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

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WEBSITE. <http://www.swmaritime.org.uk/>

FACEBOOK www.facebook.com/SWMarHistSoc

FUTURE MEETINGS AND OTHER EVENTS

We have a very interesting programme for this year, and hope you will be able to support a least some of these events.

5th Apr enclosed)	Poole (calling notice
10th May notice enclosed (MH)	Odin House (Appledore-calling
7th Jun	AGM (Topsham) (DC)
5th Jul	Mount Edgecombe (MH)
27th Sep	Swansea (with W. Wales) (DC)
Oct date tbc	Brixham Trawlers

MH= Martin Hazell DC= David Clement

“Ten Minute Talks” at the AGM. The Committee is looking for volunteers to do a ten minute talk to supplement the traditional student talks. Dredge up those tales of your youth, or short bits of research, perhaps pace Helen Doe, you have been down a rabbit hole whilst doing research....Contact David Clement.

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.

Next copy date: March 20th 2014

EDITORIAL AND MEMBERSHIP

At the AGM we decided to become more involved in advocacy. To this end the Committee decided in January to join the Maritime Heritage Trust, formed by the merger of Heritage Afloat and the Maritime Trust, which as most of you will know, faded from lack of funds. Martin and I have had useful informal discussions with the Welsh arm of MHT, which has been very active, and also with National Historic Ships. We stand ready to offer letters of support to others where appropriate, and hopefully will be able to have some joint events. There will be more on this in future editions.

The administration of your Society may not create waves of enthusiasm, but is essential, and in these days where formal compliance with every rule is required, it is a burden. We have had quite unbelievable problems with the bank, and have resolved to open a new account with the Charities Aid Foundation. We are however retaining the RBS account for the time being to accept the incoming Standing Orders. Many thanks indeed to those of you who have succumbed to Gill's cajoling and sent in new forms. There appear to remain some 130 who have not, which leaves us with a problem.

By the time you receive this it will be too late to send Gill a form for April 2014. You can, up to the end of March, go into a branch, they usually want ID, and ask them to update your SO immediately online if they are able to do so, or of course do it yourself online, and please use an identifier. PLEASE LET GILL KNOW if you have done this.

We would still appreciate forms for April 2015 if you miss this year. Please don't send forms dated after April, we have too many tracing problems with random payments.

The increase in subs has led to some resignations, but has been well outweighed by a flow of new members.

Sarah Parsons is doing a great job with the Facebook site, it is well worth a look even for those of us who aren't really into social media. Do feel free to contribute news, pictures etc to her, but I would also appreciate being copied in.

This edition includes the calling notice for Poole. January/February is always a very busy time for me. I have no wish to stand down, but if anyone is interested in guest editing the same edition early next year, I would very much appreciate it. It would fit well with the Committee's wish that each member of the Committee has a backup against the usual uncertainties.

Finally, with news of yet another postal increase on the way, do consider taking *Soundings* by email.

Jonathan and Gillian Seagrave

***Herzogin Cecilie* (Wikipedia)**

ARTICLES

Herzogin Cecilie - The Film: and Nordic Maritime Museums

In September 2007, as the then chairman of Salcombe Museum, I was e-mailed by John Knight, a researcher from Pelago Films, a small independent company based in the Åland Islands. Åland (pronounced Aweland) is a Swedish speaking province of Finland. The four-masted barque *Herzogin Cecilie*, wrecked off Salcombe in April 1936, was the flagship of Gustav Ericson's shipping company. Her home port was Mariehamn, Åland's capital. Pelago was planning to make a film of the shipwreck and was particularly anxious to interview local Salcombe people who, as children, might have witnessed the disaster. When I was able to tell my enquirer that three of our museum helpers remembered the event well and that other elderly locals had also seen the wreck he became very enthusiastic. The principal problem was, as always, funding; if this could be arranged, a film team from Åland planned to visit Devon in 2008. However, we heard nothing more for several months.

My wife Jane and I had made a brief visit to Åland in June 2007 during a lengthy Scandinavian holiday in our camper van. We had decided to return there again in '08 as there was plenty more to see. The archipelago is fascinating and the scenery is superb. Maritime artefacts abound and include *Pommern*, the world's only remaining four-masted barque still in her original condition. There is a fine Maritime Museum and many other historical remains too, particularly those dating from the period of the Russian occupation (1808 to 1918). John Knight eventually caught up with us when we were on the Mariehamn camp site. Over a cup of English tea we learned more about the *Herzogin* project.

John, we discovered, was an East Londoner, just like the present author. This was helpful. He had married an Ålander when she was working in London as a travel agent. The family had moved to the Islands when the children arrived. John had quickly learned enough Swedish to be able to take the first available job. From serving as a deckhand on the ferries from Sweden he had moved on to working part-time as a school librarian and also spent one day a week in the local museum. He had met Per-Ove Högnäs (always known as Bolle) who, it appeared, is

Pelago Films. Bolle, whose English was, at that time, limited, was pleased to be able to recruit John as a part-time helper. From what we gathered Bolle was an academic who had once worked in the museum. He had written and co-authored a number of books. He had also made several films, one on a circumnavigation by *Pommern* and another, a drama/documentary, about the Battle of Bomarsund. This little known engagement of August 1855 formed part of the Royal Navy's Baltic campaign. This accompanied the more familiar Crimean War with its battles in southern Russia and its 'Charge of the Light Brigade'. Funding for Pelago's visit to Devon had been provided by a trust fund set up by Gustav Erikson's family. This is now administered by his grand-daughter. The completed film was to become part of the Åland Maritime Museum's archive.

