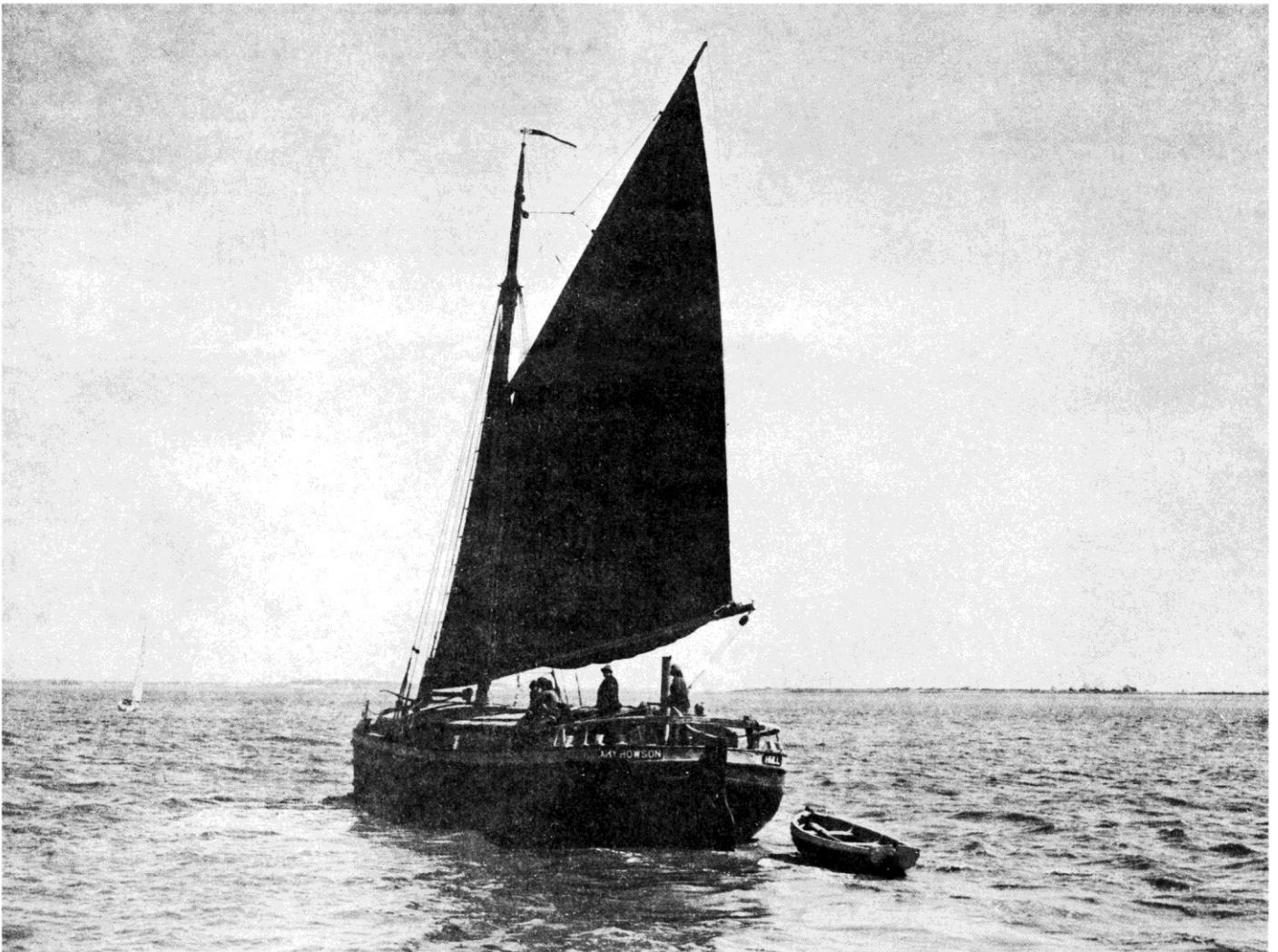


# The Slabline



**JOURNAL OF THE HUMBER KEEL AND SLOOP PRESERVATION SOCIETY**

## THE HUMBER KEEL and SLOOP PRESERVATION SOCIETY LIMITED

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Registered as a Charity

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	<u>THE SOCIETY'S SHIPS:</u>
<u>'COMRADE'</u>	Humber Keel - Purchased December 1974
Hon Sailing Master:	F Schofield
Relief Sailing Masters:	C Screeton, J Thompson
Information on Sailings:	J Thompson, 218 Victoria Avenue, Hull Tel. (0482) 441277
<u>'AMY HOWSON'</u>	Humber Sloop - Purchased March 1976
Hon Sailing Master:	R Clapson
Relief Sailing Masters:	C Harrison, P Winship
Information on Sailings:	R Clapson (address given above)
 <u>COVER PHOTO:</u>	 AMY HOWSON on the Humber by Malcolm Fussey

## **CHAIRMAN'S NOTES**

As reported later in this issue, the Keel COMRADE was used in August for an exhibition on knitting. A few years ago your Chairman would have greeted such a suggestion with some surprise. The idea that he himself might develop a consuming interest in the subject would have seemed ridiculous. Nevertheless, whilst that interest has not yet reached the stage of picking up a pair of needles, it has become strong enough to have occupied a considerable amount of time.

Historically knitting in the British Isles seems particularly associated with coastal districts. Aran, Fair Isle, Shetland, Guernsey are all islands, and the most widespread traditional garment, the gansey, was worn around the coasts from Cornwall to the North of Scotland. The ubiquitous sweater seems in fact to have originated as a seaman's or fisherman's garment, virtually unknown inland; knitted far more closely than is usual today it kept out wind and weather while its close fit made for safety and ease of movement when working in the cramped and hazardous conditions of small sailing craft.

So few knitted garments have survived the years that recording their history must be largely a matter of conjecture. It is generally assumed that up to a hundred years or so ago ganseys were fairly plain, and that the elaborate stitches commonly associated with them are a relatively recent phenomenon. This may be true, but for all that, the gansey patterns represent an entirely original, authentic and unselfconscious folk art; one that was unusually taxing in its technique and exceptionally satisfying in its results. The medium – dark blue worsted – was uniform and austere; the finished product was richly textured and almost infinitely varied. The seamless knitting of body and sleeves on four or five needles and the square shaping with underarm gussets were universal, but the surface was enlivened by a range of motifs in an inexhaustible range of combinations. It might be alleged that knitters adopted the different patterns in self-defence as a relief from all those inches of plain knitting – but surely pride and creativity were largely responsible for inducing them to set themselves so difficult a task. That pride was shared by the wearers, some of whom were knitters themselves and who were fully conscious of the distinctive character of the garments they wore. It is often remarked with regret that the British, as a people, possess no national costume; we could do worse than adopt the gansey.

