships on the Australian and New Zealand Register*' in 1959 as in the ownership of Marshall Import & Export Co., but her subsequent fate is unknown to me.

To any who might feel the price a little high for a book little more than 1 cm thick, I can only say that acquiring the images it contains in the current market would cost a four, possibly five, figure sum.

I recommend this pleasant wander through yesteryear in the company of a knowledgeable companion - add it to your book case.

**Gary Hicks**

*All I Ever Wanted* The Life of a Sidmouth Fisherman. Stan Bagwell with Mary Bagwell, collected and compiled by Christine Hardy. Privately published, 2015. 120pp illustrated softback 21mm x 21mm £12

In May 2015 the fishing heritage of Sidmouth was remembered through a *Sea Fest* held on the Ham at the eastern end of the Esplanade. This coastal community celebration opened with an evening event, one feature of which was a short play portraying the life of Sidmouth fisherman Stan Bagwell, based upon readings from this book.

*All I Ever Wanted* is a compilation by Christine Hardy of the memories of Stan Bagwell and his wife Mary, which she had collected over an 18 month period and set down in this well illustrated publication.

It is a lively account, in Stan's own words, of his personal reminiscences, supplemented by those of Mary Bagwell whom he married in 1960. It captures the essence of the life of a Sidmouth fisherman in the second half of the 20th century. The book is divided into 24 sections following the compiler's notes and a brief introduction by her on the Bagwells of East Devon over the centuries. There is a useful map of the coast from Branscombe to Otterton Ledge, featuring places referred to in the text. The illustrations are excellent, many in colour.

In telling the story of Stan, his family and friends there are many amusing anecdotes; yet he does not shy away from recalling a family tragedy. His son, Ian, was lost at sea in 1998, not long after which Stan

himself had a serious accident, suffering brain damage which meant the loss of more recent memories.

Stan bought his first boat, the *Fulmer*, in 1954, at the age of 15, a clinker-built 12 foot rowing boat; his last, *Freedom*, in 1997. His ninth boat, the *Esther Coleen*, was a 52 foot trawler which featured prominently in the Brixham trawler races in the 1970s.

In telling his personal story *The Life* interweaves his family history with descriptive details of sea fishing. The book explains, with diagrams, how seine nets are used and the mechanics of trawling. There are accounts of mackerel fishing, herring drifting, catching lobsters and crabs, whelking and making withy pots.

In addition to fishing Stan and other Sidmouth fishermen boosted their income by taking out day trippers. In 1965 the family opened a fishmonger's shop on the Ham, *Sidmouth Trawlers*, which still does good business today. Stan's daughter, Kay, won a prestigious national award in 1988, and again in 1992, which recognised her as Britain's top fishmonger.

There is much to commend in this book, the profits from which go to the Fishermen's Mission. It was officially launched at the *Sea Fest* and its first print run sold out in a month. It can be purchased at Paragon Books, 38 High Street, Sidmouth EX10 8EJ or at Sidmouth Trawlers.

From childhood, Stan Bagwell was set on going to sea to earn his living as a fisherman. In his own words: "It's All I Ever Wanted".

**Peter Bloomfield**

***Bristol Channel Pilot Cutters***, by David H. Phillips

Now published for the first time by the Southwest Maritime History Society, David Phillips' short book is actually a student paper researched in the late 1950's, when he could still find former pilots who had served in the sailing cutters of the Bristol Channel ports and former shipwrights who had built them. This gives some of the detail in it a welcome ring of authenticity.

Admirably concise, the well-balanced framework of the book consists of chapters on the development of pilotage in the region, the builders of the vessels, the process of construction, the assembly of rigging, the materials and techniques used by the sailmakers, and, with some stories from former pilots, the operation of the cutters. The author's succinct style enables him to fit considerable textual substance into 70 pages which also contain a number of well-chosen late 19th and early 20th century photographs and plans, plus some of Phillips' own lively drawings.

