

SOUTH WEST SOUNDINGS 129

The Newsletter of the SOUTH WEST MARITIME HISTORY SOCIETY CIO
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Edited by Maggie Watkinson and Clive Charlton

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

FACEBOOK <https://www.facebook.com/SWMaritimeHistorySociety>





Italics indicate an event of possible interest but not organised by the society

Friday 31st March 2023 to Sunday 5th January 2025. National Maritime Museum Cornwall (NMMC). Exhibition: 'Pirates. Explore Beneath the Surface'. In this latest major exhibition, explore how popular culture has shaped how we think of pirates today and dive beneath the surface to unearth the harsh and terrifying truth. For more information, see here: <https://nmmc.co.uk/2023/01/pirates/>

A Calendar of Events regarding the celebrations of the 'Birthday of the RNLI' can be found at: [RNLI 200th Anniversary Programmes](#)

Friday 31st May to Wednesday 11th December 2024, Exeter Canal Cruise, Exmouth to Exeter. The Exeter Canal Cruise will sail through 8 miles of man made waterway and make use of two manually operated locks; the boat will also cause the main Exeter to Dawlish road to come to a halt as the Countess Weir Swing Bridge is opened to allow our passage through. Sailing: Dates vary - check the timetable for 2024 departures; duration: 2 hours 30 mins (one way). Click for more information: <https://www.devonstopattractions.co.uk/events/exeter-canal-cruise-11-copy/>

Tuesday 3rd December 2024, 11.00 am, Exeter Heritage Harbour Volunteers Day at the Custom House, Exeter. An opportunity for everyone who is volunteering on traditional vessels and other projects around the harbour to get together and hear more about next year's plans. New volunteers interested in helping out in the Custom House most welcome!

Wednesday 4th December 2024, The Journey or the Destination? Iterative depictions of ships in French Colonial Narratives of Louisiana, 1680-1750, University of Exeter Centre for Maritime Historical Studies. Seminars will be hosted in person or on Zoom - please check the individual event information: <https://www.exeter.ac.uk/research/centres/maritime/newsandevents/seminars/>. Please contact Dr Martin Robson (M.Robson@exeter.ac.uk) to be added to the invitation list.

Thursday 5th December 2024, 7-8 pm The BALH Dymond Lecture, English Merchant Shipping and Early Modern Maritime Communities, c. 1588-1765, online. Speakers: Professor Craig Lambert and Professor John McAleer, University of Southampton. More information and bookings: <https://www.balh.org.uk/dymond2024>

Tuesday 10th December 2024, Brunel Institute Talks: The Crew of the SS Great Britain - How Steamships Changed Maritime Labour in the 19th Century. Joanna Mathers (Head of Collections & Maritime Curator, Brunel Institute). All talks will take place in the Viridor Suite at the Brunel Institute, which is located within Brunel's SS Great Britain. Doors open at 6 pm and your ticket includes a welcome glass of wine or a soft drink. Tickets must be booked online in advance. Cost: £12.00. Click here for more information: <https://www.ssgreatbritain.org/things-to-do/brunel-institute-talks-series-2024-25/>

Thursday 9th January 2025. British Commission for Maritime History, King's Maritime History Seminars. 17:15. Nelson's Pathfinders: Hydrography and the Triumph of British Sea Power 1793-1823, Captain Michael Barritt, Royal Navy. The King's Seminars are an annual set of lectures organised by the BCMH, which run from October to May. They are open to the public and are normally held at King's College London (and broadcast live via Zoom). The

the public and are normally held at King's College London (and broadcast live via Zoom). The series is organised by Dr Alan James, and is supported by the Society for Nautical Research, the 'Laughton Naval History Unit' and the 'Sir Michael Howard Centre for the History of War' at the Department of War Studies, King's College London. The seminars will be hybrid events which may be attended in person or online. **How to register:** Attendance is free and open to all. To take part you must register on Eventbrite by visiting <https://www.tickettailor.com/events/schoolofsecuritystudies?> For those attending online, you will receive instructions shortly before the event, by email, about how to join by Zoom. Otherwise, we will meet in person as usual in the Dockrill Room, K6.07, King's Building, at King's College London. Papers will begin at 17:15 GMT.

Thursday 6th February 2025. British Commission for Maritime History, King's Maritime History Seminars. 17:15. The RNLI at Dunkirk and the Little Ships Myth, Helen Doe, University of Exeter and Chair of BCMH. The King's Seminars are an annual set of lectures organised by the BCMH, which run from October to May. They are open to the public and are normally held at King's College London (and broadcast live via Zoom). The series is organised by Dr Alan James, and is supported by the Society for Nautical Research, the 'Laughton Naval History Unit' and the 'Sir Michael Howard Centre for the History of War' at the Department of War Studies, King's College London. The seminars will be hybrid events which may be attended in person or online. **How to register:** Attendance is free and open to all. To take part you must register on Eventbrite by visiting <https://www.tickettailor.com/events/schoolofsecuritystudies?> For those attending online, you will receive instructions shortly before the event, by email, about how to join by Zoom. Otherwise, we will meet in person as usual in the Dockrill Room, K6.07, King's Building, at King's College London. Papers will begin at 17:15 GMT.