Over the last forty years or so, considerable research has been carried out into gansey knitting patterns, and many have been published. Throughout it has been assumed that ganseys were worn exclusively on the coast, and none of the researchers has thought to look inland. In fact, keelmen have worn the gansey for as long as anyone can remember. It features in many of the photographs in our own collection – though unfortunately the pattern is often obscured by a waistcoat worn on top – and is as characteristic of keels as of any fishing craft. Ganseys were knitted by keelmen's wives and mothers and by professionals, most of them from keeling families, in Thorne, Doncaster, Goole, Driffild: in fact, wherever keelmen lived. Not surprisingly distinctive patterns evolved, and these seem to have been associated more with a particular knitter or family than with a place. Most characteristic is the six-pointed star, a motif unrecorded on the coast but which seems to have been a favourite among keelmen and which was combined with a variety of cables, anchors, herringbone, diamonds, flags and moss stitches to give a result every bit as elaborate as the patterns from Flamborough or Filey.

When the idea of a Maritime Knitting Exhibition for the National Rally of Boats was first mooted, we had thought of displaying the fine collection of newly knitted ganseys assembled by Mr Michael Pearson and later bought by the Tyne and Wear Museum Service. Unfortunately Tyne and Wear were less enthusiastic about the project than we were, and

we had to think again. We decided to try to assemble our own collection including as many originals as possible, and to attempt to track down any surviving keelmen's ganseys. The latter proved a particularly lengthy and at times frustrating task, involving ringing innumerable doorbells around Thorne and Stainforth only to be told that we were ten years too late. Eventually we succeeded in collecting over forty ganseys, half of the originals and including ten authentic keelmen's ganseys: the first time any of these had been displayed.

If anyone should ask why the Humber Keel and Sloop Preservation Society should be displaying knitwear, surely the answer is that we are concerned not just with ships, but with a way of life. We are glad to have been able to exhibit keelmen's ganseys before the last of them went into the dustbin: more important is the task, still outstanding, of recording all the surviving patterns. Thanks to Mary Wilson, one of the patterns created by Mrs Phoebe Carr of Thorne and worn by Fred Schofield has been written down and is now on sale through the Society, and in due course we hope to be able to publish a small collection of keelmen's patterns.

These Chairman's Notes have somehow developed into an article on Ganseys. Perhaps it is time to stop, and allow Members to read something about ships.

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### **ROYAL RECOGNITION**

The Society's Tenth Anniversary Dinner was held on board PS LINCOLN CASTLE at Hessle on 19<sup>th</sup> June. That morning, by prior arrangement, the Chairman sent a message on behalf of the Society's Members to HRH Prince Philip. The following reply was received, and read out at the Dinner:

*Buckingham Palace. From the Duke of Edinburgh.  
Thank you for your message which I much appreciate.  
Please convey to all your members my congratulations  
on your Tenth Anniversary and my best wishes for  
continuing success in the future. Philip.*

Subsequently we wrote to Prince Philip inviting him to inspect the Society ships on some future occasion, and we very much hope he will find the time to do so.

The dinner itself was most successful, the highlight being the address by our Guest of Honour, Frank Carr, who paid most generous tribute to the Society's work over ten years. Frank Carr's support and encouragement have been greatly appreciated over the years, and we were very pleased that he was able to be with us on this occasion. We were also glad to welcome as our guests Captain Patrick Boylan, Captain John Frank and Mr Alan Gillyon, all of whom have helped the Society in various ways. The seal was set on the evening when the Chairman, after reading the royal telegram, was able to announce that AMY HOWSON had sailed for the first time the week before. Small wonder that the guests went ashore in a spirit of rare contentment.

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## **THE NATIONAL RALLY OF BOATS**

Both COMRADE and AMY HOWSON attended the Inland Waterways Association's National Rally of Boats and Waterside Arts Festival at Leeds in August, and were among the chief attractions at an outstanding show. The main rally site was at the old Aire and Calder Navigation Company's warehouse and wharves beside Leeds Bridge, and the river was crowded with both pleasure and commercial craft. There were many trade exhibitors, an excellent art and craft display, exhibitions on local waterways, stands representing many societies and amenity organisations, boat trips and theatrical performances. The Rally certainly served its purpose of drawing the attention of the people of Leeds to a neglected asset in the centre of the town.

Increasingly people had commented that it was time the Society mounted new displays on board its vessels, and for the National Rally two new exhibitions were staged. That on AMY was entitled 'Historic Ships' and featured maritime preservation projects around the country. Help and material was provided by many sister organisations including the Thames Barge Sailing Club (by courtesy of David and Elizabeth Wood), the Norfolk Wherry Trust, the Paddle Steamer Preservation Society, Exeter Maritime Museum, the 'Unicorn' Preservation Society, the 'Great Britain' Project and the Maritime Trust. Brian Roustoby produced many of the photographs and Catherine Wilson was responsible for mounting the display, while John Hainsworth assembled the material.

The exhibition aboard COMRADE was entitled 'Maritime Knitting', and was centred around the traditional gansey, a garment in which interest has revived considerably in recent years. Over 40 ganseys were on display including 10 keelmen's ganseys, and material was loaned by many individuals and organisations. Again, John Hainsworth assembled it. Two ganseys came from the Island of Eriskay in the Outer Hebrides, four were sent by the widow of a fisherman in the North of Scotland, one Cornish gansey came from London, two from Whitby Museum and most of the rest from various Yorkshire sources, including seven from the collection of Miss Marjorie Fewster of Robin Hoods Bay. Prominently displayed at the entrance was Miss Fewster's giant 74-inch gansey, knitted in aid of the RNLI, which attracted a great deal of interest. Miss Fewster herself helped to mount the exhibition and stayed on board all week, demonstrating and talking to visitors, and the press and television interviews she gave provided both the exhibition and the Rally with valuable publicity.