As is well known, of all the many types of working sailing craft that fell out of service in the first half of the last century, the one taken up most enthusiastically by cruising yachtsmen was the Bristol Channel pilot cutter. This was because of the combination it offered of speed, sea-keeping qualities, and space below. All of these attributes were needed by working pilots who not only had to spend long periods at sea "seeking" their clients, but also then competing for them. A further draw which drove survival of a good number as yachts was the attractiveness of their overall form. All this is borne out, implicitly if not explicitly, in Phillips' descriptions.

As for complaints, for this reviewer they are limited to a number of spelling mistakes, a couple of grammatical solecisms, the repetition of a paragraph, and one, or maybe two, apparent inconsistencies. But these quibbles do not get in the way of admiration for this, at first sight, slight book. The reader who wants to know more can turn to Peter Stuckey's "Sailing Pilots of the Bristol Channel", the bibliography of which includes the present, then unpublished, work. But the essence of the subject is very much there in David Phillips' college research project, now turned into an attractively produced paperback book.

**Peter Thomson**

***Dreadnought***— The Ship That Changed the World. Dr Roger Parkinson I B Tauris 1<sup>st</sup> edition 2015. 306pp, ill. approx source notes bibl. 163mm x 240mm ISBN: 9781780768267 eISBN: 9780857737052

The author of "*DREADNOUGHT -The ship That Changed the World*" was awarded a PhD at Exeter University for his dissertation, subsequently published as a book titled "*The Late Victorian Navy*" which earned laudatory reviews. *DREADNOUGHT* may be regarded as a sequel to the earlier volume with overlap.

The scope of *DREADNOUGHT* is wider than the title might suggest. Indeed in his preface the author writes "*An alternative title for this book might have been The Navalist Era in Defence 1889-1922, taking this 33-year period as a cohesive whole, not narrowly a history of the dreadnoughts*" and this is more descriptive of the book's content than the title on the cover. The author amplifies his aim: "*Any contemporary analysis... requires a range and depth not often attempted before.*" This is an ambitious undertaking in a book of just over 300 pages.

The present volume begins by surveying the origins of the pre-Dreadnought era, continuing with the pre-Dreadnought era in the 1890s and the new navies of that time before examining the Dreadnought. The author not only focuses on ship and weapon design but also naval wars and treaties, the associated international politics and personalities, and such topics as the career of Jacky Fisher, strategic and operational doctrine, the Jeune Ecole, convoy, naval battles of the pre-Dreadnought era, and even such issues as the influence of the Balkan wars. There is a survey of all Dreadnoughts in all the world's navies (not excluding those of South America), the design of cruisers and destroyers is also considered, and subjects such as fire control and wireless are covered. The book can be regarded as a *tour d'horizon* of international politics and the world's navies from the late Victorian era to the aftermath of World War One.

Inevitably in a book of 306 pages much has to be covered at a superficial level but it is frustrating that having addressed such topics as fire control and wireless these are not explored in more depth; enough detail is entered into to whet the appetite but not to satisfy it.

Fortunately the author has provided copious source notes which quote from a wide range of, mainly secondary, sources but they include, beside the standard references, some less obvious material, such as articles from the *Mariner's Mirror*, so those who wish to read into the subject more deeply have useful pointers for further reading. Unfortunately the author has misread or misinterpreted some of his source material. Also when writing about some topics he has on occasion dipped into and quoted a number of different sources without indicating that these are not in agreement with one another. For instance on the subject of fire control he quotes Anthony Pollen, Jon Sumida and John Brookes without making it clear that the more recent work by Brookes differs substantially from the other two. In particular Brookes concluded that the Dreyer Tables were better suited to action conditions (particularly those at Jutland) than Arthur Pollen's Argo system.

In addition to photographs the book is illustrated with thumbnail sketches accompanied by the principal characteristics of the ships discussed in the text. The latter have been copied from contemporary issues of *Brassey's Naval Annual*. The sketches are useful but the data provided can be misleading. For instance it appears from *Brassey's* that the R-Class battleships had a larger displacement than the *Queen Elizabeth's* whereas the reverse was the case. The anomaly occurs because the displacement for the QE is given for light load and that for the R-Class for deep load.

