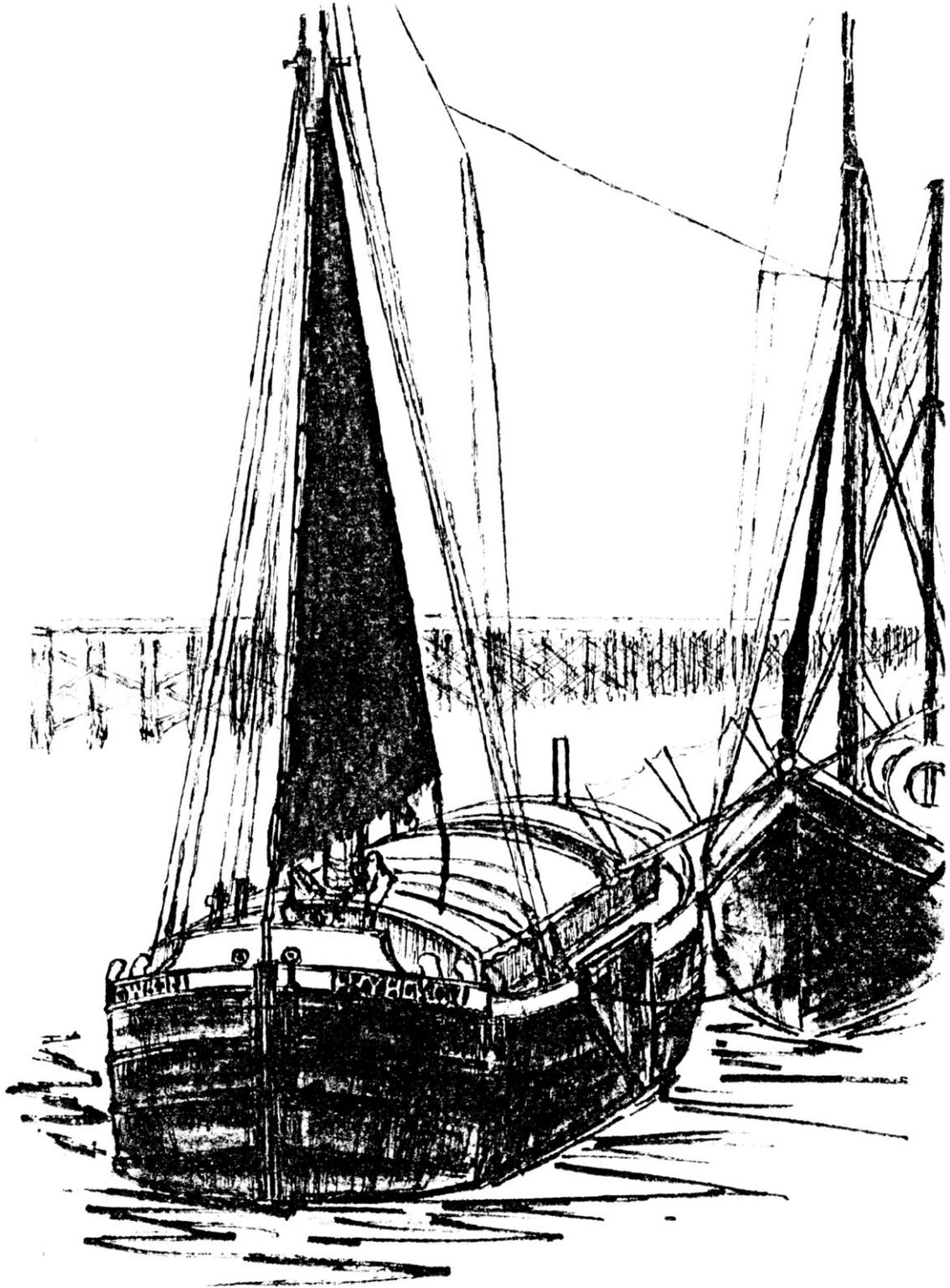


The Slabline



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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	<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:	E Burton, 20 East Acridge, Barton-on-Humber Tel. (0652) 32595
<u>COVER SKETCH:</u>	AMY HOWSON at Bridlington

CHAIRMAN'S NOTES

Now that the season has come to an end, the Society's position, and in particular its finances, appear somewhat healthier than they were at the beginning of 1982. The largest single source of income was AMY HOWSON's visit to Bridlington; thanks to sterling work by Floss and Cyril Harrison and their indefatigable helpers, and to the very generous help and co-operation given by the Pier and Harbour Commissioners and by East Yorkshire Borough Council, seven thousand visitors were able to visit the ship during the twelve days of her stay. During the summer, both COMRADE and AMY fulfilled quite a full sailing programme and some very useful experience was gained by the crews, whilst those who enjoyed the opportunity of sailing aboard contributed a useful sum in donations. A television charter for COMRADE provided a further boost to funds. All of these activities, of course, have meant a great deal of hard work by a small number, but the season has been a success from several points of view.