Bolle and John spent four days with us in Salcombe in early September 2008. A full programme had been arranged for our visitors. This started with walks to the appropriate sections of the Cliff Path which overlook the Ham Stone outside Soar Mill Cove where the ship first struck and Starehole Bay to which she was towed in the salvage attempt. The next day commenced with a visit to Plymouth to see the South West Film Archive which, as arranged, had prepared copies of the original black and white newsreel films of the disaster for Bolle to examine. He was able to buy an appropriate footage. After a pub lunch in a typical Plymouth establishment we travelled back through Hope Cove to call in at the Cottage Hotel for a cream tea. In 1936 its then owner had been able to buy sections of the wrecked *Herzogin Cecilie's* mahogany interior lining. This had been built into the property to make a small and intimate addition to the bar. The room remains in excellent condition today.

Much of the remainder of the visit was taken up with interviews with the several witnesses who, as children, had seen the original shipwreck and its aftermath. One of our informants, a former hotel porter, recalled that the wreck had happened on a Saturday morning. This explains how other local lads had been able to walk the couple of miles out to the cliff-top to see the large sailing ship lying aground below them. Most of the crew had been taken ashore by Salcombe lifeboat soon after the grounding. They were seen that evening enjoying a film at the local cinema before they were repatriated to Finland.

Another important witness was an elderly lady who, as a young girl in

her teens, had lived at the farm above Soar Mill Cove. Her interview was arranged through the good offices of her nephew, a local farmer. She remembered the captain and his wife calling in and her father agreeing to store some of their personal belongings in his barn. Captain and Mrs Ericssen were regular visitors at the farm during the several weeks which elapsed before the ship was towed to Starehole Bay just outside the entrance to Salcombe Harbour. Access to the ship was by the breeches buoy set up by the remaining officers and crew members to replace the one first provided by the local coast-guard.

The last and possibly most important interview was with Tim Noyce, a recently retired Kingsbridge businessman who, with his brother Edward, owns the remains of the ship. After the spars, sails, rigging, cabin furniture and other valuables had been removed for preservation and eventual display in Finland, Tim and Edward's grandfather and father, who were then in business as scrap merchants, had bought the Herzogin's hulk from Gustav Ericson for £225. Tim explained how the ship had been gradually dismantled as she lay aground during the summer of 1937. The teak decking was sold to a timber merchant and the steel work was gradually cut down to water level with oxy-acetylene torches into manageable size pieces for removal and sale. Tim never discovered whether the whole operation had been profitable. His father died at a relatively early age when Tim was only 21.

Bolle and John were able to spend a few hours before their departure enjoying the sights and views of Salcombe and its harbour. The yard of the last remaining local wooden boat-builder was visited, an enjoyable meal was taken at the Yacht Club and local views and buildings were photographed. A few days later a thank you e-mail arrived. Bolle and John had greatly enjoyed their visit to Salcombe and Bolle was delighted with the amount of material he had gathered. We were invited to return to Åland in 2009 so that hospitality could be returned.

Jane and I revisited Scandinavia and Germany in the late spring of 2009, mainly to see two newly opened maritime museums. We were however able to stop in Mariehamn on both the outward and return journeys.

The new Finnish National Maritime Museum is at Kotka, a major timber exporting port on the country's south coast about 50 km. from the Russian border. It is an architecturally exciting structure with the profile of a breaking wave and is situated in the old dock area of the city

rendered obsolete by containerization and the concomitant increase in size of timber ships. It has an open plan interior reminiscent of our National Maritime Museum Cornwall in Falmouth, but on a much bigger scale and with many more small side galleries. Nearby is a wooden boat centre where a number of interesting craft are under restoration. We returned to the Åland archipelago via Helsinki and caught the ferry to Kõkar, one of the smallest of the inhabited islands. Three pleasant days were spent there before we moved on to the main island on which Mariehamn is situated.

We had already made contact with Bolle. He had arranged to borrow *Jehu*, a replica sumpbat built in 1996. We were taken for a splendid day's sail. The sumpbat is a traditional local craft which was used to carry passengers to and from Stockholm. A tank built into the stern allowed live fish to be transported from the islands for sale in the city. *Jehu* measures 12.7 x 4.5 x 1.5 metres with a sail area of about 100 sq. metres. Rig is gaff cutter, the gaff being very short by British standards. It seems that she is owned by a syndicate of local sailors with an interest in the preservation and sailing of traditional Ålandic craft.