Wednesday 19th February 2025, Brunel Institute talks: SS Great Britain and British Emigration. Robert Fletcher (Professor of History and Kinder Professor of British History, University of Missouri). All talks will take place in the Viridor Suite at the Brunel Institute, which is located within Brunel's SS Great Britain. Doors open at 6 pm and your ticket includes a welcome glass of wine or a soft drink. Tickets must be booked online in advance. Cost: £12.00. Click here for more information: <https://www.ssgreatbritain.org/things-to-do/brunel-institute-talks-series-2024-25/>

Friday 28th March 2025 to January 2027, NMMC, SURF!, our next major exhibition, celebrates a century of surfing in Cornwall, and reveals how Cornwall has become a global stage for surf innovation, activism and a trailblazer in blue health. Through 100 surfboards, the exhibition will uncover the hidden histories of once unknown female surfers, reveal the 1920s pioneers who led the way and spotlight the surf champions made here today. See here for more information: <https://nmmc.co.uk/2024/11/surf/>

Monday April 14th to Sunday May 11th 2025, 'Afloat and Ashore' - an exhibition of maritime paintings within the Custom House, Exeter. This national event is being presented by The Royal Society of Marine Artists. The pieces shown are the finalists of a competition they have been running together with National Historic Ships UK to depict an historic vessel. Some very well known artists' work will be included and we intend to have a variety of extra events associated with this. This it is hoped will include some local artists working around the quay and basin area. The exhibits are being shown only in Exeter and on HMS *Wellington* moored on the Thames in central London.



The Sprintsail barge *Lady Daphne* of 1923

Visitors to Charlestown in Cornwall with an interest in historical ships will be interested to see the 115 grt sprintsail barge *Lady Daphne* moored alongside:

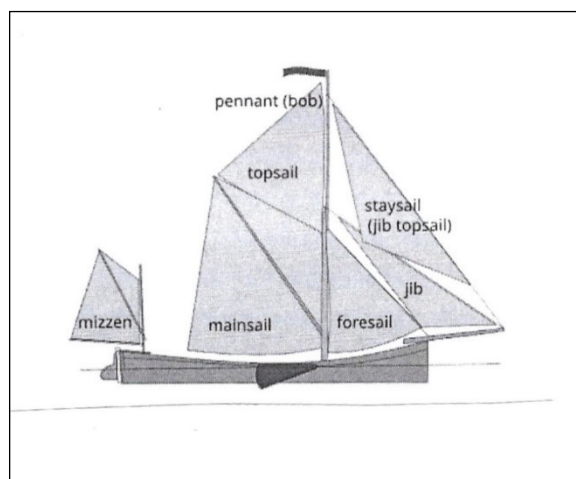


([www.nationalhistoricships.org.uk/Peter Hunt](http://www.nationalhistoricships.org.uk/Peter_Hunt))

Thomas Watson (Shipping) Ltd and R & W Paul Ltd

The barge's history is documented in Thomas Watson by KS Garrett (World Ship Society, 2002). By way of background, Thomas Watson (Shipping) Ltd dates well back into the 19th century though into the next century David Bradley (Senior) acquired 50% of the company's assets in 1912, and the remaining assets in 1919. David Bradley had two sons, another David, and Stanley and they became active barge operators within the company. In 1921 the *Lady Daphne* was commissioned with the Rochester builders, Short Brothers. Two years later in 1923 the barge was launched and named after David Bradley's daughter. Later, the *Lady Daphne's* sister, the *Lady Jean*, was launched from Shorts' yard. In 1928 ownership of the *Lady Daphne* was transferred to David Bradley's wife Lillian on his death. Nine years later *Lady Daphne* was sold to maltsters R & W Paul and she remained in the maltster's ownership until 1973 when she was sold to Taylor Woodrow and the St Katharine Yacht Haven. In 1996 *Lady Daphne* was sold to Elizabeth and Michael Mainelli whereupon their website - www.mainelli.org.uk - lists a remarkable catalogue of repair and renovation: in 2000/2001, for example, the port bow was rebuilt with new frames and planking. Subsequently the sailing barge was sold in 2017 to Samantha Howe and Andrew Taylor who now make the *Lady Daphne* available to the wider public. As originally rigged the *Lady Daphne* looked like this (right) according to 'Sailing Ship Rigs and Rigging', (Underhill H (1938), (2nd ed. 1958 at p. 73).

