

The Slabline



JOURNAL OF THE HUMBER KEEL AND SLOOP PRESERVATION SOCIETY

THE HUMBER KEEL and SLOOP PRESERVATION SOCIETY LIMITED

Registered as a Charity

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SOCIETY KEEL 'COMRADE'	Purchased December 16 th 1974
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SOCIETY SLOOP 'AMY HOWSON'	Purchased March 1976
COVER PHOTO:	Captain Fred Schofield at the tiller on 'Comrade'

CHAIRMAN'S NOTES

So far this year the Society has not been much in evidence on the River. AMY HOWSON has remained on her berth at South Ferriby undergoing an extensive programme of renovation and repair, whilst the work required aboard COMRADE proved more extensive than originally expected and will not be completed before July. It is virtually certain however, that COMRADE will be under sail again to welcome Her Majesty the Queen when she visits the Humber in BRITANNIA on 12th July, and subsequently a full sailing programme has been arranged. Details of this, and reports on all the work to date, will be found elsewhere in 'The Slabline'.

A question, which has exercised the minds of many of our local members recently, has been the future of Humber Dock in Hull. The Dock is now owned by the City Council, and the Council's consultants have produced an imaginative scheme to develop it as a marina. This the Council has accepted in principle. Whilst many may feel that it was a tragedy that Prince's Dock, which extended right into the city centre, has been cut off by a road the potential of the outer dock, both from the point of view of the facilities which it could provide for yachts and of its general amenity value to the City, is tremendous. The presence of a number of preserved vessels would add greatly to the interest of such a development, and it is not impossible that the Society might have a part to play. There have been suggestions that the entrance lock to the dock might need to be reduced in size, and whilst there may be arguments in favour of this, it would be a pity if access were to be unduly restricted as a result. A small working party has been set up to consider this and other questions, and will report in due course so that we can let the City Council have our views.

ANNOUNCEMENTS

Membership Drive

The Sloop Sub-Committee has recently organised the production of a new Society membership leaflet at a very reasonable price. Membership has not shown as great an advance as we expected following the acquisition of AMY HOWSON and the re-rigging of COMRADE, and we have taken the opportunity of sending out a leaflet to each member with this issue of 'The Slabline'. We hope that you will be able to pass it on to someone who might be interested. More are available from the Secretary.

Royal Visit

Her Majesty the Queen will be visiting Humberside during July, and the Royal Yacht is to arrive off Grimsby around 9 a.m. on Tuesday, July 12th. Providing work is complete we plan to take COMRADE out to join in the welcome. It will be necessary to leave Hull the previous evening. Members who would like to come should contact Jim Thompson (see the address under 'Sailing Programme'). Unfortunately, BRITANNIA's departure, from King George Dock on 13th July, will take place during the hours of darkness.

Training

In addition to the element of training provided by the sailing programme, we have felt the need for more intensive training in such skills as bending on sails, reefing, setting up lanyards, general knots, and the working and maintenance of the diesel engine. Fred Schofield, COMRADE's Sailing Master, has kindly agreed to act as instructor at a series of sessions aboard COMRADE at Beverley.

Initially there will be a course of four to six evenings, depending on the ground covered. These will be on Friday evenings between 7 p.m. and 9 p.m., beginning on 22nd July. Members will be very welcome to 'enrol' at the first session.

Open Days

Once again this year we shall be placing our ships on view to the public, this time on both sides of the River. Arrangements will be as follows:

Sunday, 7th August: South Ferriby
Both COMRADE and AMY HOWSON will be on show on the Ancholme between 12 p.m. and 6 p.m.

Sunday, 21st August: Beverley
COMRADE will be on view at the town end of Beverley Beck between 11.30 a.m. and 6 p.m.

Last year's Beverley Open Day was remarkably successful both as a social function and as a fund-raising event. This year, in addition to the Society sales stall with its literature, pottery, etc. we shall have a number of other stalls at both the South Ferriby and Beverley Open Days. The success of these will depend on how well we can stock them. Could we again ask members, their families and friends (if they still have any) to help us with the following:

White Elephants of all kinds: including unwanted gifts, toys.
Produce: vegetables, fruit, jams, plants and flowers
cakes and pastries, biscuits, etc.
Handicrafts: of all kinds
Also, for the Beverley event, small items for a bran tub.

Items can be delivered before the Open Days to any of the Officers of the Society or the Sloop Sub-Committee at the addresses on the inside front cover of 'The Slabline'. Alternatively, they may be delivered on board COMRADE or AMY HOWSON on the morning of the Open Day.

Please help us to make the Open Days a success, and tell as many people as you can.

Working Parties

Helpers are still needed for work aboard the Society's vessels. This includes lighter jobs such as painting. Please contact Jim Thompson or Eric Burton.

Annual General Meeting

The provisional date for this year's AGM is Saturday, 12th November, aboard COMRADE at Beverley. Fuller details will be sent out during October. Whilst Beverley is convenient for many of our members, we are not overlooking the possibility of holding an AGM south of the Humber in future years.

Jumble Sale

Our Jumble Sale in February was a great success, raising over £35. We are planning to have another in October. Details will be sent out with the AGM notice. Meanwhile, please start collecting again!

Raffle

This year's Raffle made a net profit of £97.18, the prize winners were:

1. Painting of Keel and Sloop	Mrs L Andrews Wolfreton School	0900
2. Victorian Doll	Mr Haynes Beck Bank, Cottingham	5713
3. Rum	C Orr Gatwick Lane, Long Riston	0515
4. Print	Mrs O Moody Eastgate Flats, Goole	3554
5. Christmas Cake	Mr Oliver The Circle, Rossington	1795
6. Sherry	Mr P Thompson Wyatt Ave., Sheffield 11	6712
7. Mug	Mrs J Borley Central Ave., Beverley	2083
8. Mug	Mr D Dawson Welbeck Street, Whitwell	6735
9. Box of Chocolates	Mrs J Cooksey c/o Black Country Museum	5850
10. After Eight Mints	Mrs C Lodge New Ellerby	3986

'Comrade' Sailing Programme 1977

As you will be aware, we were unable to start our sailing programme at Easter because of work carried out on the hull. This is now progressing satisfactorily, and we are able to offer a reasonably firm list of dates which are set out on page 6.