On sale below was the pattern for a keelman's gansey, originally knitted for Fred Schofield by Mrs Phoebe Carr of Thorne and painstakingly transcribed by Mary Wilson. Mary was able to demonstrate the knitting of the same pattern and, as a result, the patterns themselves sold out in a very short time (more have since been printed). Also on sale were Poppleton's Guernsey worsted (supplied on sale or return by the manufacturers); original guernseys specially imported from the Channel Islands and Faeroese sweaters obtained through the Danish Seamen's Church in Hull. As a result a profit of around £300, including donations, was made whilst the Society's main sales stand aboard AMY HOWSON also did a brisk trade.

Whilst these results were encouraging, it has to be admitted that financially the Rally was less productive than we had hoped, considering that it was the main fund-raising event of the year for both ships. Admission to the ships was free as there was quite a substantial charge for entrance to the Rally site, and we had agreed with the IWA that a share of the Rally proceeds would be made over to us in lieu of entrance fees. Unfortunately the Rally itself proved exceptionally costly to mount while the numbers attending, though considerable, were less than anticipated. Our own receipts were thus confined to profits on sales together with the contents of the donation box. Whilst we shall keep our heads above water this year, we shall need to raise more in 1982.

## **THE HOPE AND ANCHOR INN, SOUTH FERRIBY**

The Annual General Meeting, as you will see elsewhere in this issue of 'Slabline', is to be held at the Hope and Anchor. This was a pub which catered for the once thriving ferry trade on the Humber and the Ancholme, and the ferry landing, last used by Eccles fleet of craft, has only recently been demolished. AMY HOWSON is moored on the Ancholme, a short distance away, and can be visited by members before the AGM. For those members interested in canal architecture, the lock and sluices alongside the pub are fine examples of Sir John Rennie's work, as is Horkstow suspension bridge, one mile upstream on the Ancholme.

Wally and Carol Hindley will serve bar meals at lunch time at the pub, before the AGM.

Ferriby is served very well by bus since the opening of the Humber Bridge, and the single fare from Hull bus station to Ferriby Sluice is £1.09.

Hull Bus Station Dep.	10.30	11.30	12.30	13.30
Ferriby Sluice Arr.	11.12	12.12	13.12	14.12

To get to Ferriby from Grimsby, train and bus times are as follows:

Grimsby Town Dep.	10.11	11.15	12.11	13.19
Barton Station Arr.	10.55	11.55	12.55	13.55
Barton Bus Station Dep.	11.00	12.00	13.00	14.00
Ferriby Sluice Arr.	11.12	12.12	13.12	14.12

The single fare from Grimsby to Ferriby Sluice by train and bus is £1.79.

Buses leave Ferriby Sluice for the return journey at 43 minutes past every hour.

Fares and times are correct at the time of going to press, but should be checked.

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### **NOTES FROM AMY HOWSON'S LOG**

1981 has probably been the most exciting year in AMY HOWSON's life. It has certainly been an unforgettable year for her crew!

The early Spring was taken up with work on the gaff, boom and rigging. The usual pattern of bookings for trips under power being abandoned in favour of a determined effort to get AMY HOWSON sailing again during the season. Unfortunately this meant that we had to miss our visit to the Lincoln Water Festival, but we hope to be back, in full sailing trim, in 1982.

#### **Saturday, May 30<sup>th</sup>**

Booked by the BBC for a filming trip, we should have been under sail but because of last minute hold-ups we had to be content to carry the camera crew and let COMRADE bask in the full glory of the TV cameras.

#### **Sunday, June 14<sup>th</sup>** *(capital letters and red ink, Mr Editor, please!)*

The final adjustments were made to the sails and rigging in time for the afternoon tide and AMY HOWSON's first venture onto the Humber under full sail since 1939. A series of short boards up to the stone heap encouraged us to stop the engine and enjoy the sailing on the run back to the east end of the island. Once again this year AMY HOWSON's crew wish to express their thanks to John Frank for the help and advice given to us, firstly during the

rigging-out period, and later while sailing. On the few occasions when we have sailed without John, the crew's efforts to stow AMY's gear away in a shipshape fashion have been spurred on by the thought that John would soon walk down the towpath to see if his pupils had remembered what they had been shown.

### **Friday, July 17<sup>th</sup>**

With eight passengers and a crew of five, AMY HOWSON left Ferryby at 9.20 a.m. for the Humber Bridge anchorage where we lay alongside COMRADE until 11.00 a.m. Setting the main and foresail at 11.00 a.m., AMY HOWSON ran under the bridge at 11.10 a.m. to be the first craft to sail under the bridge after the official opening ceremony, and so achieving the target we had set ourselves almost five years before. Looking at the yachts and power craft, the naval ships, and commercial craft dressed overall with bunting and burgees we felt privileged to see a fleet which may never be seen in such strength on the Humber again. The following day AMY HOWSON joined in a race to North Holme buoy with the Hull Sailing Club. Although the wind fell away and we had to motor back to Ferryby, the Gaff-rig cup was awarded to AMY HOWSON. It looks as though there could be a return match with Henry Irvine next season!

### **Saturday, July 25<sup>th</sup>**

News of an impending canal closure at Stanley Ferry Aqueduct made us bring forward our departure date for Wakefield, where we planned an Open Day before the IWA National Rally. We reached Ferrybridge lock at 5.30 p.m. and laid alongside two modern oil tankers which dwarfed our Sheffield-size craft. Our journey to Wakefield was completed the next day and Open Days were held on August 8<sup>th</sup> and 9<sup>th</sup>. We were very interested to see SARA at Wakefield, one of the last of the Bill-Boys, now looking very neglected.

From Monday August 12<sup>th</sup> to Saturday August 22<sup>nd</sup> AMY HOWSON laid at Leeds, taking part in the IWA National Rally of Boats. Stopping at Knottingley for the night on the way down from the Rally we took the opportunity to look at COMRADE on the slipway, and to discuss with COMRADE's crew some ideas for charter arrangements for the 1982 season.

### **Saturday, September 5<sup>th</sup>**

Our regular visit to Brandy Wharf for the Regatta. Because of silting in the Ancholme, caused by the Spring floods, we were unable to take AMY HOWSON as far as Harlam Hill lock, so AMY's crew took a 16ft boat through the lock as far as Bishopsbridge, the head of navigation on the River Ancholme.