We departed from Åland on June 18 and arrived in Hamburg a couple of days later in the evening. The International Maritime Museum was opened in 2008 in a restored warehouse originally dating from 1879. It houses the personal collection of Peter Tamm, the former Chief Executive Officer of the Springer Publishing Group. It is spread over ten floors, now known as decks. The collection is huge; and magnificently displayed. We decided to stay for a third night in the somewhat unsavoury whonmobilplatz (motorhomeplace) in the suburbs so we could spend a second full day at the museum. Readers visiting Hamburg should not miss it.

To return to the film; an intermittent e-mail correspondence with John Knight continued over the next two or three years. Bolle had become distracted by a request to record the retirement of the oldest ferry on the Åland/Stockholm route and it was not until February 2012 that we receive any concrete information.

John e-mailed to tell us that Bolle had recently been commissioned by Finnish National Television to make a documentary programme about the *Herzogin*. Another visit to Devon for more filming was planned for the coming summer. Bolle and John had much trouble with airlines, lost baggage and missed connections so when they did eventually arrive in

Salcombe time was very short and we were unable to meet them. Another local *Herzogen* authority had arranged to charter a retired fishing boat for the day to permit the critical sites to be filmed from offshore. The visitors then made a quick visit to Falmouth to photograph the port of departure on that fateful evening and also to consult the “Fox Register”, a privately made record of all ships calling at the port over a lengthy period. The documents had recently been bought by the National Maritime Museum Cornwall to add to its archive collection.

In September 2013 we received an invitation to revisit Åland for the premiere of the film. Excellent arrangements were made by Tim Noyce for a party of five, Tim, his wife Anne, brother Edward, my wife Jane and I to make the far from easy journey to stay in simple accommodation in Mariehamn for four nights. Salcombe model maker Malcolm Darch was also invited. He had contributed to a filmed discussion, but was unable to travel. It was very noticeably colder than South Devon.

On the following day we were invited to lunch by Mrs Freya Darby, daughter of the late Captain and Mrs Sven Ericssen, who lives in a typical wooden house on family land on Lemland, an island about 20 kilometres from Mariehamn and now connected to the adjacent islands by causeways. Then came catastrophe. After lunch we were taken out to Freya’s stugor, a small wooden building on the foreshore on the edge of her land. A fire was quickly lit to start warming the hut. Freya departed to attend to other duties, leaving the five of us to keep the fire going, explore and take photographs. After about an hour we felt it was time to move on before daylight left us. We walked to the hired car and as Tim Noyce was climbing into the driving seat he collapsed and fell across the steering wheel. He was lifted out of the vehicle in a semi-conscious state and helped into the back seat to sit between the two women. Anne explained to us that he had had a few transient losses of consciousness in recent months but had been examined by his doctor in August and passed as fit to travel. Edward drove us carefully back to the hotel and Tim was put to bed. The staff were most helpful and understanding.

The following morning Tim was still very poorly. Paramedics were called and advised his immediate removal to hospital. Tim had been very fully examined and diagnosis of subarachnoid haemorrhage (bleeding into the brain) was made, necessitating Tim’s immediate removal by helicopter with an accompanying doctor to the Finnish

mainland.

The three remaining members of the party had to try to compensate for our leader's absence, while Jane and I did our best to help Edward. The two brothers were very close indeed. We had all been invited by Freya to an evening meal at Pellas, a typical Åland homestead which had been in her father's family's ownership for several generations. It had suffered badly in a number of fires and is now unoccupied but is opened to the public in the holiday season. Farm implements and a few small boats are exhibited in a fine old wooden barn.

Next morning we received an e-mail from Anne to tell us that an operation had been successful and that she was very impressed by the care her husband was receiving. Feeling rather better, Edward, Jane and I went for a drive to the north of the archipelago to visit the remains of the Russian fortress of Bomarsund and to climb a watch tower at the island's highest point. A superb all round view was revealed.

Freya and Bolle had arranged afternoon activities for us, namely tea at Bolle's house and later a conducted tour of Gustav Ericson's home. This had been given by his descendants to the town of Mariehamn. While the building contained valuable artefacts from Gustav's day the (wooden) house had been badly damaged in yet another fire and little of the original decor remained. Jane and I found it all rather disappointing.

The film premiere was scheduled for the early evening of our final day in Mariehamn. The three of us were free to spend the earlier part of the day visiting the town's Maritime Museum. This has been updated since our previous visit in 2009 and is very much improved. The fine display of the *Herzogin Cecilie* artefacts has not been disturbed and it is still possible to enter the saloon and cabins beneath the poop deck. Readers will recall that the ship had been built in Germany in the early 1900s and named for the fiancée of Crown Prince Frederick.

One result of this was the use of the best available materials by the most skilled of shipwrights.

Space for a new gallery has been created by excavation beneath the original ground floor of the fine Museum building without disturbing any of the pre-existing exhibits. Within it is a large chronological display which brings to life Åland's maritime history from early times to the present day. We were much impressed.