You will find enclosed with 'The Slabline' a booking form, and will notice that we ask you for up to four dates in order of preference. This is because we suspect some dates may be very much more popular than others. A scale of charges has been worked out taking into account the views expressed in answer to last autumn's questionnaire, and we are asking for a contribution of £1.25 per trip for Society Members and £2.50 for non-members. A trip will normally last several hours. It would be very helpful if a remittance could accompany your booking form, cheques being made payable to the Society. Should none of the dates specified be available this would, of course, be refunded. We should be grateful if you would also enclose a stamped addressed envelope for us to use when we confirm your booking.

As far as cancellations are concerned, we shall naturally make a full refund if the Society has to cancel for reasons of bad weather, etc. We shall also do this if you cancel five days before the sailing date. If you cancel nearer the sailing date, a refund would depend on whether we could fill your place.

On most trips we shall expect to pick up passengers in the Old Harbour at Hull. If you do not know the Old Harbour you should go to Drypool Bridge, which is the lowest bridge across the River Hull, and walk down the right bank towards the Humber. The decking is in good condition as far as you will need to go. We shall give you the latest time to be aboard.

We shall not necessarily sail exactly at that time, but we cannot guarantee to wait beyond it. The point is that the tide will not wait!

We shall certainly look forward to welcoming you aboard for what we think you will find an interesting trip. The available dates are as follows:

July: 30th, 31st
August: 27th, 28th
September: 3rd, 4th, 10th, 11th, 24th, 25th

Note: the dates have not been chosen with a pin, but depend on the availability of a skilled keelman.

The form and any queries should be addressed to me at 218 Victoria Avenue, Hull (Tel. 441277).

JIM THOMPSON

AMY HOWSON

Work has continued on the AMY HOWSON throughout the winter months. A small, but enthusiastic working party began essential repairs to the hatches to make the hold watertight so that the inside of the ship's plating could be primed.

For some time at the Sloop Committee meetings we have been discussing the possibility of involving Youth Groups in the restoration work, and we were very pleased to hear that the South Lincoln Ranger Guide Troop had decided to adopt AMY HOWSON for their Jubilee Year project. Members of the troop have travelled from Lincoln on several occasions to carry out essential work such as completing the scaling of the hold and painting the entire hold out. Our thanks are due to Catherine Wilson for introducing us to the Rangers.

At the same time the Sloop Committee decided that we ought to take advantage of the Government Job Creation Scheme, and after some lengthy form-filling sessions, we are now employing two men full-time on the restoration work. This has meant that we can now tackle some of the larger jobs which had been deterring our small band of volunteer committee members.

The hatches have now been completely repaired with the exception of some of the half-hatches, which will be finished when we can obtain the fore-and-aft supports for them. The new gangway is almost complete and scaling and painting has begun on the coamings.

Finally, the shuts on the starboard side have been lifted for inspection of the frames and floors, the concrete in the bilges has been made good, and foot-hooks welded onto the frames where required at the turn of the bilge. As soon as the shuts are re-laid on this side we intend to carry out the same work on the port side.

We were very pleasantly surprised to find that the floors were in excellent condition under the shuts, in fact some of them still had the original tar on them, proof of the preservation powers of the many linseed cargoes carried in the ship during her working life.

Unfortunately, the decision to press ahead with some of the larger jobs has meant that we will be unable to go to this year's Water Festival at Lincoln, a big disappointment to the Ranger Guides who were looking forward to helping on board while we were on the Brayford Pool.

The Committee hope that work in the hold will be far enough advanced, however, to set up some of our exhibits later on for a possible Open Day at South Ferriby as the River Ancholme is a popular port of call for many motor cruisers from the Trent and Ouse, and for yachts from Brough and Grimsby. We hope that COMRADE will be able to join us.

It was with regret that the Sloop Committee heard of the death of Ernie Wright, a former owner of the AMY HOWSON. Most of our knowledge of the early history of the ship was obtained from talks with him, and his vivid recollection of life aboard were most interesting.

Several members have visited AMY HOWSON while she has been at South Ferriby, to watch progress on the restoration work. We are always pleased to see members and friends and to hear your comments.

RODNEY CLAPSON

TALKING TECHNICALLY

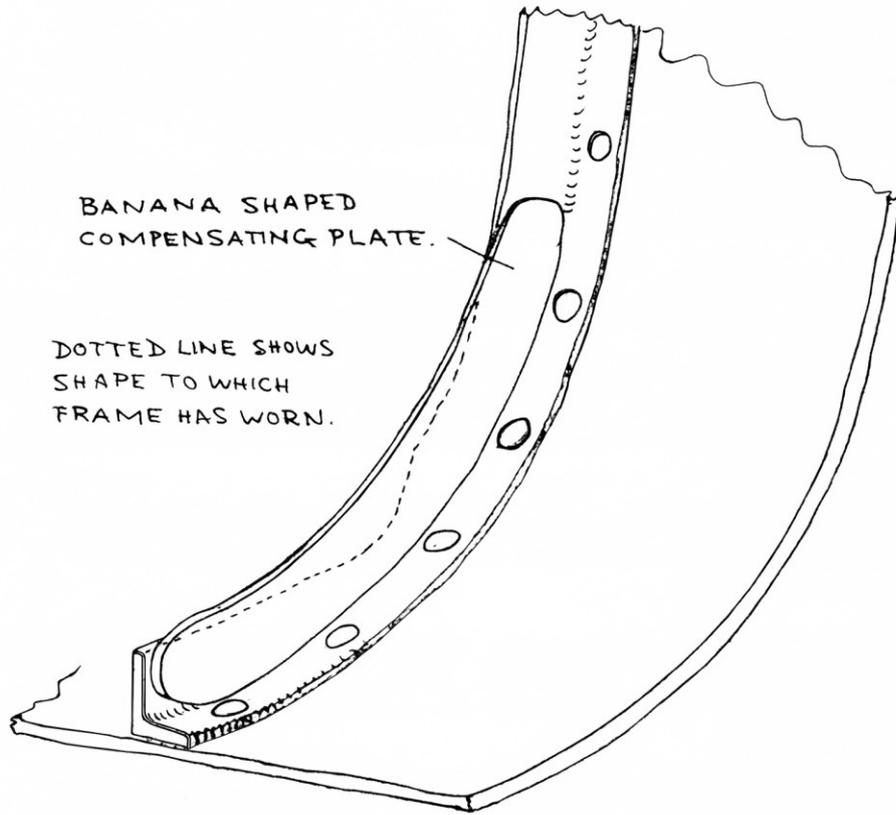
After having re-rigged COMRADE and got her sailing, the time had come to make good defects in the hull listed by the Surveyor in his original report.