It seems likely that *Lady Daphne's* sister, the *Lady Jean*, was similarly rigged: she was completed by Shorts at



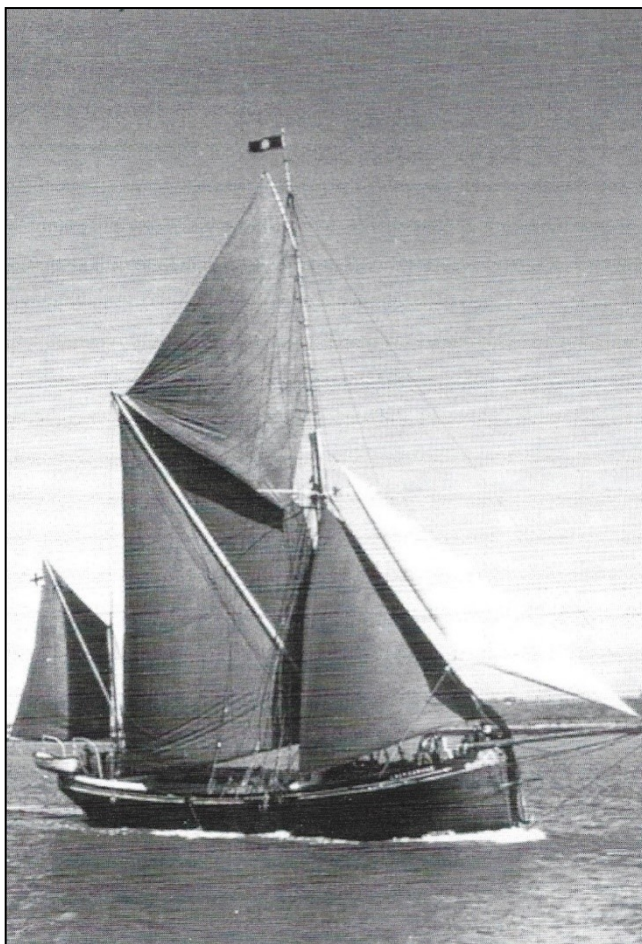
Rochester and was later renamed the *Sir Alan Herbert*. On occasions the two sisters have been confused. In 'Sailing Craft of the British Isles' (Finch, R, 1976) the author erroneously refers to '... the *Sir Alan Herbert*, built as the *Lady Daphne* in 1923'. Like her sister ship, the *Lady Jean* was sold to R & W Paul in 1937 and both vessels traded frequently to Ipswich and Faversham in aid of Pauls' milling business. On occasion both vessels encountered a tortuous navigation to Pauls' premises at Faversham. Occasionally a stranding was reported in the local press as when the Faversham News on May 19th 1967 reported that the *Lady Daphne* was aground on the mud having discharged maize meal at Pauls' Faversham premises. Not long afterwards it was reported the vessel re-floated on a rising tide. Before the Second World War R & W Paul employed a fleet of twenty three sailing barges, three of which were lost at Dunkirk.

The future of the power-sail barge

This was the title of an article appearing in Country Life in its edition for April 15th 1949. The author refers to the first auxiliary engine installed in *Lady Daphne*, a petrol and paraffin motor (subsequently a Kelvin oil engine was installed in 1932 after which the vessel was re-engined in 1947 with a Ruston and Hornsby oil engine. Into the 1980s another engine unit was installed: a Mermaid Mariner oil engine). The author of the Country Life article explained that the master's quarters were to be found on the starboard side of the engine room. Forward of the engine room was the hold. Ahead of the hold was the forecabin and galley with quarters for the mate and boy. As to rig the author explained that a full sprit rig was carried except that at the time of writing a mizzen mast was considered to be no longer necessary. The barge's capacity was 175 tons when fully loaded giving a freeboard of eleven inches. Despite the modest freeboard the then master denied that the *Lady Daphne* was a 'wet ship'.

Barge matches

From time to time *Lady Daphne* participated in barge races such as those arranged by the Colne Smack Preservation Society. In 1976, for example, *Lady Daphne* won the Sailorman Cup being the second barge home in that year's race. Twenty years later *Lady Daphne* was awarded the Golden Cockerel being the first barge over the start line in the 1996 race. *Lady Daphne* is pictured left in one of these races.



(Farnham Collection)

***Lady Daphne's* trades 1923-1937**

Lady Daphne and her sister, *Lady Jean*, were well known in the Cornish china clay trade, particularly in the case of Charlestown though clay was also loaded variously at Pentewan, Par and Fowey. It appears that Thomas Watson prospered in the Cornish clay trade from about 1925, many of the cargoes destined for the paper mill at Aylesford, and Rochester. There is no doubt that *Lady Daphne* was heavily involved in this trade until her sale to R & W Paul in April 1937. There is some evidence that *Lady Daphne* thrived with frequent return cargoes of china clay having discharged cargoes of cement and bricks from the Thames at ports such as Falmouth, Plymouth and Truro. One intriguing mystery was reported in the Western Morning News

in August 1928: *Lady Daphne* was reported passing east at Beachy Head when previously a ship's lifeboat bearing the barge's name was washed ashore at Crinnis beach not far from Charlestown whence *Lady Daphne* had departed with a cargo of china clay for Rochester.

Although well known in a number of Westcountry ports, *Lady Daphne* traded elsewhere, particularly to Faversham when in the ownership of R & W Paul. About a year before her sale out of the Thomas Watson fleet she was seen at Margate, probably with a cargo of cement from the Thames: she was often at Dover too, again with cement or bricks from the Thames. In the 1930s *Lady Daphne* was seen on the East coast. In January 1930, for example, *Lady Daphne* loaded sand at Yarmouth for Hull, while in April of the same year she loaded maize at Hull, also for Yarmouth.