Because of the inconsistent data, and the misinterpretation of some sources, *DREADNOUGHT* cannot be regarded as a work of reference. This is perhaps inevitable in a book of moderate length which attempts to cover a vast amount of ground but the author deserves recognition for attempting such an ambitious task, into which it is evident that he has put a huge amount of work.

For those who are not well read into the Dreadnought era this book provides an introduction to the subject and a useful key to further reading for those who wish to explore the matter in greater depth.

**Roger Richardson-Bunbury**

### *Letters and Diaries of A F R Wollaston*

Edited by Mary Wollaston, Preface by Sir Henry Newbolt Cambridge University Press 1933 Paperback edition 2013 284pp £19.99  
ISBN 9781107626454

Alexander Wollaston was a British doctor, explorer and naturalist, and this book consists of extracts from his letters and diaries, edited by his wife and first published in 1933, with a paperback edition made available in December 2013. Wollaston served as a surgeon in the Royal Navy during the First World War and no doubt this will be the chapter of most interest to members of the South West Maritime History Society. The book begins at the close of his school days in 1893 and ends a year before his murder in 1930.

Wollaston's ambitions lay in the areas of exploration and natural history. He took up medicine only as a means to an end, with the idea that he might be taken on as a medical officer on an overseas expedition. He volunteered for the Navy on 4 August 1914 when only a few months short of his 40<sup>th</sup> birthday and was appointed to serve on *HMS Mantua*, an armed merchant cruiser patrolling the North Atlantic. The book gives a fascinating account of day-to-day life in the 10<sup>th</sup> Cruiser Squadron – the noise of coaling, the tedium of sailing up and down in a straight line, and observations of the dangerous process of boarding merchant vessels. In May 1915 he was posted to the *Agincourt* (“in every way a great improvement on the *Mantua*”) and in December of that year he transferred to the *Vengeance*, headed for East Africa, to be Medical Officer with a landing party of marines. Much of his War was spent in this area in conditions of extreme difficulty. He was awarded the DSC for conspicuous devotion to duty in February 1918, followed by an appointment to Naval Intelligence. He was not demobilized until October 1919 after service on *HMS Humber* in the Dvina River campaign against the Bolsheviks.

While Wollaston's war service may be of most relevance to readers of this newsletter, it would be a shame to just gloss over the rest of the book. He led a fascinating life and served on expeditions to the Sudan, the Ruwenzori Mountains of Central Africa and the Congo, New Guinea (twice) and the first reconnaissance expedition to Mount Everest in 1921. The book also covers less formal trips to Lapland, Skye, the Alps and Dolomites, and the Sierra Nevada mountains of Colombia.

Wollaston has a gift for description of the wildlife, landscapes and the people that he meets, and the letters and diaries provide an insight into the hazards faced by explorers in those times, lacking the modern equipment available today. He comes across as a likeable man with a sense of humour and on the whole quite enlightened views for the times, though the methods of naturalists of that era (see an interesting animal or bird and shoot it) take some getting used to for the modern reader. At first sight much of the subject matter may seem to be quite dry, but in fact this is not the case and on the whole, this book makes an entertaining and interesting read.

At £19.99 it is a fairly expensive purchase for a relatively slim volume, and a significant amount of the book is available on Google Books.

## **Su Startin**

### **LETTERS NOTES AND NEWS**

**Katie Findlay** writes :-

I'm the new project officer for the Devon Remembers Heritage Project, based at the Devon Heritage Centre. Part of my role is to support community groups researching life in Devon during the First World War. I am also working in conjunction with the University of Exeter's Food, Fishing & Food Supply research project to look at these areas in particular.

I am keen to encourage and support at least one group of people who would like to look at the impact of WW1 on their local fishing industry, or any other interesting local maritime subjects, and to communicate what they find. I can offer support with training, research skills, travel, venues, events, interpretation and more. I'm wondering whether any of your members in Devon might be interested in forming a small group, perhaps with others, and taking part. I would be very happy to discuss this with you in more detail.