There were several items which required attention, the most significant of which were the floors and frames at the turn of the bilge. Some of the floors were fractured and required strengthening; the frames had suffered damage when a 'grab' had been used to unload loose cargo, such as coal, and they also required strengthening. The main beam had been damaged by the grab also, the flanges having been bent towards each other as the grab was swung fore and aft.

It is not possible to obtain full insurance until a 'clean bill of health' is given by the surveyor. Up to now, insurance has been on the basis of COMRADE being 'laid-up afloat undergoing repairs', with approval for limited movement by prior arrangement with the insurance company. A question often raised by members is why the insurance with the Keel and Lighter Owners' Association was discontinued. The reason is the K L O insurance is related to commercial carrying, and was more than four times the cost of the alternative policy quoted by our insurers. When the sails were taken down and stowed away at the end of the season, it was agreed that steps be taken to obtain a fully operational insurance policy, and work was begun.

The shuts had to be lifted first, and as we now have 10 tons of concrete blocks on board, we were faced with quite a problem when storage ashore was unobtainable. The ballast has been stacked each side of the keelson and the shuts removed from the bilges inboard. A large portion of the floors and bottom was then exposed each side, and at this stage a repair specification was drawn up in line with the Surveyor's requirements.

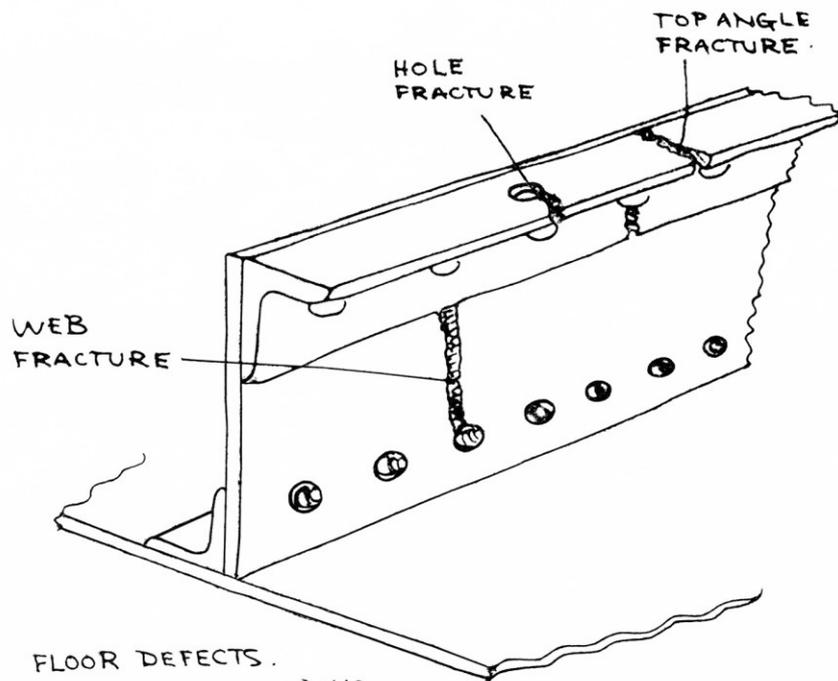
At this time, our Sloop colleagues at Barton-on-Humber had applied for assistance under the Government's Job Creation Scheme. An application was therefore made for assistance in carrying out the repair work on COMRADE. Both applications were approved, and staff



BANANA SHAPED
COMPENSATING PLATE.

DOTTED LINE SHOWS
SHAPE TO WHICH
FRAME HAS WORN.

BILGE FRAME
REPAIR.



HOLE
FRACTURE

TOP ANGLE
FRACTURE

WEB
FRACTURE

FLOOR DEFECTS.
REPAIRED BY WELDING
COMPENSATION PLATES
TO TOP ANGLE & FREE
SIDE OF WEB.

C.C. LODGE
1977

are now employed on COMRADE for a 12 week period. Working on COMRADE we are pleased to welcome Bernard Nelson, Shipwright and Joe Tankard, Blacksmith/Welder. In anticipation of the welding work required, Mike Bartlett had installed a 30 amp supply, to which a connection can be plugged when welding is undertaken. An electric welding plant has now been installed on board COMRADE.

So far, a considerable amount of de-scaling has been done. This is an unpleasant task whatever the method employed, but a very necessary one if welding is to be effective, and the structure of COMRADE preserved.

Banana-shaped pieces of steel have been cut out by Cyril Harrison and these are being welded to the frames at the turn of the bilge.

The fractures in the frames have been welded up, and further strength will be restored by welding compensation bars on the tops of the floors.

The main beam was strengthened temporarily last year by bolting an additional plate on top, and welding a plate underneath to the bottom edges of the flanges. As a long term measure, compensation plates are to be welded to the outer sides of the flanges.

The opportunity will also be taken to weld up the numerous holes which have appeared in the coamings and head ledges since various fittings were removed during re-rigging.

When repairs to bilge frames are complete, the ballast will be re-distributed to enable the inboard shuts to be lifted. This will give access to the floors at present concealed, and facilitate de-scaling, repair, and the application of preservative.

On completion of the structural repairs, COMRADE will be placed in dry-dock – planned for mid-June. It will be three years since her bottom was painted, and after welding inside, it is likely that one or two rivets will require caulking.

The shuts may then be replaced. In the course of re-fastening, it is intended to fit new fastenings which will enable the shuts to be more easily removed and replaced for future inspections.

C C LODGE

ON THE RIVER IN THE EARLY 1900's

Mrs Evelyn Holt, of Thorne Waterside, recently began to write her memoirs. A member of a well-known keel family, she worked as Mate for her father, Captain William Pattrick, for eighteen years on the Keel MEDINA. Mrs Holt has kindly agreed to let us publish extracts from what she has written: the section printed below tells of her early childhood.

I was born in 1902 in Alma Cottage, Queen Street, Thorne. I remember my life at the early age of three, travelling by train from Thorne to Hull to board the good ship HANNAH AND HARRIET. That was during the school holidays because my two brothers, George the eldest who was fourteen, Arthur the second eldest who was twelve, and Elsie my sister who was ten, were still at school.