A Christmas Tale of a Thames Barge

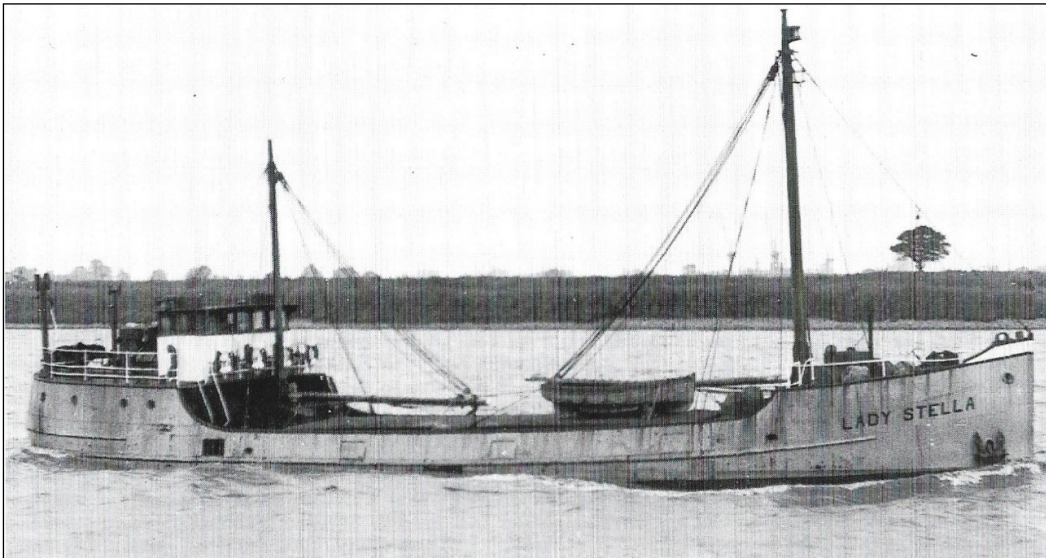
This was the unlikely title of a feature written by Grahame Farr in the West Ham and South Essex Mail on December 30th 1938. The events described occurred on Christmas night, 1927. On passage to Plymouth with a cargo of bricks, *Lady Daphne* was caught in a severe north easterly gale as she sought refuge in Plymouth Sound. A heavy sea washed across the barge's modest freeboard wrenching the master from his position at the wheel. The mate and hand were powerless to help the master who was swept to his death. Against the odds the mate and hand managed to regain some control of the barge whereupon she was effectively blown westwards down the Channel, her sails being torn to shreds.

The crew burnt clothing soaked in oil but to no avail until, in the early hours of Christmas morning an eagle-eyed Lizard Coastguard spotted the crew's very last flare at 4 am whereupon the Lizard lifeboat was alerted and launched into ferocious seas. The lifeboat searched without success, the barge's crew unable to alert the rescuers having run out of clothing to burn. In a fit of desperation the *Lady Daphne*'s crew realised there was a small drop of oil remaining in the cabin lamp. It was the lighted cabin lamp that allowed the lifeboat to intercept the helpless barge, now twelve miles off the Lizard. Closing with the barge the crew were able to jump aboard the lifeboat but not before it was lifted on to the barge's deck though fortunately she was immediately washed off by the force of the sea. Eventually the Lizard lifeboat returned to her station with the rescued crew. In the meantime the *Lady Daphne* continued to drift helplessly westwards though by now the gale was moderating. Around noon on Christmas Day watchers on Scilly saw the barge proceeding rapidly into the notoriously dangerous Crow Sound, her sails and rigging in tatters. Speculation among the watchers on shore was that the vessel had a local aboard who was well aware of the dangers of navigating the infamous Sound. As they watched the *Lady Daphne* headed for Samson, one of the Scilly islands, whereupon the St Marys lifeboat was launched but was outpaced by the drifting barge which obligingly grounded on one of the few sandy beaches. Those who boarded the stranded barge were amazed to find that the only living thing aboard the *Lady Daphne* was the captain's canary! Several days later *Lady Daphne* was refloated and a tug towed her to Falmouth for repairs.

Perhaps appropriately two of *Lady Daphne*'s first cargoes after her refurbishment were, again, china clay loaded for Aylesford, at Charlestown, in March 1928 and a similar cargo loaded for the small paper mill at Tuckenhay near Totnes - upriver from Dartmouth - in the following month.