### **Friday, September 18<sup>th</sup>**

Our main charter of the season by the York Independent Film Unit was to involve carrying more than the permitted twelve passengers while filming in York, so an Exemption Certificate had to be applied for from the Department of Trade and Industry for Class V purposes. After a thorough examination of lifesaving, fire fighting and navigation equipment, AMY HOWSON was given approval for Class V work for 7 days, and also – more important to us – our equipment was approved for our normal Class XII Classification.

### **Sunday, September 20<sup>th</sup>**

A full dress rehearsal for filming, at Marygate landing, York, caused great excitement among the tourists.

The remainder of the week was spent in sailing between Skeldergate Bridge and Ouse Bridge or alternatively, at Bishopthorpe while filming was in progress.

It was during this week that her crew realised that AMY HOWSON was a natural film star. With full sail set on the river, and under the watchful eyes of the crews of several commercial craft working at Woods Mill, AMY HOWSON sailed between bridges and rounded up time after time until the camera crew and the directors were happy with the results. When, during the floodlit night shots at Bishopthorpe, the Sound Technician asked for the sound of fluttering sails, AMY obliged every time.

It was with regret that we had to leave the Film Unit, and York, on Sunday 27<sup>th</sup>, for an unforgettable run down the Ouse, helped by 7ft of floodwater. We were privileged to see some of the 'rushes' of the film, and hope that we will see the complete film soon. The film, 'Boat of Fools', is based on a modern interpretation of the painting by Bosch (c.1494) and is produced for distribution through Art Centres.

### **Friday, October 9<sup>th</sup>**

With the season's sailing over, the leeboards are lifted ashore so that AMY HOWSON can be slipped at New Holland for the bottom plating to be cleaned and painted.

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Although the sailing season is over, work on AMY HOWSON will continue through the winter months. Minor alterations to deck gear have to be made. Restoration work in the cabin will continue, and some alterations to the accommodation in the foc's'le are planned. The cog-boat has to be repaired and repainted, and the foresail boom has to be made. Although there are just as many jobs to do as in previous winters, they are comparatively small jobs.

Any member able to spare some time on Saturdays or Sundays through the winter months would be very welcome ... please contact either Rodney Clapson or Cyril Harrison.

SINBAD

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### **HULL MARITIME SOCIETY**

The objectives of the Society, which was founded in 1975 and now has more than 200 members, are to assist the development of the museum and to promote interest in maritime affairs both local and national. Guests to the lectures are welcome.

The 1982 programme is:

January 5<sup>th</sup> Tour of the Museum. A G Credland, Keeper of the Town Docks Museum.

January 26<sup>th</sup> The Maritime Genius of Venice. Professor John Wilton-Ely, MA FSA  
Department of History of Art, Hull University

February 23<sup>rd</sup> at 7.15 p.m. Annual General Meeting followed by 'The History of Hull  
Brewery'. T G Trueman, Director, North Country Breweries.

March 30<sup>th</sup> A Keelman's Year. J Hainsworth, Chairman, Humber Keel and Sloop  
Preservation Society.

April 27<sup>th</sup> The Humber Estuary. Anthony V Watts, Dip ARCH RIBA



May 18<sup>th</sup> The History of Hull Museums and Art Galleries.  
M F Stanley, County Museums Officer, Derbyshire.  
Followed by Wine and Cheese Party in the Court Room of the Museum

All lectures are held in the Ferens Art Gallery, Hull at 7.30 p.m. unless otherwise stated. There is an interval for coffee and an opportunity for discussions afterwards. Subscription rates are: Member £2; Husband and Wife £2.50; Senior Citizens £1.50 (to include spouse); Corporate Member £5.50.

Applications for membership and all other correspondence should be addressed to:

The Hon. Secretary, The Hull Maritime Society, The Town Docks Museum, Queen Victoria Square, Hull, HU1 3DX. Telephone (0482) 222737.

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## **MARITIME ENGLAND 1982**

The English Tourist Board's biggest-ever promotion will be launched on January 1<sup>st</sup>.

The Lord Mayor of Hull's Parade on June 12<sup>th</sup> will have a maritime theme while there will also be an 'Admiral of the Humber' review on May 14<sup>th</sup>-15<sup>th</sup>.

A Hull Maritime Trail will be launched to draw attention to the city's historic and modern maritime facilities.

Hull and Grimsby can expect a number of additional visits by Royal Naval vessels.

A 'Voyage of Life' exhibition of paintings is planned at Hull's Ferens Art Gallery from April 10<sup>th</sup> to May 23<sup>rd</sup>.

'Hull Shipbuilding' is planned as an exhibition at Hull Town Docks Museum from August 23<sup>rd</sup> to October 3<sup>rd</sup>, and will examine the heyday of Hull's shipbuilding activities.

The National Conference of Maritime Museums will be held in Hull in September.

AMY HOWSON has been invited to visit Bridlington during next summer, and is expected to be on view in the harbour during the first fortnight in August.

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## **EXHIBITION**

Our member, Arthur Credland, of Hull Town Docks Museum was chiefly responsible for organising the John Ward exhibition at the Ferens Art Gallery in Hull this summer. Part of Hull's Civic Week celebrations, the exhibition was the first to be devoted entirely to John Ward since the Festival of Britain in 1951. Ward (1798-1849) painted mainly shipping scenes and captured many vessels on canvas when Hull was at the zenith of activity as a port in the first half of the 19<sup>th</sup> Century. It was an exhibition of great historic as well as artistic interest.

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## **CRUISING WITH THE NATIONAL TRUST FOR SCOTLAND**

Over the years I have derived a great deal of pleasure from cruises organised by the National Trust for Scotland, and I can honestly say that during the 1970's going on an NTS cruise became my favourite way of spending my summer holidays.

The cruises were recommended to me by my brother, who went on one in 1965, to the Shetland Isles, St Kilda and the Outer Hebrides. The ship was the British India liner 'Devonia', of 11,000 tons.

It was four years later when I went on my first NTS cruise. By this time there had been two significant changes: the cruise ship was now the 'Uganda', another British India vessel, of 17,000 tons, and the cruises, which previously had been limited to the Scottish Islands, were now being extended abroad.