George was leaving on June 1st at fourteen years old. They did not have to wait for holiday terms in those days; as soon as a child was fourteen he could leave on the same day, earlier at thirteen if he wished or had a job to go to. George was to start going on the boat with dad, as Dad had a Mate with him whom he could not trust to leave the boat with at weekends, while he came home. I remember Dad once telling us about the mate. Dad left him in charge of the Keel in Hull Harbour on Saturday afternoon and told him to watch out for any boat coming alongside and not to let them damage anything. Dad left him plenty to eat for the weekend and set off for Thorne, which was over an hour's run by train in those days. On arriving back on the Monday morning Dad had to open the hatchway and everything looked so cold; the fire had not been lit, no food had been touched and everything was just as he had left it on the Saturday. So Dad made his way to the fo'c's'le where the mate slept. He lifted the fo'c's'le hatch and shouted down "Hallo there, Tom!" He heard a scuffle and Tom shouted "By heck Boss, did you miss your train? I've only just turned in." He had gone for a lay down before having his tea on Saturday afternoon and had slept all Saturday night, all Sunday and nearly up to dinner time on Monday. What a laugh we used to have when Dad told us that tale!

So George, my brother, had to take on the responsibility of Mate. Two years went by and I was five on 7th April, so after Easter my sister Elsie had to start me at school... But we all used to wait patiently for the holidays, to go on the boat and be with Dad. What fun we used to have!

I remember one holiday Dad had taken a cargo of coal from Kilnhurst Colliery to the Fish Docks in Hull, to coal the fishing trawlers. We were alongside the trawler in the late afternoon, waiting to unload next morning, and we were all playing around on deck when Elsie slipped and went head over the rail into the Dock. We screamed, but Dad waited just calmly for her to come up, and she was what Dad called 'dog paddling' until she reached the surface. Then she took a breath of air, put her hands over her face, and down she went again. Dad waited until she came up again, then grabbed her. Dad always told us if we fell overboard to dog paddle up to the surface, hold our breath, then strike out as swimming for the boat's side – not to put our hands over our face as Elsie had done or we would sink straight down again. Poor Elsie, she was none the worse after she was into dry clothes. We teased her saying she would not want a bath at the weekend.

By now I was growing up, George was thinking of getting married, and Dad had ordered a new Keel to be built at Waddington's yard at Swinton, Mexboro'. What excitement, as I was to 'christen' the new boat. Every time we went to Kilnhurst, we would go to Mexboro' to see how the boat was getting on. She was such a lovely big Keel and would carry 120 tons of coal – that in those days was a very big amount. The cabin was so big and roomy, we could hardly wait for it to be finished and launched. The cabin itself was a lovely place, all done in light varnished wood and the buffette all in mahogany with looking glass panels. It was beautiful; two big bunks, one at either side, and such a lovely cooking stove, tiny side oven, and a recess on top for pans or to warm plates. The table was nice and large and would lift up on hinges to be out of the way. We had about two more trips to make in the HANNAH AND HARRIET; then we would have the new boat launched, so all was excitement.

Our next cargo was coals again from Denaby Pit to Hull. We had a big red or liver-coloured retriever dog; he was a beauty, and when Dad shot a rabbit or a duck, Jip, as we called him, would jump into the canal and fetch the bird so gently as not to hurt. I remember once we had a canary and we didn't have the lovely cages like the ones today; it was just a wooden box, white-washed on the back and sides, painted black on the outside with an ordinary wire front. Mother was cleaning the cage out when she yelled "Oh, the bird has got

out!" Dad looked down the hatchway and up came Toby and flew across the canal into the grass on the hauling bank. Dad quickly lowered the sails (we were sailing to Keadby to catch the tide to Hull) and shouted Jip. "Fetch Toby boy" he said, and Jip jumped straight into the canal, nosed about until he found Toby, picked him up in his mouth oh so gently, and swam back to the ship. Dad helped him on board, and within an hour the bird was singing as gaily as ever, happy to be back in his cage. It was a glorious summer's day, Dad wound up the sail again, and with a nice cool breeze we were on our way with me and Elsie sat on the deck side dangling our feet in the water and patting Jip's head for being a good dog...

And now the day arrived; it was December 14th, 1907, and Dad was all dressed up in Sunday best and so were we all, to travel to Waddington's boat yard at Mexboro' to see the Keel COMITY launched. What a day! Everything was hustle and bustle. I was only six and was so excited because I had to break the bottle of something on the Keel's stem. Dad gave me orders to hit the bottle as hard as I could, as it must break, then shout, "I name this Keel the COMITY, God bless us all!" Then she slid down the stocks and into the canal, and workmen came fussing round me saying I had done a good job for one so small.

THE BASS MUSEUM – 200 YEARS OF BREWING

Bass Production Limited, the brewing company within the Bass Charrington Group, has announced its intention to open the country's first major museum of the brewing industry. 1977 has been chosen because it marks the bi-centenary of the founding of the company and the new museum is to be located in a traditional brewery building, the Bass Joiners Shop in Burton-on-Trent.

In the late 18th century, well over half the Bass beers being brewed were shipped in Sloops via the River Trent to Wilden Ferry (now Shardlow) on to Hull and exported to Eastern Europe and Russia. The Trent Navigation Act of 1698 made this possible when the River Trent was made navigable from Burton. By 1712 the Trent was a true commercial navigation, offering a clear, easy route to the ports of Gainsborough and Hull.

In 1750, 740 barrels were exported from Hull; by 1775 this had risen to 11,025 barrels and well over 50% of this total was Burton brewed beer. The development of the Trent Navigation had a tremendous impact on the fortunes of the Burton brewers.

The Museum Curator will be Jonathan Bryant (BSc Hons.) who has also had connections with the Shipping Collection at Newcastle-on-Tyne. Through 'Waterways World', Mr Bryant approached our Society with a request for a loan of a Humber Sloop model for display in his new museum, due to open to the public on July 16th.

The museum, situated within a working brewery, will show a full history of brewing, together with various industrial and transport exhibits, including a Bass steam locomotive and Director's coach, drays and early road vehicles. There will also be a shop and refreshment area within the project.