Thomas Watson and the switch to motor ships

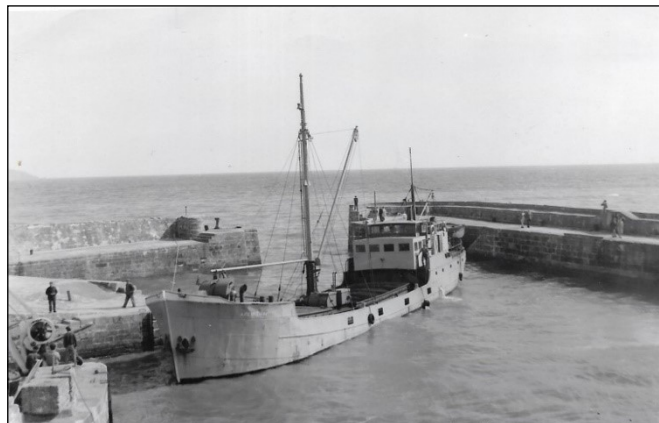
Although it wasn't until April and May of 1937 that the *Lady Daphne* and the *Lady Jean*, respectively, were sold to R & W Paul, Thomas Watson had already considered the merits of motor ships where their traditional trades were concerned. Accordingly in 1935 the company had



The *Lady Stella* (C. Hill Collection)

taken delivery of two new motor ships from the Faversham shipbuilders, J Pollock Sons & Co Ltd: the 216 grt *Lady Sheila* and the 213 grt *Lady Stella*. Three years later another motor ship, the 232 grt *Lady Sophia*, followed in 1938, again from the Pollock ship yard.

The three new motor ships clearly had commercial advantages over the much smaller auxiliary barges of the sort described earlier. All three were very prominent in the china clay trade from Charlestown right up to the beginning of the Second World War. The three motor ships were not seen at Charlestown during the war. Following the Second World War the three motor ships were seen only occasionally at Charlestown: of the three the *Lady Sheila* seems to have been the most frequent visitor to the port. Such are the physical limits of the port that coasters, having loaded, would have only one option on departure, to sail stern first, as can be seen in this image of the motor coaster *Arlingham* leaving port several years before closure to commercial traffic:



Neil Hawke

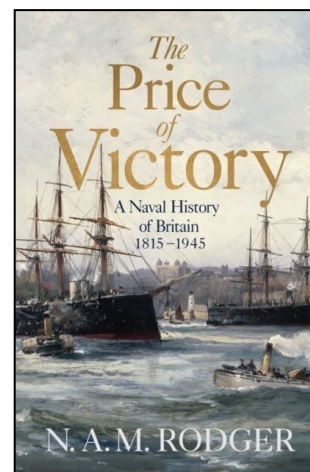
REVIEWS



The Price of Victory. A Naval History of Britain: 1814-1945, N.A.M. Rodger, Allen Lane, ISBN:978-0-713-99412-4, 2024, 976 pp. introduction, 35 chapters, epilogue, 5 appendices, 64 illustrations, 10 maps, hb £40.

This is a major book: the long awaited final volume of Nicholas Rodger's award-winning *Naval History of Britain*. Following **The Safeguard of the Seas: 660-1649** and **The Command of the Ocean: 1649-1815**, this impressive volume brings the study up to the end of the Second World War, with a short epilogue connecting it to the present day.

As in previous volumes the author stresses that he has not written a self-contained 'company history' of the Navy but rather 'a survey of the contribution which naval warfare, with all its associated activities, has made to national history.' To him naval history represents 'a national endeavour, involving many, and in someways all, aspects of government and society.' This he has sought to show in chronological sections, themselves divided into chapters on government and administration, policy and operations, ships and weapons, and social history of how the Royal Navy obtained its officers, men and women (the latter playing a significant multi-faceted role in the twentieth century). The rapidity and extent of the changes in technology and society in the last two areas in particular have required more chapters than in previous volumes, and in all aspects the period covered by this book was a time of constant change to which the Navy had to adapt.



Perhaps one of the easiest adaptations was the Navy's willingness to play a part in the drive for scientific exploration stemming from the Enlightenment. Rodger condemns the temptation to write peacetime naval history as a series of episodes of active service and ignore everything else, a distortion particularly applicable to the first half of the nineteenth century, a period when the Navy began systematically charting the coasts of the world and publishing the Admiralty Chart. Its officers were required to report observations on the climate, agriculture, flora and fauna, minerology, tides and even archaeology they encountered, with monetary reward or promotion as lures. Large numbers were elected fellows of the Royal Society, Royal Astronomical Society and Royal Geographical Society. He is, however, more critical of the use of the Navy to attempt to suppress the slave trade, popular then and recently much hyped to absolve the stains of British involvement in slavery. It proved to be an expensive drain of ships and manpower to little practical effect - only recovering one in sixteen of slaves being traded to Brazil, Cuba and the USA.

Apart from the battle of Navarino and the Crimean War the nineteenth century Navy operated in small numbers on active service in demonstrations and shore bombardment, and Rodger's account shows its most obstructive opponent to have been domestic rather than foreign. Politicians and public alike were horrified at the vast expense of the Napoleonic Wars, convinced that its administration must be corrupt, and enamoured with the Benthamite concept of individual responsibility as the basis of efficient, honest and economic administration, so that many of the Boards and corporate institutions which had brought the Navy to its maritime supremacy were swept away and individualism prioritised at the expense of co-operation. Corporate planning and sharing of expertise were disregarded, while the big fortification programme of mid-century

showed that technological change (steam power) led the nation to lose confidence in the ability of the Navy to prevent invasion.