The word 'cruise' has connotations of luxury, but the NTS trips are not particularly expensive. The 'Uganda' is basically a schools-cruise ship, with a lot of dormitory accommodation, and on the NTS cruises the fare is halved if a passenger is willing to have a dormitory berth instead of a cabin, and this is what I always do. The first cruise I went on, in August/September 1969, was for seven days, which included two days in Norway; the fare was £28, which even then was very cheap for a visit to Norway!

The 1969 cruise was the first one to go abroad. Since then, the cruises have always been to foreign countries, although visits are often made to the Scottish islands en-route. Norway has remained the most popular destination, and I have been there on seven different cruises; other countries visited include Ireland, Denmark, Iceland and the Faeroe Islands. Fares have gone up enormously since 1969 but I think that the cruises are still good value. On some of the cruises I have re-visited places where I first went during the 1970 AAL tour to Scandinavia, which I described in a previous 'Slabline'; there was a special pleasure in seeing these places again in different, but equally enjoyable, circumstances.

The cruises always start and finish at Scottish ports. Over the years I have got on or off the 'Uganda' at Glasgow, Greenock, Leith, Dundee and Invergordon; the most interesting from a ship watcher's point of view is Glasgow, as the departure from there involves a journey down the busiest part of the River Clyde, past docks, wharves and shipyards.

With the cruises starting so far away, a long overland journey is necessary at the beginning and end of each one. I always go by train, to avoid having to leave my car for a week or more on a strange dockside. The first cruise I went on took place while I was living in Leeds, and I travelled by a morning train on the day of departure, but this has not been possible since I moved to Gainsborough. On the most recent occasion I took an extra days holiday and travelled to Edinburgh by daylight on a High Speed Train, but my most usual means of getting to Scotland is the slow night mail train from Kings Cross to Edinburgh. I have vivid memories of boarding this train late at night at the old Retford station, and of the tedious journey north. The high point of that night ride was usually the glimpse of the myriad lights of Newcastle from the Gateshead bank of the Tyne, and the sleepy train would often be enlivened thereafter by a group of boisterous young people who got on at Newcastle and got off again at the next stop, Morpeth; one of them told me once that they had been to a dance, and the only way home to Morpeth was the 'mail train' in the middle of the night.

Since 1976 the cruises have been extended to ten days, which has enabled us to visit places as far away as Iceland and the north of Norway.

The NTS's attempts to reach Iceland make quite a story. Twice, in 1973 and 1976, a cruise to Iceland was planned, but had to be switched each time to Norway because of the 'cod wars', when it was feared that a large shipload of British tourists arriving in Reykjavik would attract demonstrations and other hostile behaviour. At last, in 1978, we got to Iceland, and spent a beautiful evening steaming around volcanic Surtsey and the other Vestmann Islands, with the snow-capped mountains of Iceland itself gleaming in far-off promise above the northern horizon; but next morning the weather had worsened dramatically, and such a ferocious gale was blowing from the north that it was considered unsafe to launch a ship's boats in Reykjavik harbour. Also, the 'Uganda' was dragging its anchor, and after a few hours it was decided to abandon the visit to Iceland altogether, and head straight for the next port of call, the Faeroes; it was a case of 'so near yet so far', and a great disappointment to all of us aboard.

The Faeroe Islands, mid-way between Iceland and the north of Scotland, are one of the most interesting places called at by the NTS cruises, and I hope to return there one day myself for a more extended visit. The islands do not have the dramatic beauty and grandeur of the Norwegian Fjords and mountains, but they are green and hilly, with pretty waterside towns and villages full of old turf-roofed houses and more modern buildings of brightly painted wood, and abounding in colourful harbour scenes. The climate, though not particularly cold, is wet and windy; the rainbow villages can look beautiful when the sun does shine, but they are more characteristically seen as a cheerful contrast to enveloping mist or lowering rain-clouds.

Weather generally can be a hazard on the cruises, as the usually go to the North Atlantic, a notoriously stormy ocean. I would not recommend the cruises to anyone prone to seasickness, as some rough weather is encountered on nearly every trip. The 'Uganda' is a big ship, and fitted with stabilisers, but it can roll heavily in the kind of sea encountered off Norway or Iceland during a storm, and even someone like myself, who has never been seasick, can find the continual up-and-down or sidewise movement (sometimes both at once!) tiring and upsetting; negotiating staircases and narrow corridors in such circumstances can be quite difficult!

On the 1976 trip, which went to the north of Norway at the beginning of September, we encountered not only rain and gales, but hail, sleet at one point heavy snow – just the thing for one's summer holiday! By contrast, there are the beautiful days at sea when the sun blazes down from a cloudless sky, and the open decks become a mass of bodies soaking up the sunshine in various states of undress. The sea breezes are always cool in the northern latitudes, but sheltered parts of the decks can be welcome suntraps even beyond the Arctic Circle.

Each cruise follows the same general pattern, with excursions ashore on foot, or by train or bus or boat or other suitable means of transport, and on board a variety of entertainment and educational activities. None of it is compulsory, and I find cruises a good opportunity for some quiet reading, but I also enjoy going to a selection of the films, concerts and lectures. The cost of the shore excursions is extra to the cruise fare.

The 'Uganda' itself dates from the 1950's; it was built as a cargo-liner to trade with East Africa via the Indian Ocean, and was rebuilt at Hamburg into its present form in 1965. It is a distinctive vessel in its white livery, but it looks quite old-fashioned if it is seen with more modern liners at one of the busier ports of call such as Bergen. It is also a comparatively slow ship, with a maximum speed of about 17 knots; its sister schools-cruise ship 'Nevasa' was faster and bigger and more modern, but it was more expensive to run, and was scrapped a few years ago.

One of the least enjoyable parts of the cruises – but an inescapable one, nevertheless – is the muster drill always held on the first day soon after the ship has sailed. This is to ensure that passengers know what to do in case of emergency, and is usually limited to us all going to the appointed 'muster station', putting on our life jackets, and listening to a brief and general talk from the Captain. On my most recent cruise, however, one of the ship's officers went into further detail about such matters as what might happen to us if we had to jump into the sea without having put on our life jackets properly. I have on occasions looked out from the deck at night on to a swirling, angry and very cold sea, and the prospect of ever having to jump into that was quite horrifying! Also, I am unable to stop myself thinking, sometimes, of what it would be like in the dormitories on the lowest decks near the waterline, where I always sleep, if there were a collision at night and the ship were holed. As part of its 1965 rebuilding, the 'Uganda' was fitted with a complex series of fireproof doors (I think this was as the result of the 'Lakonia' disaster of 1963, when fire devastated a cruise-liner at sea), and also has watertight compartments – and don't bother to remind me how much use the 'Titanic's' much-vaunted watertight compartments were!