PADDLE STEAMER PRESERVATION

By R Clammer

With their strong interest in traditional Humber shipping, members of the H K S P S will doubtless be familiar with that fine old paddle steamer, the LINCOLN CASTLE, the last of a

long line of steamers to operate the ferry service between Hull and New Holland; the last operational paddle steamer in England; and a great historical asset to Humberside. They may also be aware of the rise and fall of their neighbours, the Humber Paddle Steamer Group, whose energetic activities over the last few years have done a great deal to bring the old ship to the notice of the public, and whose example is now being followed by various enthusiasts who are currently attempting to set up a new 'Save the LINCOLN CASTLE' campaign on Humberside. Members may not, however, be familiar with the aims and work of the national equivalent to these local societies, the Paddle Steamer Preservation Society.

The P S P S was formed back in 1959 by a group of enthusiasts who, saddened by the rapid demise of the British paddle steamer, decided to form a society with the dual aims of encouraging the expansion and retention of existing paddle steamer services, and of bringing together people interested in paddle steamers with the ultimate aim of purchasing and preserving a working example.

The first aim has been achieved over the years by frequent Society charters of existing ships. Paddlers on the Clyde, Humber, Bristol Channel and the South Coast have run public sailings under the P S P S flag on a wide range of routes long since deserted by regular operators, and often with such success that the vessels' owners have re-instituted the trips on a regular commercial basis.

Progress towards the society's second aim has been described as spectacular, for the P S P S are now the owners of two paddle steamers. The first is the elegant little KINGSWEAR CASTLE (94 g.t. 108' x 17.6' x 3.0') a river paddler built in 1924 (engines 1904) for passenger service on the River Dart, in Devon. Withdrawn from service and sold to the society in 1967 she was moved to the Isle of Wight, and later to the River Medway, where she is at present undergoing restoration by society members.

The second preservation venture is altogether much more ambitious. At the end of the 1973 season the Clyde paddler WAVERLEY was withdrawn from service. Not only was she the Clyde's last paddler, but she was also the last seagoing passenger paddler in the world, so it was not surprising that feelings ran high over her demise. Chances of preserving such a large and expensive ship (693 g.t. 240' x 58' x 6') seemed minimal, but then, in 1974, the impossible happened and the ship's owners offered to make her over to the P S P S for a nominal £1. The offer was accepted, and with the help of local firms who gave cheap labour and materials, plus the income from public appeals and local councils and tourist boards the ship was refitted and re-entered passenger service in May 1975.

The H K S P S members will readily appreciate the enormous costs involved in keeping such a ship in operation, and will be impressed that the WAVERLEY is now paying her way. Last season she carried 194,300 passengers on her trips from Glasgow and Ayr to the Clyde piers, her highest figures since she was built in 1947; and it is hoped that her 1977 totals will be even better. This season opens with a series of historic sailings out of Liverpool, Llandudno and Fleetwood, before WAVERLEY takes up her Clyde sailings in June. At the end of the year £11,000 must be spent on her paddles, so the ship and society will be looking for all the support they can get...

If you are interested in the society, details may be had from:
D W Swaffield, 6 Windermere Road, Gloucester, GL2 0NH
Details of WAVERLEY's sailings from:
Waverley Steam Navigation, 34 Anderson Quay, Glasgow.

HORSE POWER TO STEAM TO DIESEL PROPULSION

The John H Whitaker (Holdings) Ltd Group was started by Mr J H Whitaker (Grandfather of the present Chairman) in 1885 with two small 80-ton wooden barges for trading on the River Humber. On his death in 1898 Mr Whitaker's two sons, John Henry and James Arthur, continued the business. For the next few years the company were mainly engaged upon port lighterage at Hull, however, with the introduction of bulk liquid transportation, the partners built three specially designed insulated tankers in 1907. They were each of 200 tons capacity, being used for the shipment of liquid creosote products in bulk, the first tanker vessels to operate on the Humber.

The business was formed into a private limited company in 1910 and was further developed by the introduction of new dry cargo barges, tanker barges and steam tugs.

John H Whitaker (Tankers) Ltd, now celebrating its 50th Anniversary, was formed in 1927 as a separate company, solely for the ownership of the tanker fleet. Seaborne containerised traffic has whittled down the dry cargo fleet.

When the HUMBER JUBILEE, a new 600 tonne carrying capacity vessel is accepted into service, the company's fleet will consist of 44 vessels with an aggregate tonnage of 14,740, operating on the Humber, Clyde, Falmouth and coastwise. The shipyards and repair facilities of the Yorkshire Dry Dock Company Limited also form a valuable asset within the Group.

These various companies have remained in the control of the Whitaker family for the whole of this period and it is interesting to observe that the present management represents the fourth generation.

(With thanks to Mr E Grubb, Company General Manager)

ON THE WITHAM

Our member, Mrs Margaret Smith of Lincoln, has sent us this extract from the Lincolnshire Chronicle of 8th January 1927. It is from an article on Witham packet boats by Arthur Smith, and quotes the Stamford Mercury of 1832.

On November 15th a serious affair is recorded as follows:

"As the VICTORY LINCOLN and BOSTON STEAMPACKET was on her voyage to the latter place on Saturday last, an accident occurred which was attended with serious loss and inconvenience. The man at his helm left his station for a few minutes, a passenger undertaking to steer the packet in his absence. In the interval a Humber Keel laden with corn, which was sailing up the river with a favourable wind blowing very fresh at the time, came in sight suddenly at the turning of the river. The youth, fearful of altering it, allowed it to go on the wrong side, the consequence was that the two vessels came in contact with great violence, the packet having her engine in full play and the corn vessel sailing very fast. The latter struck the packet near the head, tore off the iron railings and part of the deck and striking the paddle in the centre carried away the greater part of the ironwork and bent the shaft, besides otherwise severely damaging the engine."

THE LOSS OF THE BARTON HORSE BOAT

This poem appears in manuscript in a Victorian Album in the possession of Mrs R Hauxwell of Barton-on-Humber. Mrs Hauxwell is a member of the Stamp family, who operated the Barton Market Boat or Horse Boat Service for many years, and was kind enough to loan the album for our Ferens Art Gallery Exhibition in 1974.

The boat was moored at the Western Pier
And Benjamin Drust was preparing to steer
The passengers snugly had taken their places
The wind wasent fair cause it blew in their faces
But Benjamin looked like a true British Tar
Whilst smoking his penny Havannah Cigar
On board the Barton Horse Boat.