The Navy, however, showed great resilience and capacity to absorb the constantly expanding technological change. Perhaps Rodger might have made more of the fact that it was the first and, until 1915, the only arm of the state to industrialise. Some capable non-political Naval leaders emerged - he mentions particularly Sir Alexander Milne - to take naval administration above political rivalries and implement necessary reforms, while the national mood changed. Booming trade and overseas investment, as well as imperial expansion, brought the need for a large and powerful Navy centre-stage and between 1889 and 1914 it embarked an unparalleled peacetime expansion amid a world-wide naval arms race.

Expansion in numbers was accompanied by an accelerating development of technology which created new problems to master and which, Rodger shows, were not solved before the First World War. While conceding the energy of Sir John Fisher he delivers a trenchant critique of his contribution, dismantling the grossly inflated reputation he has acquired. Rodger admits the mistakes that contributed to the Navy's poorer performance in the First World War than in the Second, but his broader outlook permits another interpretation. Longer-range weapons, faster ships and bigger squadrons forced admirals into quick decisions requiring quicker and clearer signals, all needing the development of new instruments and technology, all leading him to conclude that in the short term the human and technical systems available could not keep pace with modern requirements 'and would not be able to do so even if no officer had made a mistake.' Rodger's account shows that, after a hundred years without the experience of a major naval war to shake off its rust, it was not until about 1917 that the Navy began to take positive grips with modern warfare and to overcome the worst failings of Benthamite individualism by necessary institutional changes. Despite all the cuts following the war it emerged in better shape, and, far from the Washington and other naval treaties marking the decline of British naval supremacy, he compares its actual condition to its rivals to show it in fact used skilful diplomacy to help ensconce that supremacy.

The largest section of the book, 15 of the 35 chapters, covers the period of the Second World War. This imbalance is understandable. In intensity and geographical extent it was by far the largest naval war ever and it marks both the last hurrah of British naval supremacy and the start of British naval eclipse. Rodger shows how far the Navy had learned its lessons from the previous war, its new flexibility to adapt quickly to contingencies and new technologies, and its care in recruitment and training. Particularly revealing are his comparisons of naval relations internally and with the other services with those of the other warring naval powers, usually to British credit and usually to American discredit. Of its opponents, the *Regia Marina* emerges with most favour. His ability to take such a wider view leads him to carefully reasoned views of controversial issues such as the Norway campaign, PQ17, and the loss of *Prince of Wales* and *Repulse*, tending to exonerate Churchill (he is equally kindly to Churchill in World War 1 too). Indeed his only criticism of Churchill is to blame him for the appointment of Beaverbrook as Minister of Aircraft Production where the latter proceeded to butcher the needful replacement of obsolete naval aircraft. Churchill was the politician with the most feel for the Navy in either war, though Rodger never cites Lord Alanbrooke's *War Diaries* which present the rather more critical picture of the Joint Chiefs of Staff.

Particularly rewarding among these Second World War chapters is the vivid account he gives of the reality of daily life in a naval ship at war, made possible by the large number of reminiscences and letters by men and women of a more educated Royal Navy in this war. He sums up their

experience as 'permanent discomforts, overcrowding, and (in many seas) the constant awareness of the possibility of sudden attack', but he admits even he cannot adequately convey what one of his witnesses sums up as 'smells, noises and sights'.

The range and extent of the author's knowledge and depth of understanding, all set out in a very readable style, cannot fail to impress, as does the price, which provides outstanding value. If you are wondering what to ask for or to give for a Christmas present, look no further!

Michael Duffy



Watchet 1940s weekend

Adrian Webb and Maggie Watkinson attended the 1940s weekend at Watchet in mid September on behalf of the society. This was the first time SWMHS had made an appearance at this event and it was clear the majority of people we spoke to had not heard of our society. We were able to introduce our journals, talks, visits and publications to dozens of people.



Many fascinating conversations were had about all sorts of maritime activities, both ancient and modern. It was clear that lots of local people are passionate about the maritime history of Watchet, as well as supporting the 1940s weekend. Numerous Royal Navy and Merchant Navy uniforms were on display, as well as many Army and Home Guard ones. We had a lot of interest in the society and signed up two new members. Adrian also had much fun acquiring images of him together with several historical figures. The event was extremely well attended and is one that may be worth attending in the future.

Editor

The *Pyronaut* fireboat of Bristol



Image with permission of the Bristol Museum and Art Gallery, Bristol

The *Pyronaut* had her 90th birthday this year. She has had some major work done to keep her seaworthy, in time for the Harbour Festival in June. She has had some plating replaced and £30,000 was contributed by the Friends of Bristol Museum and Art Galleries and archives towards this.

<https://www.bristolmuseums.org.uk/m-shed/whats-at/working-exhibits/>

Other news from the harbour is a consultation is being held on the

long term strategy for the docks. Wrapped in planner speak, it does seem to acknowledge the importance of the historic harbour. It's driven by money; the harbour income is modest, and repairs horribly expensive, but it is a central feature of the city which has become much more of a tourist destination in recent years.