The film premiere was managed by the town's cinema club. All seats in the sizeable auditorium were filled. Bolle introduced his film and welcomed us personally in his speech (in Swedish). The film far exceeded our expectations. Bolle had most skillfully blended archive and contemporary material to produce a fine record of the shipwreck. The main part of the dialogue is in Swedish but the English interviews were not translated. After all, most Finno-Scandinavians are fluent in English. English subtitling of Swedish dialogue is to be added before the film is shown in England. Running time was something over one hour. As seats were vacated the writer was cornered by a local pressman and asked to comment on the film. All he could do was to offer his compliments to Bolle for the excellence of his work. Fortunately the reception for guests was quite brief. Maybe it was known that we had to leave on the earliest ferry the next morning. Aboard the ship I was accosted by a local and shown a copy of the daily paper; this contained a photograph of my discussion with the reporter. We heard later from Freya that the film ran for four evenings in Mariehamn to full houses and another two half full. It was also shown once on Swedish Finnish TV.

Sadly our hopes for Tim Noyce's recovery were not realised. After an early rally more surgery was needed; he died in Finland in mid November. Kingsbridge Church was packed for his funeral on 23 November; there was even a shortage of standing room. He had contributed to so many local voluntary organisations. He had a great love of the water and as a young man was a keen dinghy sailor. More recently he had become a serious cruising yachtsman. He was only 71 and had so much more to give to his family and community.

Tim Bass

[I hope to have some pictures of the Jehu next time. There is a diver's perspective on the remains at

<http://www.submerged.co.uk/hertzoginececilie-wreck.php>.

*David Clement will put some more pictures on the website/Facebook.
Ed]*

REVIEWS

Website statistics for 1st to 31st December 2013

There were 3054 book review pages requested by visitors during this one month, this excludes search engine's indexing visits. The grand-total of page requests for the entire website was 463,695.

The Review Summary Dec 2013 below lists those pages with more than 50 requests, showing number of requests, Title, Reviewer and the SWS edition in which it appeared.

Inevitably the most recent editions do not appear in this list but Richard Larn's "Built on Scilly -The History of Shipbuilding on the Isles of Scilly between 1774 & 1891" in SWS Nov 2013 has already reached a respectable total of 26 requests. Also from the same edition, "Support for the Fleet. Architecture and Engineering of the Royal Navy's Bases 1700-1914" is a close second with 22 requests. Both of these were announced on Twitter and Facebook, which may well explain their early popularity.

Dave Hills

Nos.	Title	Reviewed by	Ed'n
696	Disease In The Merchant Navy -	D. B. Clement	72
669	French Battleships 1922 - 1956	Roger Bunbury	78
662	Midshipman Royal Naval Reserve by F.N.Goodwin.	John Beck	54
493	The Court, The Atlantic And The City -	David Clement	0
365	Slaver Captain	David B.Clement	0
256	On The Water - The Yachting Muse	David B. Clement	78
164	<i>Tenacious</i> - Jubilee Sailing Trust	Martin Hazell	81
162	Our Family of Cape Horners Vol.1 -	D. B. Clement	65
160	British Royal Yachts. A complete illustrated history.	Michael Duffy -	56
128	David MacGregor Plans	Ralph Bird	44
91	Town Class Cruisers	Roger Bunbury	0
88	The History of The Radio Officer in The British Merchant Navy	Neil Macaulay	58
84	The Pursuit of Victory - The Life and Achievement of Nelson	D. B. Clement	63
83	The Falmouth Packets	Richard Larn	59
81	Voyaging Over Life's Sea - A History of the British Seamen's Boy's Home, Brixham 1859	Jeremy Puckett	69
78	Cosens of Weymouth	Mike Baker	62
68	Bazeley's of Penzance	Robin Craig	49
68	Shipwrecks And Disasters On The River Dart	David B. Clement	78

66	Lamentable Intelligence From The Admiralty -	D. B. Clement	67
65	Shipbuilding On The Thames and Thames Built Ships	D.B. Clement	60
63	An Illuminating Experience	Mike Bender	77
62	British Warships In The Age Of Sail - 1603-1714 - Design, Construction, Careers And Fates	David B. Clement	78
61	Nelson's Avenger	Mike Baker	64
61	The right kind of boy- A portrait of the British sea apprentice,	Jeremy Puckett	68
60	The Secret Capture : U110 and the Enigma Story	Peter Thomson	88
58	The Nurse Family of Bridgwater and Their Ships,	Tony Pawlyn	48
55	The Basingstoke Admiral - a life of Sir James Lancaster	Martin Hazell	69
54	The Sailing Pilots of the Bristol Channel	Sara Powell	46
52	The Making of the University of Plymouth	Paul G Wright	52

December 2013

O= online. Titles shortened to fit the page.