Ben fearlessly grappled the tiller in hand
And shouted his orders to push from the strand
His visage was dauntless, fearless and steady
As he cast his eye round to see all was ready
For he was a thoroughbred true British Tar
And cheerfully smoked his Havannah Cigar
On board the Barton Horse Boat.

His freight was a heterogeneous lot
Of livestock and wares from a horse to a pot
The passengers too were as rummy a set
As the Horse Boat Captain could possibly get
But Benjamin steered like a true British Tar
And puffed at his penny Havannah Cigar
On board the Barton Horse Boat.

The vessel was scarcely half over the Humber
With her valueless cargo of live and dead lumber
When a squall capsized the old tub of a boat
And instantly set the whole dollop afloat
But Benjamin shone like a true British Tar
As he swam about smoking his penny Cigar
Watching the sinking Horse Boat.

The chickens and pigs made a horrible screeching
A Methodist parson was stopped in his preaching
The horses with terror plunged, snorted and neighed
The petticoats screamed and the Jackasses brayed
But Benjamin cool as a brave British Tar
Still swam about smoking his penny Cigar
Till down went the Barton Horse Boat.

It made all the passengers dreadfully sick
At the notion of bolting so fast to Old Nick
Tho' all made gigantic efforts to save
Themselves and their traps from a watery grave
But Benjamin still was the true British Tar
And manfully puffed his penny Cigar
And then went after the Horse Boat.

The women all proved themselves thoroughbred screamers
By lustily hailing the passing-by steamers
But to use the expression according to Coker
They were one and all landed in Davy Jones Locker
Whilst poor Ben alas that bold British Tar
No more smoked his penny Havannah Cigar
On board the Barton Horse Boat.

No sign for the present appeared in view
Of luckless Benny, his boat, or his crew
Altho' some folk who had ne'er been afloat
Swore the Captain had eaten the crew and the boat
Yet they thought it a pity so jolly a tar
Would never more smoke his Havannah Cigar
On board the Barton Horse Boat.

All the good folks at Barton decidedly must
Lament the sad end of poor Benjamin Drust
Who in spite of his friends and his relatives wishes
Became a tit-bit for the sharks and the fishes
And they pity the fate of the generous tar
Who once smoked his penny Havannah Cigar
On board the Barton Horse Boat.

Tis very well known rumours always are rife
As well of the dead as those still in life
And some less regardful of truth that wit
Slyly hinted a notion that owners were bit
And that Benjamin once thought as honest a tar
As e'er smoked a penny Havannah Cigar
Had bolted off with the Horse Boat.

Some weeks ago there appeared in sight
On a beautiful calm and moonlit night
A spectre boat steering close to land
Whilst Benjamin's ghost at the helm did stand
He was instantly known as the bold Barton Tar
Who in life smoked his penny Havannah Cigar
On board the Barton Horse Boat.

The passengers carcasses never were found
(Tho' they might have been hanged if they had not been drowned)
But Benjamin's body was washed to the land
With a bottle of gin firmly grasped in his hand
And Benjamin Drust like a true British Tar
Was borne to the grave on a funeral car
Built out of the Barton Horse Boat.

FILEY SAILING CLUB

Situated in one of the largest and most beautiful, open bays on the Yorkshire coast is one of the country's leading dinghy sailing clubs.

Filey Sailing Club, which last year celebrated its 25th Anniversary, is the home of three hotly contested classes – The Osprey, Fireball and Enterprise. Other classes including Mirrors, Lasers and Scorpions sail in the handicap fleet.

Club racing commences at Easter and continues every Sunday until the end of October, with additional racing organised on Bank Holidays and Wednesday evenings during the summer.

Filey's reputation has been enhanced by the successful hosting, in recent years, of national championships for the Osprey and Swordfish boats, area championships for Ospreys, Fireballs, Scorpions, Wayfarers, Enterprises and Mirrors, and the regular open meetings, annual regatta and junior regatta.

In 1976 the Club, as part of its Silver Jubilee celebrations, mounted an attempt to set a new world record for non-stop sailing, failing by only a few miles to beat the previous best of 112 miles in 24 hours.

The Enterprise is a 13'-3" dinghy which is probably one of the most popular classes in Britain. Carrying only a mainsail and jib she can be raced or crewed by sailors of all ages.

The Fireball is an international high performance boat of some standing, having been narrowly passed over as an Olympic class in recent years. Carrying a mainsail, jib and spinnaker, with a trapeze for the crew, the Fireball is without doubt the most exciting class with a length of 16'-2" and light weight. It is also very manoeuvrable and, with an experienced helm, can be crewed by youngsters from an age of 10 or 12.

Ospreys, at 17'-6" overall, and carrying spinnaker and trapeze, are the most powerful boats and a class in which the Filey contingent have always been active and successful. This year the national championships are once again at Filey from August 6-12, and with the backing of North Country Breweries, the club expect this to be the most successful event yet. It is expected that the entry will considerably exceed 100 boats.

In spite of all this activity, Filey is very much a friendly Club and will always welcome new members, or people just wanting to give it a try, if they come along to the Club and make themselves known.

Invitation Events 1977

Osprey National Championships	6-12 August (full week)
Annual Regatta	9-10 July
Junior Regatta	20 August

Contributed by Mr L Banks, Commodore of Filey Sailing Club

THIS AND THAT

The 1977 Jubilee Year National Waterways Festival will be held on the 'Royal Thames' at Reading from 12th to 14th August. The venue is the Richfield Avenue show site, home of the Reading Pop Festival. The riverside site is upstream from the Caversham Bridge.

The Festival has two main aims:

1. To campaign for the restoration of waterways in the south of England, to full navigation, in particular the Kennet and Avon Canal.
 2. To raise funds for the National Waterways Restoration and Development Fund.
-

Humberside's National Fisheries and Marine Equipment exhibition will be held on St Andrew's Dock, Hull from June 15th to 19th.

The enterprising Pocklington Canal Amenity Society are well advanced on their imaginative scheme to clear and improve the Canal Head (close to the A1079 Hull to York road).

An old lighter has been raised from Silburn Lock and will eventually be restored and put on view. The scheme received BBC TV coverage earlier this year on the 'GET UP AND GO' series of programmes.

The new Humber Lifeboat, The City of Bradford IV, took over duties at the end of March. The 54ft lifeboat was built by Halmatic of Havant at a cost of £200,000.