Jonathan Seagrave

More 'old' lifeboats

The RNLi has written an article about class A and class C lifeboats and their restorations. In the south west Class A lifeboats were at Plymouth, Torbay, Weston-super-Mare and Poole. There is also a detective story about a 'missing' C class lifeboat. Read more about them all here:

<https://rnli.org/magazine/magazine-featured-list/2024/august/unsung-heroes-brought-to-you-by-the-letters-a-and-c?>

Editor

Obituary for Peter Hansen

I first met Peter fifty years ago when I joined Hillingdon Social Services. Peter was the assistant director and we worked closely together on many positive projects. However, we never realised our common interest in West Country sail. He moved to Cornwall and we lost touch.

I met him again when he spotted me at a SWMHS trip to Hayle harbour, around fifteen years ago. We later went on a number of day sails together. He became a volunteer at the Bartlett, and undertook much research on the history of the *Katie*, his Danish grandfather's boat, so we had much in common. He also had a tale about surviving a Sunderland crash. I didn't quite manage to get him to get these down as articles, but I hope to do this with his daughter Katrina.

I greatly miss a good and longstanding friend, and the society has lost a stalwart member.

Jonathan Seagrave

SNR Winter Lecture Series

Members of the Society for Nautical Research will already have the programme for the 2024-2025 Winter Lecture Series but there are some which may stimulate particular interest from *our* members as follows: Sarah Mott (Lloyd's Register Foundation) is discussing 'Rewriting Women into Maritime History: the SHE_SEES exhibition' on 4th December and Dr Jo Stanley (Independent scholar) will deliver the following: 'Diversity at Sea: How sharing historical research can make a difference to the present and future of the maritime industry and public understanding' on 12th March 2025. More information is available here: <https://snr.org.uk/news/winter-lecture-series-2024-25/>. Unfortunately it appears one has to be a member of the SNR to be able to hear these lectures free of charge and that non-members are unable to access them for a fee.

Editor

ProMare Launches the Maritime Library: Pioneering 3D Scanning Technology to Preserve Maritime Heritage

[Plymouth], [10/24] - ProMare, an advocate in marine research and innovation, announces the launch of a new initiative, the Maritime Library. This project uses 3D scanning technology to preserve coastal and maritime artefacts, enabling exploration and interaction without the need for physical contact.

A New Era for Preservation and Accessibility

scans that can be explored virtually. By recording artefacts digitally, we're not only safeguarding their physical integrity but also democratising access to them. This approach opens up

possibilities for individuals with accessibility challenges. ProMare is bringing history to life for a global audience to explore these objects up close, in intricate detail, from anywhere in the world.

Empowering the Public to Preserve

The Maritime Library aims to involve the public in the preservation process. The project offers workshops to teach individuals how to 3D scan, allowing them to conserve their personal belongings or contribute scans to the Library's growing collection. Through this, ProMare aims to help develop a new wave of citizen historians and digital preservationists. We are offering a chance to engage with the latest technology and preserve our shared heritage in a way that will benefit future generations, encouraging a unique way for people to get involved in both history and technology.



A Future-Proof Approach to Historical Conservation

As the digital world continues to evolve, ProMare is positioning itself at the forefront of integrating technology with historical conservation. Unlike traditional photographs or video recordings, 3D scanning captures artefacts in extraordinary detail, allowing for future reproductions through 3D printing or virtual exhibits. The ability to create highly accurate 3D models means we can preserve every detail of these items indefinitely. This is a major leap forward, allowing us to continue learning from and interacting with these objects long after the originals may have deteriorated.

Join the Preservation Movement

ProMare encourages museums, coastal communities, and history enthusiasts to get involved in the Maritime Library project. Whether contributing artefacts, learning to scan, or exploring the virtual museum, there are opportunities for everyone to engage with this transformative initiative. Currently, our collaborators include The Box, Real ideas, the Social Isolation and Loneliness forum, and the Devonport Naval Heritage Centre.

For more information on the Maritime Library or to get involved, visit our website:

<https://promare.org/maritime-library/>

Or contact:

Charlotte Ashcroft-Booth media@maritimelibrary.org, Outreach and Engagement Officer.

Adela Hawley heritage@maritimelibrary.org, Heritage Professional and Digital Preservation Specialist.

About ProMare

ProMare is a non-profit organisation dedicated to advancing marine research and exploration. Through technology and collaborative partnerships, ProMare works to uncover and preserve the secrets of our oceans, from underwater archaeology to ecological conservations

Links to social media

LinkedIn: <https://www.linkedin.com/company/promare/>

Instagram: https://www.instagram.com/promare_inc/?hl=en-gb

Facebook: <https://www.facebook.com/Promare.org/>

Charlotte Ashcroft-Booth

The historic liberty ship *Jeremiah O'Brian*, based in San Francisco, is to come to the Netherlands in 2025 to celebrate 80 years since the end of WW2 and the Dutch merchant navy contribution to the war effort. (source: qcaptain newsletter)

Jonathan Seagrave

PS Waverley

The *Waverley* is now berthed in Glasgow for the winter and will resume sailing next year after a (very expensive) refit. Next year will be her 50th anniversary of operating in preservation. The new season will begin on 15th May 2025. You can make a donation to help with funds here: <https://waverleyexcursions.co.uk/supporting-waverley/donate-to-waverley/> and sign up for the newsletter here: <https://waverleyexcursions.co.uk/newsletter-signup/> For those who went on the River Dart trip in company with *Kingswear Castle* there's a rather nice poster to acquire as a souvenir here: <https://waverleyexcursions.co.uk/product/classic-travel-poster-prints-waverley-kingswearcastle-copy/>

The Royal Navy and Fishery Protection: From the Fourteenth Century to the Present, by Jon Wise

Pen & Sword Books released this excellent title in August 2023 and it was reviewed by Bob Easton, a member and someone who was involved in the cod war, in March 2024 (SWS 127 p. 39).