[Many thanks indeed to Dave for doing this extract, which confirms what I have long suspected, that the online reviews attract a much bigger readership than the magazine. Thanks as always to the reviewers, and hopefully publishers will take note! I also hope this encourages reviewers, to whom many thanks are due, and, for newer members, do ask if you fancy reviewing a book- usually the publisher will provide a copy, and you keep the book. Get in touch and indicate your main interests. Topics where we have had books but haven't had reviewers include Bristol Channel and coastal shipping, including the extensive Bernard McCall series, and fiction eg the Kydd series. . Reviews will normally go on the web within a week or two of submission. Space in the magazine is limited, but of course unlimited on the web. Do feel free to review books now out of print. Most are still readily obtainable, and there are quite a number of books on our area for which it would be good to have reviews to fill out the list for the benefit of future researchers. Ed]

BRITANNIA NAVAL HISTORIES OF WORLD WAR II

TURNING THE TIDE ~ The Battles of Coral Sea and Midway.
University of Plymouth Press 1st 2013. 232pp source notes charts/
plans diags. apps. p/b 156x235 (ISBN 978-1-84102-333-5) (-334-2

for hardback). £17 p/b, £35 h/b.

Foreword by Captain John A Rodgaard USN.

Introduction by P D Grove.

Part I: Battle Summary No.45

The Battle of Coral Sea.

Part II: Battle Summary No. 46:

The Battle of Midway

These Battle Summaries were published for the benefit of the Royal Navy in 1952 and combine mostly US sources, written during and after the war up to 1951. Since that date innumerable books have been written about the battles and Midway in particular, many "peppered with inaccuracies and myths" and more continue to appear. These detailed battle summaries are therefore valuable in providing a factual basis for an understanding of these battles.

The Introduction maintains the same high standard set by previous volumes and the Foreword in itself could stand as an Introduction but is none the less valuable for that and useful in providing a US perspective.

The Battle of Coral Sea is comparatively little remembered today except in Australia. Although the USN suffered greater losses than the Japanese, who considered the victory theirs, the battle was the first check to Japanese expansion. If it was a tactical victory for the IJN it was a strategic victory for the USN and its loss would have compromised Australia's sea communications with the USA. It was the first naval battle in which the surface forces never sighted one another or directly fired upon one another. Combat damage was inflicted by aircraft, confirming the primacy of the aircraft carrier as an offensive weapon and the centre piece of a surface fleet, which it remains to this day. At the start of hostilities the Japanese had the largest and most effective naval aviation in the world. With 10 aircraft carriers and 1,400 aircraft the Japanese had swept all before them in the Pacific prior to the Battle of Coral Sea. However despite the IJN's supremacy in naval aviation the USN had certain advantages. They had superior intelligence because of their ability to read Japanese naval codes and they had radar. The origins of the battle stem from the Japanese decision to capture Port Moresby in Papua New Guinea with the aim of stopping the flow of allied equipment to the frontline on the Owen Stanley Range. The anticipated victory would "allow unfettered operations against northern and eastern Australia, enabling the IJN to increasingly close down US shipping and the growing forces that were heading there." In the battle the USN lost the large carrier *Lexington*, the *Yorktown* was badly damaged and there were large losses in her air group with 66 aircraft failing to return. The IJN suffered less; the light carrier *Shoho* was sunk, the fleet carrier *Shokaku* badly damaged and the air group of *Zuikaku* badly mauled, but the

invasion of Port Moresby was called off.

The planned invasion of Midway Island was Admiral Yamamoto's response to the Doolittle Raid on the Japanese mainland launched from the US carrier *Hornet*. Yamamoto's intention was "to seek the immediate destruction of the remnants of the USN". Despite being handicapped by losses at Coral Sea, Yamamoto had 8 carriers at his disposal but he further handicapped his large fleet by failing to concentrate his forces. Two operations were conducted in parallel, against Midway Island and against the Aleutians, and the forces engaged in these operations were further and fatally dispersed. The USN had the advantage of superior intelligence and were able to deploy their carriers *Hornet*, *Enterprise* and the damaged *Yorktown* in anticipation of the Japanese plan. Further support for the carriers was available from shore based aircraft on Midway and, contrary to myth, in the "crucial carrier-to-carrier battles, the Americans actually outnumbered the IJN".

In the outcome, in the critical matter of aircraft carriers, the Japanese lost 4 and the USN one, *Yorktown*, but as the USN recognised, the battle could have gone either way.

That the Battle of Midway fought 4 -7 June 1942 was a tremendous victory is indisputable but it would be wrong to assume that thereafter the USN was dominant. After fiercely fought battles later in 1942 US carrier strength was so depleted that the USN sought and obtained the loan of an aircraft carrier from the Royal Navy. HMS *Victorious* served with the US Pacific Fleet for 6 months in 1943, one of her Squadrons operating from the USS *Saratoga*. USN ascendancy over the IJN was established when from US shipyards the new 'Essex' and 'Independence' classes of carrier arrived in the Pacific. These were preparing for operations by the end of July 1943 and *Victorious* was released at the end of August.

Although some aspects of the battle are still 'unknowns' and remain the subject of controversy, and more is known now than when these summaries were written, about the role of intelligence for example, it is useful to have a detailed and factual account written nearer the time and drawn from authoritative sources. The narrative is supplemented, with reference to Coral Sea, by an Annex: '*Commander Task Force Seventeen Operation Order, No. 2-42.*' and appendices: '*US Operation Order No. 2-42*', '*Japanese Naval Forces*' (including their losses), '*US and Japanese Aircraft Losses, 4-8 May 1942*' and with reference to Midway by: '*Organisation of the Japanese Forces*', '*Organisation of the US Forces*', '*Japanese Occupation Force Messages*', '*Japanese Striking Force - Chronology and Signals*', '*Japanese Losses*', and '*Summary of US Air Attacks...3-6 June*'.