The senior keeper of the Hull Town Docks Museum, Edward Paget-Tomlinson, has resigned for domestic reasons but will continue to act in a consultative role on Phase Three of the collection. He has been a regular contributor to 'Slabline' and the HKSPS wish him well in the future.

The Huddersfield Canal Society and the IWA together are organising a Canal Festival at Aspley on 24/25 September. The aim is to spotlight the campaign for the restoration of the Huddersfield Narrow Canal.

'The Tidal Havens of the Wash and Humber' by Henry Irving was published in February and gives details of piloting every creek and haven along the East Coast from Blakeney in Norfolk to Hedon on North Humberside.

HUMBER YAWL CLUB

The Royal Canoe Club, founded in 1872 with headquarters on the River Thames, had an Eastern Branch on the River Humber based on Hull. The first canoes were the original Rob Roys of 14ft by 26 to 28 inches and the somewhat larger and abler sailing canoes developed on the Thames by E B Tredwen and W Baden Powell. These canoes were, however, unsuitable for use on the Humber and ten years later the Eastern Branch had

practically ceased to exist. By this time the canoe-yawl had developed, with its greater beam and sail-carrying power, much more suited to the Humber. A local club was formed and in 1883 the Humber Yawl Club came into being. Its first captain was Fred Good and the fleet consisted of about 8 boats.

Some of the boats were housed in a shed near the mouth of Hull's Old Harbour, being hauled up a slipway from the river, other were sailed from Marfleet Creek. In 1909, dock requirements deprived members of the use of Marfleet Creek and a Clubhouse was constructed at Hessle Creek. In 1919 the club moved its headquarters to Brough Haven, where a 50ft jetty was erected and a Nissen hut provided for storage.

In 1933 Uffa Fox won the American Canoe Championship Series for England, sailing under the burgee of the Humber Yawl Club in 'East Anglian', one of the two 17ft l.o.a. x 39 ins. Drop-Keel sailing canoes he had designed and built to challenge the Americans. It was the first time for 48 years that the cups had left America.

In 1939 the club headquarters were permanently established at Brough with the purchase of the land bordering the Haven. In more recent years, an enthusiastic group of members from south of the Humber have based their yachts on Ferriby Sluice and land has been purchased at Winteringham Haven for future development. With membership around 300, it was decided that better clubhouse facilities were required and in 1966 the present clubhouse was completed. Today some 60 boats are based at Brough and although predominantly a cruising club, racing for cruisers, as well as for dinghies, take place on evenings and weekends throughout the season.

With thanks to W I Webster, Hon. Secretary, Humber Yawl Club

THE CANAL MUSEUM, DEWSBURY

Contributed by Peter Spence

What is the connection between a narrowboat tiller, a tidal water navigation beacon, and an Aire and Calder tally clerk's kiosk? Other than a common link with inland waterways, not a great deal? In fact these are just three of the items to be found in a former blacksmith's shop at the end of the Dewsbury Branch of the Calder and Hebble Navigation.

It was in 1975 that a group of members from the Calder Navigation Society got together, decided to pool their own collections, and put together a Canal Museum. Under the leadership of Peter Smith, now the Hon. Curator, work proceeds apace; exhibits were begged, borrowed and bought, and the Mayor of Kirklees performed the grand opening ceremony early last year. At once the Museum proved immensely popular with visitors, especially organised school parties, who come to study at first hand the important part played by water transport in the industrial revolution, through to the present day.

Exhibits are drawn from the length and breadth of Britain's waterway system but, as might be expected, there is a strong local influence and pride of place given to the Yorkshire Keel. The history of these boats is told in fascinating detail with models, photographs (some very rare) as well as actual exhibits – no aspect is forgotten – tidal keels, West Country vessels, Sheffield size barges – all are included. Complemented by the Curator's in-depth knowledge of the subject, the Canal Museum is now the place to learn about this important part of our waterway heritage.

Throughout, a high standard of presentation has been insisted upon which is reflected in the favourable publicity received. 'Waterways World', 'Waterways News', as well as the local press have all featured the museum. It has also achieved the distinction of appearing in BWB's 1977 Waterway Calendar where the November picture displays to good effect the standard of presentation.

Coupled with the growth of the Museum is the development of the Dewsbury Canal basin itself. Built a century ago by the Aire and Calder Co. as an inland port, it had decayed almost to the point of dereliction by 1972. Now it boasts a hire cruiser fleet, public boat trips, a throng of moored pleasure craft, and a canal artist as well as the museum.

The one-mile-long branch canal leading from the mainline to the basin is undergoing a facelift organised by the Civic Society and the Calder Navigation Society. Tree planting, wall building and rubbish removal are all planned in an attempt to screen the heavy industry and scrapyards which line the banks.

But the story does not end with the opening of the Museum's doors and a clean-up of the canal – an ambitious expansion programme is underway. The museum itself is to be enlarged in a neighbouring building; an outdoor exhibition of paddles and lock gear is taking shape. A waterway film library has been started and includes a rare 30-year-old film advertising carrying on Britain's canals. The Calder Navigation Society's ex-Lake Windermere passenger launch 'Doreen' is being restored and further plans include a S&SYN crane and a Leeds-Liverpool ice-breaker. The latest acquisition is a 1942 'Karrier' lorry of the type used by the Aire and Calder Co. prior to nationalisation. When restored to working order it will be fitted out as a mobile exhibition for use at boat rallies, etc.

Little wonder then that canal enthusiasts from far and near continually arrive by boat, car and coach at what is turning into a thriving canal centre, the heart of which is Yorkshire's very own Canal Museum.

The CANAL MUSEUM is situated at Saville Town Wharf, Mill Street East, Dewsbury, West Yorkshire, and is open every Saturday and Sunday from 1 p.m. to 7 p.m., or at other times by prior arrangement. Admission – Adults 10p, Children 5p.

UNITED TOWING LTD. OF HULL

The city of Hull has been one of Britain's leading ports for centuries, and the birthplace of some of its finest seamen.

The value of trade through the port of Hull increased dramatically during the Industrial Revolution of the last century. With the ever-increasing number of ships seeking a berth in the Humber ports came a proportional increase in the number of little tugs eager to assist them.

By the earlier part of this century the number of locally owned tugs had grown to such a degree that it was often necessary for a master to take his tug right out into the North Sea in the hope of beating his rivals and being first to an incoming vessel.