There have in fact been a few accidents on the cruises, but as far as I know none of them has caused any injury to passengers. My brother, who went on the 1965 cruise, should have gone the previous year, but the 1964 trip was cancelled at the last minute due to the 'Devonia' colliding with a freighter in the Clyde. The 'Uganda' was caught by a strong wind and tide when entering Leith dock at the start of the 1971 cruise, and in spite of two tugs pulling in the other direction was driven against a concrete jetty; the resulting hole in the ship's bow, and the need to repair it, led to the cruise programme being completely re-arranged, and some cruise 'regulars' still talk of 1971 as 'the year of the hole!' In 1974 a tow-rope parted, with a noise like an artillery shot, as the 'Uganda' was being assisted into Leith, and the following year the tugs manoeuvring the liner pushed it too hard against a wooded quay; this time the ship came off best, and a section of the quay was torn out, with a splintering sound which I can still remember! In 1976 our good ship ran aground on a sandbank at the mouth of the Tay as it was coming to pick us up at Dundee at the start of our first ten-day cruise; I recall spending some anxious moments watching from shore through binoculars as several North Sea oil-rig supply tugs strained to pull the 'Uganda' clear on the next tide, as I knew that if the attempt failed, the whole cruise would probably be abandoned. Fortunately, the liner was re-floated, but the delayed start to the cruise meant that one call had to be omitted from the schedule. I have already described the hazardous situation which developed at Reykjavik in 1978.

In spite of such incidents, I have continued to enjoy the cruises. Over the last few years I have pleasure in other kinds of holiday, but the 'Uganda' has a special place in my affections, and although at the end of the last three cruises I have looked at the ship and thought that I may not go on board again, so far I have kept coming back for more!

Most of the 'Uganda's' steaming during our cruises is done away from shipping lanes, and for much of the time no other vessels are to be seen, except for the occasional fishing boat. However, there is always the interest of other ships when the liner is in harbour, and when we approach one of our ports of call we usually encounter a number of other vessels in coastal waters. Many of these are ferries or local cargo boats, but sometimes I will recognise a freighter which I have seen on other occasions much nearer home, at Goole or the Trent wharves, or on the Humber.

A scene which I vividly remember from the final evening of the 1980 cruise was the 'Uganda' meeting a coaster named 'Innvaer' in the fjords near Bergen, as the midsummer twilight faded over the mountains and islands, and passengers stood around on deck enjoying their last view of Norway; the 'Innvaer' is a vessel I have seen more than once on

the Humber waterways, and its Haugesund registration reminds me of the very happy day I spent at that town during a library study-tour in 1970. It seemed appropriate that my last sight of Norway – for the time being at least! – should also include a reminder of my Humber side ship watching and of a different holiday in the Scandinavian seaports.

For any readers who may be interested, the address of the National Trust for Scotland is: 5 Charlotte Square, Edinburgh, EH2 4DU.

PAUL SLATER

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### **COMRADE IN 1981**

The ship has had an eventful season although publicity work reduced the number of sailings a little.

Our first trip was to Ferriby Cliff to tar round the bilges where we were very grateful to have two new active workers prepared to graft in the Lincolnshire mud and wrestle with the tar brushes. After the crew shifted the slight amount of rust from the bilges on Saturday, the Sailing Master saw to the 'rust' on the crew's knowledge the following day. The end result was that we were able to put the ship through her paces for Anthony Burton to film two weeks later. So much so that filming was quickly completed on the Saturday to the satisfaction of the cameramen, despite the distance from AMY HOWSON. Accordingly, we were able to take Tony and two of his crew for a sail on the Sunday. Tony is producing a series of half-hour films called 'The Past Afloat'. They are expected to be shown on the BBC around Easter next year, all being well, ten minutes or so will be devoted to COMRADE.

Most of our revenue-earning trips this year have involved charter parties organised by members, usually for a weekend. Our first venture was in June and involved a party from the Sheffield Canal Association. Whilst brought up waiting for the flood, the old Sheffield angling spirit was brought fully into play, but the only fish caught was a dab and that by a member of the crew under slightly dubious circumstances. At least, the rest of the crew were less impressed than the charter party.

Mid-July was the occasion of the opening of the Humber Bridge. After the usual run ashore at Ferriby with COMRADE laid at the lock tail we brought up outside. In the morning we made our way to the top side of the anchorage as the ebb began to make. We were not keen to find small boats with inadequate gear drifting down on us. Later on AMY HOWSON penned out from Ferriby Sluice and moored alongside, awaiting the start of the ceremonies. We followed AMY down to the bridge after weighing our anchor and, after a short sail, eventually penned up into Albert Dock for the evening's festivities. On Saturday we managed a day's sailing for members before taking COMRADE to Ferriby for the Open Day described elsewhere.

The ship lay in the Ancholme for three weeks until, in early August, it was time to proceed to Leeds. We were very pleased to have Charlie Gray with us but sorry that we had neither favourable wind nor reasonable weather for him on the Saturday. The weather was changeable in that sometimes the rain was heavy and sometimes it was light but we reached Castleford, as intended. On Sunday, the weather improved and we made our way to Leeds for the IWA Rally which is reported elsewhere in this issue.

After the Rally was over, we returned to Knottingley to put COMRADE on one of Harker's slips in order to attend to the bottom plating. With a lot of hard graft by two members from

Hull, three from the deepest West Riding and two from Grimsby, scale and rust was removed from the ship, some transferred to the said seven members of the Society, two coats of black varnish applied to the shell-plating (with an extra coat where needed) and the end result was that 'the ship looked as if she belonged to somebody'. It was even said that there was markedly less black varnish on the ship than there had been in the dry dock at Beverley some years ago.

On the following Bank Holiday weekend, our good friend Tony Woodward chartered the ship for three days, sailing from Goole and returning to Hull. A most enjoyable time was had by all, and we look forward to hearing about progress towards the re-rigging of Tony's keel DAYBREAK.