Comments in previous reviews about the unsatisfactory reproduction of charts

& plans in volumes of the Britannia Naval Histories still apply.

Roger Bunbury

RECENT BOOK REVIEWS ONLINE

Rolling Home Reviewed by Jonathan Seagrave

Town Class Cruisers Reviewed by Roger Bunbury

Through Albert's Eyes Reviewed by Martin Hazell

Bismarck - The Chase and Sinking of Hitler's Goliath Reviewed by Roger Bunbury

Sailing Barges – the Dunkirk story Reviewed by Martin Hazell

History of the British Merchant Navy in five volumes Reviewed by David. B. Clement

The Rise and Fall of British Shipbuilding Reviewed by David. B. Clement

Emigrant Clippers to Australia Reviewed by David. B. Clement

The Lifeboat – Courage On Our Coasts Reviewed by David. B. Clement

Hunting the Essex –The Voyage of HMS Phoebe 1813-14 David Clement

LETTERS NOTES AND NEWS

Tony Forte writes:

As a boy in the late 50's I am sure I saw the Tuborg ship leaving Exmouth docks but I was recently told that it would have docked in

Topsham. Is it possible that the ship went into Exmouth or is my memory playing tricks? I would appreciate your comments. Contact Tony Forte a_forte@sky.com

Richard Larn writes re. the review of his book on Shipbuilding in Scilly :

The reason there were not more photographs of ships actually being built or launched on Scilly is because they just don't exist. I used all the known pics, the reason for the dearth being the fact there were no photographers on Scilly until quite late in the day. Gibson's were Penzance based then and only came across when it suited them, so shipbuilding was a missed opportunity, unfortunately.

New bookshop A new second hand bookshop, *Dreadnought*, has opened in Hotwells, Bristol . Focussing on military and naval history , it is at 125 St Georges Rd, Bristol BS1 5UW. 0117 329 3176.

Privateering exhibition.

Following the publication of the *Dreadnought* diaries, Bristol Record Office has an exhibition of papers relating to the substantial privateering activity from the city during the 18th century. One list shows nearly 40 vessels in the mid-18c. The small exhibition covers the role of the Merchant Venturers, the journal and other accounts of voyages, and the Seamen's Hospital which picked up the pieces. On till May 30th.

£150,000 Funding Success for Plymouth No1 Slipway

After a lengthy and competitive application process Stirling and Son were awarded £150,000 from the Regional Growth Fund through Plymouth University and the Western Morning News. This has enabled the installation of the heavy infrastructure to get the historic No.1 Slipway up and running once again. The funding has covered laying new rails on the slip, building two adjustable cradles, the installation of a winch and work on the roof in order to make the workshop watertight. Congratulations Will!

HERITAGE BOAT NEWS

***Kaskelot* refitted, but future uncertain**

I was fortunate to be able to tour *Kaskelot* in Bristol harbour with John Elver's history trips group in mid January. *Kaskelot* was built by Ring Andersen in Denmark as a Greenland supply vessel in 1948. She was immensely solidly built, to handle ice, and despite the vagaries of her film ship career with Square Sail, featuring in a dozen films, is now in excellent condition. Niensens' yard have done a great job on her, believed to be for more than £3 million. At the time of writing she is somewhat trapped by the failure of the Cumberland bridge which is set closed owing to a motor failure, and it is thought likely to be some months before normal operation will be possible. She has retained her rig, has crew quarters for 16, and the hold is clear.

No-one in Bristol will mind, she is a beautiful sight. She has yet to have post refit sea trials so she should be around for a while yet. She is owned by Sportcel, a marketing company based in London, who planned to use her for a promotional round the world cruise that has apparently fallen through. It seems likely she will end up based in London, but let us hope she returns to her Bristol port of registry often.

Many thanks to the owners and crew for showing us around, and John Elver for arranging the visit.

John organizes a wide range of visits, usually coach trips picking up in the Bristol area. Many are linked to aviation history, but trips take in all kinds of transport history, including *Irene* in April. He is happy to add people to his email list. Contact

Bessie Ellen will resume her season in March. Most of her time will be in West Scotland but she returns to the West Country in August for the Tall Ships. Your Editor plans to be aboard. *Shieldhall*'s works are progressing. *Kathleen and May*, following the sad death of Steve Clarke (see below) remains at Liverpool. It is to be hoped that this doesn't affect the situation, the family continues to support her,

Balmoral is in Bristol, and some work is taking place, but at the moment it is unclear whether there is enough funding to complete the work needed. There are also concerns re EU emission regulations. *Waverley* isn't sailing in June in the Bristol Channel, so the trip the

Newport Ship - Problems and achievements - Ship Archive Up and

Running

The Newport Medieval Ship Digital Archive is now viewable to the public containing over 12,000 files it is a complete archive of all the data that has been gathered on the Newport Ship during its conservation and preservation, everything from the contents of the mud found in the ship to a full blown 3d model of the ship that you can play around with yourself. So go to http://archaeologydataservice.ac.uk/archives/view/newportship_2013/index.cfm to find out all you could ever want to know on the Newport Medieval Ship.