Sail was still common to merchant shipping and in 1914 the Hull Associated Tugowners was formed which arranged towage contracts for its members. Five companies operated 42 tugs between them right up to the early 1920's. Several Humberside-based companies joined

forces to form the United Towing Co. Ltd. in 1921. Mr Tommy Spink was the first Managing Director. Paddle tugs and steam tugs operated until the mid-1920's, when the 'Motorman' became the company's first diesel-powered vessel. As the power and size of United Towing's tugs increased, the company became more ambitious, extending its zone of operation to include the North Sea and the Mediterranean.

'Seaman' made history in 1925 by towing two converted gunboats from Boston in Lincolnshire across the South Atlantic to Buenos Aires. The 124-day round-trip made £3,400 for her owners – less than £30 a day! This hardly compares with the marathon trek claimed as a record for the towing and salvage business when in 1956 Captain Bill Hopper and the crew of 'Tradesman' left Hull to work all over the Far East, covering 56,000 miles in just 18 months.

During the Second World War, the company's fleet was requisitioned by the government. The 'Englishman' and the 'Guardman' were sunk by enemy action. Since the war, massive modernisation has taken place. United Towing's present flagship 'Lloydsman' is 2,000 ton with a formidable 16,000 h.p. at her command. With the opening-up of the North Sea oilfields, the company have played a big part in towing the production platforms into position.

The company is determined to keep its 'family' image and to stay ahead of changing patterns of demand.

With thanks to Mr B Robinson, Public Relations Executive of United Towing Limited of Hull.

The death occurred earlier this year of 'Chick' Chant (78) of Brigg Road, Barton, a retired Humber Sloop Captain who was one of the last to sail the River Humber under commercial sail. Mr Chant was employed by James Barraclough and worked on Sloops for over 40 years.

The HKSPS extend their deepest sympathies to his family.

BOOK REVIEWS

PREHISTORIC LINCOLNSHIRE

By Jeffrey May MA FSA, Department of Classical and Archaeological Studies, University of Nottingham.

Published by the History of Lincolnshire Committee, 1977.

XIV + 251 pages, 100 text figures, 9 plates, bibliography and index.

Price £4.50

Available from booksellers or direct from the Society for Lincolnshire History and Archaeology, 86 Newland, Lincoln (postage extra)

The recently published book 'Prehistoric Lincolnshire' takes the area of South Humberside within its scope and sites and finds from within this area feature to an important extent in the author's account of the activities of early man in our neighbourhood. The book provides a wealth of new information on prehistoric Lincolnshire and will prove to be an important contribution to archaeological studies.

Some of the oldest evidence of man's activity in the county take the form of flint implements found in a gravel pit at Kirmington and dating from before the end of the last Ice Age. After the Ice Age flint implements of the middle and later Stone Age are found more frequently in our area and Risby Warren near Scunthorpe has achieved national fame among archaeologists for the quality and number of finds made there in the past.

For the later periods of pre-history, the Bronze Age and the Iron Age, the author is able to draw his evidence from a steadily increasing wealth of finds. His researches on discoveries such as Bronze Age pottery from a barrow at Cleethorpes, hoards of Bronze Age tools and weapons found near Scunthorpe, Iron Age horse fittings discovered in the Ulceby area, gold coins from South Ferriby and the results of ten years' extensive excavation by the author himself at Dragonby, near Scunthorpe, are all welded together to form an account which is as complete as our present knowledge of pre-history will allow and which makes fascinating reading.

The book is intended to be read by both archaeologists and interested laymen and Jeffrey May has achieved a rare combination of scholarship and readability, giving us for the first time, a full account of the history of Lincolnshire up to the Roman conquest. Instead of writing an account of British pre-history illustrated by examples from his chosen area the author draws his evidence entirely from Lincolnshire. This approach has involved him in many years of extra work in museums and libraries and on excavation sites but has resulted in a much more stimulating account. It is partly as a result of Jeffrey May's researches on Iron Age sites in Lincolnshire that our interpretation of events in Britain in the two or three centuries before the Roman conquest have recently been radically revised. His final chapters on the Iron Age are therefore, in their own right, an important contribution to pre-historic archaeology in Britain.

It is pleasant to think that researches in Lincolnshire have contributed so substantially to our overall understanding of British pre-history and that the results of this work are quickly and easily available to the public in the form of this book.

THE HISTORY OF SCARBOROUGH SAILING CLUB/SCARBOROUGH YACHT CLUB

This 106-page book by W H James has been lovingly researched and is well presented.

The Scarborough Sailing Club was formed in 1895 and became the Scarborough Yacht Club in January 1952. As well as being a history of the club, the book is also a social comment on life in Scarborough over a period of eighty years.

Fourteen informative sketches by Norman Sanderson (himself a club member since 1923) help bring the text to life, aided by eleven photographs.

As Mr James comments "after a hard race, lying in Scarborough Bay, has any town a better back-drop, a view that has hardly changed since the club was first formed."

The Scarborough Yacht Club, and indeed all local sailing enthusiasts, owe a great debt to Mr James for his interest and industry in producing a very valuable and interesting history.

MICHAEL E ULYATT

HUMBER KEEL AND SLOOP PRESERVATION SOCIETY LTD

Price List

	Price (postage included)
Humber Keels - A collection of historical documents	£1.30
Notelets - Set of 5, with envelopes	25p
Christmas cards - Type A, with photograph of Keel COMRADE Set of 5, with envelopes	45p
Type B, with colour view of Brayford Pool, Lincoln Set of 5, with envelopes	65p
Inland Sailers - illustrated booklet	40p
Postcards - Set A, set of 5 different photographs	30p
Set B, set of 5 different photographs	30p
Keel sail plan	20p
Pairs of lithographed photographs, A4 size, showing Keel and Sloop	35p
Pairs of posters - 19 th century advertisements for the sale of Keels and Billy Boys	30p
Sets of 6 drawings of Humber sailing craft	30p
Flying Sail, by M E Ulyatt – a detailed, illustrated account of Humber sailing craft	£2.20
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Colour prints – high quality reproductions of the picture by Henry Wilson Carmichael, showing Keels on the Brayford Pool at Lincoln, 1858	£3.90

Available from the Sales Officer, Miss H Darby, 13 Middle Garth Drive, South Cave, Brough,
North Humberside. (Telephone: North Cave 2511).