Our last trip was for a party connected with BEECLIFFE, which is now on the French Canals. We have found weekend charters a very satisfactory venture. The inconvenience of Myton Bridge can be avoided on the Saturday and other difficulties are eased. One difficulty which remains and is worsening concerns the Old Harbour. At the moment, it is almost impossible to get aboard at low water. With the decline of activity on the western bank of the river, the mud is laying up and steepening the profile of the river bed. The consequence is that vessels cannot be held alongside, they are found to slip off with the ebb. Furthermore, the last reliable road ashore at low water, just below Drypool Bridge, has become dicey because of a fire in a nearby warehouse. Next year, we shall be forced to require charter parties to avoid low water periods when joining the ship at Hull.

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### **SAILING PROGRAMME FOR 1982**

We shall again be happy to send details of next year's sailings to all members who send a stamped addressed envelope. A form is enclosed with 'Slabline' and should be sent to J Thompson, 218 Victoria Avenue, Hull, HU5 3DZ.

Copies of the programme will be available in early spring.

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## **THIS AND THAT**

BBC TV presenter Richard Baker honoured the Society by attending our Open Day at South Ferriby in July.

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Our member, Malcolm Fussey, a professional photographer in Hessle, has taken some wonderful colour photographs of AMY HOWSON on the River Humber. Details from the Sales Officers. (The front cover picture is one of the excellent shots).

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COMRADE and AMY HOWSON, both under sail, made a great sight at the head of the flotilla of boats and ships which sailed under the Humber Bridge at the official opening ceremony by HM The Queen in July.

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AMY HOWSON won the 'best gaff-rigged ship' trophy at Hull Sailing Club's regatta on the River Humber in July.

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The film 'Black Jack' in which COMRADE made an appearance and several of our members had parts as extras was shown at the Hull Film Theatre in August.

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After a successful dinner on board the PS LINCOLN CASTLE, permanently moored at Hessle foreshore, will the Society be making it an annual affair?

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Local folk group Segments played on board AMY HOWSON at a party marking the opening of the Humber Bridge when about 60 guests drank plenty of wine and then viewed the £12,000 firework display at Victoria Dock from various vantage points in Albert Dock, Hull.

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Our member, John Frank, was interviewed on BBC Radio Humberside, when he recalled details of the days of sail on the River Humber.

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Will the HKSPS be entering a float in next year's Lord Mayor's Parade, which has a 'Maritime 82' theme? Will any Society member offer a vehicle to mount the display on?

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## **THE PORT OF SELBY**

Although Goole has for a century and a half been the principal port on the Yorkshire Ouse, overshadowing Selby, York and Selby are much older, both dating back as ports to the Middle Ages. During the period when York was the chief port on the Ouse, Selby was in fact preferred by many carriers from the West Riding of Yorkshire; the overland journey was shorter than to York, and navigation was more certain. York's trade suffered persistently from the shoals and inadequate depth of the Ouse above Selby, and in the summer navigation as far as York was often difficult except at high spring tides.

Much of Selby's trade with the West Riding was taken away by the improvements to the Aire and Calder rivers in the early 18th century, as cargoes could be taken by water direct from the inland towns, without the need to trans-ship at Selby: the lower, tidal reach of the Aire did suffer, however, from the same problems as the Ouse above Selby, and navigation of this section was often difficult in the summer months.

A direct canal between Leeds and Selby was proposed in 1770, to re-capture this traffic for Selby, but what was in fact built was the Selby Canal, linking Selby with the River Aire at Haddlesey. This cut out the difficult lower reach of the Aire, and diverted the West Riding trade back through Selby. The opening of the Selby Canal in 1778 brought to an end the carrying of Tyneside coal by sea to Selby, which had already diminished following the Aire and Calder improvements; this long-established trade was replaced by the movement of Yorkshire coal to Selby by river and canal.

The Selby Canal was built with an insufficient depth to carry sea-going vessels, the mean draught of vessel allowed on it being 3ft 6ins. The meant that, although some keels traded through Selby, proceeding from the Ouse to the Selby Canal by means of Selby Lock and vice versa, goods were usually trans-shipped at Selby between estuarine and sea-going vessels on the Ouse and the smaller boats used on the canal. At this time, brigs and schooners carrying up to 250 tons sailed regularly up the river to Selby.

A timber-built swing bridge – still to be seen – was put up at Selby in 1792, replacing the ancient ferry. Another development during the 18<sup>th</sup> century was the beginning of regular passenger services by sailing ship between Selby and Hull.

Selby saw an increase in its trade at the end of the 18<sup>th</sup> century, much of it being due to the growing textile industry of the West Riding. Shipbuilding at Selby enjoyed a boom at this time.

The first steam packet between Hull and Selby began running in 1815. Fares by steamer were much cheaper than by coach and by 1822 steamers plied six days a week to Hull and back, connecting at Selby with coaches for Leeds, and then, after the opening of the Leeds and Selby Railway in 1834, with the trains. The Hull and Selby Railway was opened in 1840, but the steam packets still ran, serving the riverside villages not accessible by rail.

The building of the Knottingley and Goole Canal and the rise of Goole as a port naturally had serious consequences for Selby; although, when the new canal was planned, definite assurances were given that the Selby Canal would not be abandoned.

A few coastal vessels continue to trade up to Selby and even to York throughout the 19<sup>th</sup> century, but Selby inevitably declined, and vessels using the Ouse above Selby were mostly keels, small steam packets and other inland craft. In the mid-19<sup>th</sup> century a good deal of coal was brought to York from South Yorkshire by water; keels were the type of vessel most often employed, and they used the Calder and Aire rivers and the Selby Canal to reach the



Ouse. The railways never had the monopoly of trade to York that might have been expected.

The building of the railways between Goole and Hull in 1869 and between Selby and York in 1871 meant that most riverside villages could now be reached by train, and this meant the end of the Ouse passenger steamers on regular services; they did, however, continue to be used for pleasure trips.

In 1886 a wharf was built at Selby by the War Office, its purpose being to accommodate sea-going ships bringing explosives and other military supplies to Northern Command. Two topsail schooners were the vessels normally used on the sailings from Woolwich Arsenal, and one of the two was a regular visitor to Selby and York until well into the 20<sup>th</sup> century.

The Ouse survived as a trade route to York, in spite of railway competition, with grain and flour replacing coal as the main traffic at the end of the 19<sup>th</sup> century, and timber also becoming important. Steam lighters were used increasingly, as well as steam tugs towing dumb barges; coastal vessels disappeared from the Ouse above Selby.