In their medium term financial plan Newport City Council have proposed cutting all funding for the Ship by 2015/6. This would be a disaster! It would be a complete waste of the investment that's been put into the Ship over the last 11 years and would mean the potential of the Ship for Newport could never be realised.

The Friends of the Newport Ship lodged an objection, but we were not alone. The 107 budget proposals received just 70 comments, but 15 of those related to the Ship, more than to any other proposal. It's really encouraging to know interest in the Ship remains so high. You can read all the [objections to the budget](#), including ours.

Friends of Newport Ship

In the Heart of the Sea

A film is being made of the novel, based on the story of the loss of the whaling ship *Essex*, also the inspiration for Moby Dick. A replica of the *Essex* has been built for the film. It is being shot off La Gomera, a favourite haunt of *Bessie Ellen* and your Editor. Due onscreen in 2015.

***City of Adelaide* arrives in Port Adelaide**

The City of Adelaide (Soundings No 93) duly arrived at her new home port on 3rd February after an adventurous 10-week voyage on her heavy-lift ship from Rotterdam via the United States and Cape of Good Hope. The MV *Palanpur* met such heavy weather that she recorded listing up to 23 degrees crossing the Atlantic and rounding the Cape. She had to travel via the US to collect six locomotives for Western Australia.

A Scottish writer, Rita Bradd, was the sole passenger for the voyage, and intends to write a book about the experience.

The clipper was welcomed into Port Adelaide by the Premier of South Australia, Mr Jay Weatherill, and greatly relieved members of the City of Adelaide Preservation Trust. The Trust will now work out how best to display the ship to the public and build on the enormous interest that her return has created.

Michael Pentreath

WEBERY

Social media

Sarah Parsons has been handling the Twitter and Facebook accounts since Nov. 16th. These are developing very well in her hands, her ability tease out relevant material has attracted the attention of over 100 new followers, many of them serious researchers. Well worth a look, click the buttons at the bottom of any page on our website.

New downloads added to the members' area

Shieldhall Interpretation Draft Text

Learning The Ropes Draft Proposal

New Links

Hermione Now launched and preparing for her Atlantic crossing in 2015.

<http://www.hermione2015.com>

There has certainly been spectacular progress in building this replica 18thC frigate since the article in SW Soundings No.61 (Oct 2004)

High Street Books, Honiton - Specialises in maritime and naval history and have a huge collection spread through three rooms. Highly recommended by David Clement.

<http://www.aba.org.uk/featured-shops/103-aba-bookshops-south-west-england/119-high-street-books-honiton>

Email enquiries etc

The Regele Carole 1 (See **Stephen Dent's** Request in Webery SWS 93 Nov 2013, p30)

Reply from SWMHS member **Brian French**

The Regele Carole 1 was a passenger ship of 2,369 tons built at Fairfields Yard Clyde for the Romanian State Railway. She was requisitioned as a minelayer and was sunk by a torpedo fired by Russian submarine SHCH-211. in the Black Sea in 1941.

Morgan Giles Seabird Class (See Webery in SWS 93 Nov 2013, p33)
There were several interesting emails exchanged with SWMHS members **Joe Brumwell** and **Charlie Tolcher**.

Much too long to quote here in full but can be summarised as:

The first Seabird class still has a website and is based in the UK as a half rater. Around 20 foot long.

The second Seabird class is the Morgan Giles version of the first class but his spin on the design, these were sent to Bombay as a fleet of eight. They feature on the Bombay Sailing Association website. Around 20 foot long.

The third Seabird class, probably the Penarth boats if they are the shorter 12 foot version. Charlie does not believe Morgan Giles designed these.

A Selection of Items from the Forum

Cpt Richard Gay and Albion of Bideford

From non-member Margaret Dalkin

I am hoping that someone can enlighten me as to the owner or owners of the Albion (of Bideford). I have found a Merchant Navy Seaman record for Richard Gay when aged 40. The number is 527 and he was named as Master of the Albion. This record would relate to circa 1832.

There may also be a connection with Merchant Ship owner Edward Henley and his wife Anne in Plymouth. They lived at Shute Park Cottage, 138 Glanville Street.

If I can establish that Edward Henley had a connection to the Albion then I can fill in some gaps. If there is any documentation about the Albion and how long Richard Gay was her master, I would be grateful. I can also be contacted at margaretdalkin@gmail.com

Dave Hills replied:

From Lloyd's Register of Shipping <http://www.maritimearchives.co.uk/lloyds-register.html>

Years 1834 and 1835 show *Albion* of Bideford, 53 tons, master R. Gray.
Years before and after this do not show any Albion 53 tons.