Ffi [katherine.findlay@devon.gov.uk](mailto:katherine.findlay@devon.gov.uk)

**John Salvatore** writes :-

I am interested in finding out whether there is evidence which would suggest whether the River Exe was navigable to Roman shipping (fairly shallow draft) as far up river as Exeter itself or whether the Romans may have off-loaded at Topsham where a Roman fort was discovered in 1999.

Ffi [johnpsalvatore@gmail.com](mailto:johnpsalvatore@gmail.com)

**Doug Brodie** writes that *Shieldhall* has had a very successful season, and now is the top Trip Advisor attraction in Southampton, but adds:

“It was once the case that income generated from summer sailings would fund the winter maintenance programme and allow us to put fuel in the bunker for the new season. That is no longer achievable and as we move toward 2016 the Executive must address the challenge of raising funds to dry dock *Shieldhall* next spring at a cost approaching £100,000. Currently, available funds are well short of this figure.”

Ffi Doug Brodie [db01@gmx.com](mailto:db01@gmx.com) and *Shieldhall* website

### **The Spithead Review model collection**

This vast collection of 600+ 1:1200 models is based around the Spithead reviews, and a Solent backdrop. The core is the RN's capital ships from *Warrior* to *Vanguard*. but it also includes other famous vessels, and the display can be seen at various model shows around the country.

Ffi Jack Snary 4 College Court Cheshunt, Herst EN8 9NJ  
[JJSNARY@aol.com](mailto:JJSNARY@aol.com)

### **A New Cutty Sark ?**

A project has been launched to build a replica of the *Cutty Sark*, with support from Russia, led by a team who have already built two replica vessels. The cost is estimated at around £20 million.

Ffi <http://cutty-sark.org/>

## **Around the Floating Harbour**

### ***The Underfall yard***

Works on the buildings are progressing. Partly open on the September 8<sup>th</sup> open day, a number of vessels were on view including the 60 yr. old yacht *Glendhu*, which is being restored. ( See our Facebook page ). The yard also recently slipped the tug *John King*, which had a good report.

As well as the clutch of boat building firms, the yard hosts the Bristol subaqua club, which has adopted the wreck of the *Baygitano*, a WW1 steamer, torpedoed off of Lyme.

Ffi Sarah Murray [sarah@underfall-boatyard.co.uk](mailto:sarah@underfall-boatyard.co.uk) who is also collecting memories and stories of those who worked at the yards and businesses there.

Connoisseurs of unusual events could have seen the old cranes in front of M shed “dancing” in a musical performance on October 3<sup>rd</sup>. Sadly your editor had another commitment.

*Balmoral* and *Kaskelot* are both overwintering at Bristol.

Charlestown harbour has finally been sold after 3 years to a consortium, who are retaining the Square Sail moniker and intending to use it primarily as a base for film work.

The *Grayhound* lugger has a deal to carry goods to France and maybe Spain next year. Her first cargo this year was some decent West Country ale !

The *Freshspring*, former naval supply vessel, has secured commitment for a long term berth from Torridge DC and has applied for a multi million pound grant to the Lottery to restore the vessel. We hope to have an article on her in a future edition.

## **A Pint, a Pie and...Pictures (Lots of them)**

If you are near Porthleven, consider a visit to the *Out of the Blue* pub in Mill Lane (opposite the football ground). It has recently opened a permanent wall mounted exhibition of several hundred photos of old Porthleven and a few more recent ones, accompanied by detailed text largely drawn from Tony Treglown's little books on Porthleven, with additions and updates. Many are of course to do with fishing, the harbour, boatbuilding, wrecks etc. A whole wall is devoted to boatbuilding. While many are familiar, others haven't been published before. A pub maritime museum, a new and enticing concept!

This is a terrific exhibition, way ahead of the usual pub showing of a few wreck photos. Well worth a detour and a pint!

## **STOP PRESS**

Special Offer for *British Warships in the Age of Sail, 1817-1863*, Rif Winfields latest magnum opus from Seaforth. Normally £50, available to SWMHS members for £37.50 until 31.12.2015, quote code `SWM25. Similar discount on the earlier volumes. David Clement's very positive review will appear in SWS102.

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