Selby's trade remained fairly brisk between the two World Wars, and in the last twenty years has enjoyed something of a boom. The Ouse carries heavy traffic further inland than any other river in Britain, and Selby has the distinction of being the most inland port in the country, that is, the one furthest inland reached by sea-going craft. A large number of coasters now trade up to Selby, as well as barges, and several can often be seen in the town at once. There are wharves at the flour, oil and cake mills above the swing bridges as well as in the town itself, and a small shipyard operates beside the river below the entrance to the Selby Canal.

The two swing bridges close together at Selby add much to the distinctive appearance of the waterfront, but they are something of a hazard to shipping. The road bridge, only slightly altered since it was built in 1792, is now a bottleneck and a nuisance to coastal ships as well as to traffic on the A63 main road. The railway bridge was built in 1891, replacing the original bridge of the Hull and Selby Railway, which dated from 1840. The diversion of the London-Newcastle main line round the Selby coalfield will by-pass it, although the bridge will still be used by trains on the Leeds-Hull route. At the present time, the sight of a modern high speed train crossing the bridge at reduced speed en-route to London, Newcastle or Edinburgh, against a background of Selby Abbey, the riverside terraces of the old port and a selection of British and foreign coasters, is one of my favourite spectacles on the Humber waterways.

The Selby Canal remains in use as a cruiseway, and the lock where it joins the Ouse often presents a picturesque scene of the type which canal enthusiasts will be familiar.

Selby then, has a long history as a port. It enjoys the unique position of being further from the sea than any other town in Britain frequented by ships and, like Gainsborough, it has benefitted from the increased use of inland ports by coastal vessels in recent years. I find it a town of great character, even if it does not have the same interest for a shipping enthusiast as does the busy port of Goole.

(For much of the material in this article I am indebted to Baron F Duckham's book 'The Yorkshire Ouse', which should be of interest to all 'Slabline' readers).

PAUL SLATER

## **SOCIAL EVENING**

A social evening for members, their friends and guests, will be held at The White Hart, Alfred Gelder Street, Hull on Friday 27<sup>th</sup> November at 7.30 p.m. Guest of honour will be Captain Godfrey Wicksteed, Consultant Rigger to the Cutty Sark, and an original Cape Horn who holds a master's ticket in sail. He will show the celebrated colour film of the Mayflower II voyage, and will no doubt be prepared to answer questions on this and other sailing topics. Don't miss what promises to be a memorable evening.

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## **NEW SALES MATERIAL**

The Following are new additions to our Sales List:

1. An attractive Christmas present: 'coasters' – this is, drinks mats bearing a splendid colour photograph of AMY HOWSON under sail; a durable, good quality product costing 60p each or £3.50 for six, post free, from our South Bank Sales Officer, Mrs Harrison (address on back cover).
2. 'Yorkshire Keelman's Gansey' knitting leaflet, with chart and full instructions, compiled by Mary Wilson, price 40p post free.
3. Poppleton's 5-ply Guernsey worsted, dark blue, price 82p per 50-gram ball, post free.
4. Original guernseys, pure wool and hand finished, made in Guernsey, in the following sizes, post free:

32" (to fit 30" chest)	£ 9.95
44" (to fit 42" chest)	£19.50
5. 'Fisher Gansey Patterns of North-East England' by Michael Pearson. Profusely illustrated. £1.95 post free.

All the above from our North Bank Sales Officer, Miss Darby (address on back cover).

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## **ANNUAL GENERAL MEETING**

The provisional date for next year's AGM is Saturday, 6<sup>th</sup> February, and the meeting will be held at 2.30 p.m. at the Hope and Anchor Inn, South Ferriby. Fuller details about the venue, how to get there, can be found in this issue.

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## **MARITIME ENGLAND EVENT**

Hull City Council have asked for the Society's ships to attend a gathering of craft in Alexandra Dock over the weekend of 15<sup>th</sup>-16<sup>th</sup> May 1982. The Lord Mayor will inspect the assembled vessels.

## HUMBER KEEL AND SLOOP PRESERVATION SOCIETY LTD

### Price List

	Price (postage included)
Humber Keels - A collection of historical documents	£2.20
Greetings Cards - with colour photograph of COMRADE sailing on the Fosdyke. 10 cards with envelopes for	£1.20
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5 cards with envelopes	50p
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Set of four	30p
Pairs of lithographed photographs, A4 size, showing Keel and Sloop	35p
Pairs of posters - 19 <sup>th</sup> century advertisements for the sale of Keels and Billy Boys	30p
Society ties, with Keel motif, in green or maroon	£3.00
'Old Ships, Boats and Maritime Museums' by P Sullivan	£1.65
'Yorkshire Waterways' by Peter L Smith	£1.15
Canals are Great – an activity book for young people by Peter L Smith	60p
Ethel and Angela Jane – A brief history of Commercial Carrying On the Calder and Hebble Navigation	60p
Beckside Today – by Mary Ingleby	30p
Five Hull Tragedies – by M E Ulyatt: Union Steam Packet Explosion 1837; The Whaler Diana's Dramatic Voyage 1866-7; The Dogger Bank Incident 1904; The R38 Airship Disaster 1921; The Train Disaster 1927	60p
Humber Shipping – by M E Ulyatt and E W Paget-Tomlinson	£2.50
Tankers Knottingley – by Alan Faulkner	£1.05
Hull and East Coast Fishing – by Gordon Pearson	70p
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Navigable Rivers of East Yorkshire – by B F Duckham	45p
Discovering Craft of Inland Waterways – by D J Smith	95p
Canal Barges and Narrow Boats – by Peter L Smith	70p
• AMY HOWSON – colour photographs. 2 different views	each 50p
• AMY HOSWON – coloured place mats. View off Hull's Albert Dock	each 60p
	Six for £3.20
• AMY HOWSON – T-shirts	£2.75
Small (26-28)	£2.50
• Turks Heads	each 40p
• Large range of Ladybird books	
COMRADE and AMY HOWSON badges	each 20p

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Available from the Sales Officers, Miss H Darby, 13 Middle Garth Drive, South Cave, Brough, North Humberside and

Mrs F Harrison, 137 Waterside Road, Barton-on-Humber, South Humberside

- Items marked thus only from Mrs Harrison. Prices include postage.