Plymouth Shipping Registers on CD, see <http://www.plymouthmerchantsips.info/>

Shows one entry for Edward Henley, of Bristol co-owner of Schooner *Wanderer* also of Bristol.

The late Robin Craig (Letter from SW Soundings No.71, Mar 2008)

From non-member Richard Swigg

Though Robin Craig is no longer with us, I see that he was a major figure in the creation of the BBC radio series in the 1970s, "The British Seafarer," along with Michael Mason and Basil Greenhill. I am researching this series, and I would very much like to know whether anyone in the Society knows of contacts who could help me discover copies of this programme. Very grateful for any suggestions. My email address is: r.swigg@tiscali.co.uk

RN Baltic 1919 Ops against Bolsheviks

From non-member Julian Wilson

Can you please refer me to the definitive History of these Operations which included the C-Class Ships of the 2nd Light Cruiser Squadron? My Father served there as a young Stoker 1, and I would like to add the doings of "his" ship to our Family History. According to him, his Cruiser struck a mine ["which blew our Captain out of his bath so that he arrived on the bridge still wet and without clothes, wearing only his Cap and his bridge-coat"] and the Cruiser had to 'limp-back'/be towed back to the UK, where the whole crew exchanged with another C-Class Cruiser crew "passing each-other on the dockside carrying our kitbags", and sailed their "new" ship back to the Baltic within 24hrs.

William Beswick - Master Mariner (Letter from SW Soundings No.43, Oct 1998)

This refers to a Master Mariner's certificate owned by SWMHS member **David Bailey** who was trying to find a good home for it.

Reply from non-member Margaret Henden:

I knew this gentleman very well. He lived until his death, in 1957, at 'The Ripples', Colerne, Wiltshire.

He was a captain in the Merchant Navy and sailed with Alfred Holt and Company (Blue Funnel Line) most of his life.

He was definitely a member of the Hon Company of Master Mariners and indeed was responsible for finding the small ship, which was on the Thames, and used by this organisation (I forget the name).

He had been on the early clipper ships and knew the last captain of the 'Cutty Sark'.

My ex husband also sailed with Blue Funnel Line and his mother used to look after the Captain and his brother, Arthur for many years.

I was very fond of him and have very many happy memories of visiting The Ripples and listening to his seafaring stories. His ashes were buried in the South China Sea as he was really fond of the Far East especially Japan.

Rochefort and the frigate Hermione (Article from SW Soundings No.61 Oct 2004)

Non-member Heino Mayer asked how could he get a plan of the *Hermione*. He told us that his hobby is making miniature models of historic sailing ships.

These can be seen on his website www.miniatursegelschiffe.de
Well worth a look, the craftsmanship of these models many of which are less than 2 inches LOA is truly amazing. All the rigging is shown complete with ratlines, blocks and deadeyes. Some models are displayed with the ship's long-boat alongside complete with crew and oars.

The full-rigged ship Fairport at the Battle of the Falkland Islands

(Letter from SW Soundings No.64, Oct 2005)

From non-member Richard Cockwell in the Falklands:

I am a member of a group tasked to create a new memorial to commemorate all those who died during the battles of Coronel and The Falklands in 1914.

It is our intention to create plaques and one will depict the battle of the Falklands and we believe that the imagery of the Arthur Briscoe painting would be ideal to feature on part of one plaque. Do you know who owns the painting and who we would need to obtain permission to reproduce.

After emailing various current and ex-SWMHS members we were able to reply:

The copyright owner has now given permission for his photo of the painting to be used. The painting itself is now out of copyright as the artist Arthur Briscoe died in 1943.

Richard Cockwell promised to keep us up to date on the progress of this project. After a long time with little progress they are now well on track and just have to obtain planning permission for the real construction work to begin. The memorial is to be dedicated on the 100th anniversary of the battle on 8th December 2014 (still kept as a Bank Holiday on the Falklands).

Dave Hills

webmaster@swmaritime.org.uk

Steve Clarke OBE

Given the interest within the Society in the welfare of the *Kathleen & May* it is right that a tribute should be paid to the man who secured the ship's future fifteen years ago. Steve Clarke passed away on the 9th December, having suffered ill health for a number of years. I think that his health had been adversely affected by the trials and tribulations of, not only restoring the ship, but of the immense financial burden that the project placed upon him, and it was for this reason, of course, that he reluctantly put the ship on the market.

The ship was dear to his heart from the moment that he saw her languishing as a derelict in Gloucester docks all those years ago and his single minded devotion to seeing through her restoration is deserving of the greatest praise.

Many tributes have been paid to Steve in Bideford where he was also known for his work on the Council and other local organizations and it was for this work over many years together with his contribution to maritime history in the form of the ship that he was awarded his OBE in 2008.

The future of the *Kathleen & May* is now looking a little rosier with the formation of the Trust and it must be hoped that she will remain in the UK as a further tribute and fitting memorial to the man whose foresight saved her from being lost fifteen years ago.

Colin Green

SOUTH WEST MARITIME HISTORY SOCIETY

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