The company were pleased to announce ***The Royal Navy and Fishery Protection*** ... won the **Maritime Foundation Award for Best Book 2024** at the *28th Annual Maritime Media Awards*. Here's the announcement: <https://www.maritimefoundation.uk/news/28th-annual-maritime-media-awards-winners-announced/>.

The winners of other categories are mentioned therein. Jon Wise was unable to be at the presentation, however. Congratulations to him for the achieving the award.

Shamrock

The Stonehouse, Plymouth built Tamar barge *Shamrock* is now owned by the National Trust and lies at Cotehele quay. Her berth is not totally dry when the tide comes in. She is now being repaired by shipwright Barnaby Sheppard and his team of volunteers. It is hoped she will be able to sail, with passengers, in 2026.

Martin Hazell

The Lost Port of Arundel

Although outside the area served by SWMHS this is the title of a 28-page illustrated monograph recently self-published by SWMHS member Neil Hawke. The monograph looks generally at the history of the port while concentrating on maritime trades from 1800 to 1938 when the port closed

after the railway built a permanent bridge across the River Arun. The monograph is being offered for sale in aid of society funds, at the cost of £4 which includes postage and packing. It can be found in the Publications section on the website.

Dartmouth's Secret Service Links - a long tradition

I've been researching Dartmouth's Secret War, in preparation for a new exhibition at Dartmouth Museum. It will focus on the 15th Motor Gun Boat Flotilla, which established secure lines of communication for introducing and evacuating agents and escaped members of allied forces from the Brittany coast during WW2. However, while researching the 15th Flotilla and its relations with the Security Services of the Royal Navy, Combined Operations and Special Operations Executive, I discovered that it is not the first time that Dartmouth has linked British secret services with French agents across the Channel. In the early 1800s the spymaster Sir Sydney Smith was keen to build links with the Royalist supporters that remained in France. He chose Dartmouth as a secluded harbour, relatively close to the French coast, as one his bases. The navy was trialling HMS *Netley*, a new design of sloop with three keel boards that allowed her to sail in to shallow waters, which was perfect for dropping off agents on deserted Brittany beaches. Smith met the captain of the ship in Portsmouth to brief him on the task, and subsequently, HMS *Netley* dropped several agents off over the course of the wars, using Dartmouth as one the English ports. It won't surprise you that the captain of the HMS *Netley* was called Lieutenant Bond, in fact, Lieutenant Francis Godolphin Bond! So the 15th Flotilla followed in his footsteps 140 years later, and when I have finished with the exhibition research, I will try and find out more about *Netley* and Bond!

Jonathan Turner

Tamar barge *Lynher*

The *Lynher* is currently berthed in the canal basin at Exeter, which means she will be more accessible to large numbers of people. She is undergoing further restoration (some planks need replacing and she needs to have her mast to be made lowerable to enable her to go under the Countess Weir bridge, as well as having 1 ton of rock salt placed in the hull to avoid more timber decay.

There is a £3000 target to enable this to happen, so if any members could contribute that would be much appreciated. The crowdfunder is here: <https://www.crowdfunder.co.uk/p/lynher-lifeline> so please help if you can. You have until 18th December!

Cornish Maritime Trust

The organisation is hosting "Wind, Tide and Oar", a fantastic new Huw Wahl film that combines engineless sailing with coastal communities. As a rare treat, the premiere night at Newlyn Filmhouse will include a Q & A afterwards, with Huw Wahl the producer and Jude Brickhill, who's skippered (the engineless lugger) *Guide Me*, for over 40 years.

Date: **13th December**. Newlyn Filmhouse. Tickets £15 (which includes a donation to our educational pot). Only 80 seats are available. Best book immediately as it's on general release now. <https://newlynfilmhouse.com/NewlynFilmhouse.dll/WhatsOn?f=1191913>. Meet from 19.00 (for a 'dark and stormy' chat). The event starts (seated) at 19.40, with an introduction and Jude reading an extract from her captivating 'luggers log', as *Guide Me* rounds the Lizard in a stiff breeze with Huw and crew taking a beating! *This is one of the grittiest traditional films I've seen. At times as I held my breath, the only thing missing was that feeling of being sprayed by missiles of horizontal salt water as I plunged headfirst into the front row. Captivating!* Rob McDowell.

Over the Bar

The society regrets to report the death of
Peter Hansen

South West Maritime History Society

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