As usual, the Society's cash reserves at the end of the financial year, coming as it does on 31st August, appear quite satisfactory, In fact, the coffers are likely to be very much depleted before next season begins. COMRADE is due to be docked next spring, and we know that work on the doublings is likely to be needed. AMY's decks need some repair and her well deck, never very satisfactory, ought to be replaced by a fully watertight construction. Certain items of safety equipment are due for renewal, whilst a number of things which were formally looked on as luxuries are now coming to rank as necessities. At its September meeting, the Society's Council agreed to place £1400 in reserve to meet docking repairs, and planned its expenditure as far as possible on other items over the winter.

Turning with some relief from finance, Maritime England Year has done a good deal to make people more aware of our maritime heritage and its significance. Most of the activities associated with the year seem to have had an historical flavour, and most recently the raising of the MARY ROSE has captured the public imagination quite remarkably. We can hope that this new awareness will increase interest and support for our own work in the next few years.

SOCIAL EVENING

This year's Social Evening for Members and Guests will take place on Friday, 26th November. This year we have arranged a varied programme centred around our own ships and activities over the last few years. It will include a video-tape of the BBC's 'The Past Afloat' programme featuring COMRADE, a colour film of last year's Leeds Festival attended by both ships, a tape of Charlie Gray's recent Radio Humberside broadcast, and slides of the ships at work under sail or on view. If you yourselves have taken slides at any time in the past, please bring them with you for showing. The Evening will be at the Staff House in the University of Hull. Staff House is centrally situated on the University's main Cottingham Road site, and parking is available. There will be a bar and light refreshments – sausage rolls etc. – are obtainable.

ANNUAL GENERAL MEETING

The provisional date for next year's AGM is Saturday, 12th February at Valiant House (formerly Merchant Navy Hotel), Anlaby Road, Hull, to begin at 2.30. Please make a note.

NEW PUBLICATION

The Society is proposing to publish some of the reminiscences of John Frank of South Ferriby. The literature of Sloops and Sloopmen is scanty, and this will be a valuable addition to it. Rodney Clapson will be responsible for the editing and production, and publication should take place during the winter.

DONATIONS TO THE SOCIETY

The Society gratefully records the donation by Mrs Tattersall of Holme Church Lane, Beverley of two paintings by the Goole artist Rueben Chappell, showing the keels WALKINGTON and BEAVER under sail, Mrs Tattersall has also given us WALKINGTON's burgee, together with some planes and a set of graining combs. We hope to publish more about the paintings in a future issue: meanwhile we must give attention to their conservation.

PUBLICITY

Without a doubt, this summer has seen the greatest number of press and television items in the history of the Society.

COMRADE, of course, was one of the ships featured in the BBC2 TV Series 'The Past Afloat' and was also the subject of the colour front piece of the magnificent book published to coincide with the series. Our Keel was also filmed under sail from Goole along the Humber for a BBC TV programme to be shown this winter. AMY HOWSON received numerous press stories and photographs concerning her trip to Bridlington, including one excellent shot of her sailing (under power) beneath the Humber Bridge, which featured in the Lincolnshire and South Humberside Times.

On the Bank Holiday Sunday in August, BBC Radio Humberside broadcast a 30-minute programme recorded mainly on board our Sloop AMY HOWSON earlier in the summer.

Mike Ulyatt invited David Challis, manager of BBC Radio Humberside, on a cruise and Mr Challis interviewed Charlie Gray, Arthur Credland, Cyril and Floss Harrison and Peter Robinson on board adding a Keelman's song by our worthy Chairman John Hainsworth at a later date.

Other Societies seem to rely on Beauty Queens to add a bit of glamour to their attempts at publicising their aims and/or events. Not this Society – we have Charlie Gray!

Since his retirement, Charlie has become a star of stage, screen and radio. His photograph has appeared in the Hull Daily Mail, along with that of his pal George Fussey, holding aloft COMRADE's brand new burgee. Later he featured on the front cover of the November 1978 issue of 'Slabline'.

Arriving a Leeds Basin last summer, Charlie was besieged by BBC Look North TV, Yorkshire Television and the Yorkshire Post and Evening post, all featuring interviews about our Society plus details of his own life on the waterways of this area. He was the star attraction on a BBS Radio Humberside programme 'Hessle Whelps and Barton Bulldogs' this summer, sharing his very considerable knowledge of the River Humber and the ships which sailed on

her, particularly keels and sloops, and he even had his photograph printed in the Radio Times announcing the programme.

Well done Charles! If you had received a fee for all your 'appearances', Bass shares would be a lot higher!!!

SAILING AND SHIPBUILDING WORDS

... a selection from a Humber Glossary ...

<u>CHALICO</u>	A mixture of flocks (waste wool) and coal tar, stirred into a thick paste and spread onto planks as a bedding compound. This would stay moist, flexible and waterproof for many years.
<u>GARBOARD</u>	The first planks, or plates laid on a ship's bottom, next to the keel. (Also Garboard strake).
<u>HAULING PATH</u>	The towing path on a river or canal bank on the side used by horses to tow craft.
<u>MENDING TIDE</u>	A tide which is higher than the previous tide because of the progression from Neaps to Springs. (The first Mend is the first higher tide after the lowest Neap tide in the set).
<u>PACKET</u>	A vessel plying regularly between one port and another, originally a fast vessel carrying passengers and mail, later applied on the Humber to a fast, powerful engine-driven vessel.
<u>SNAP</u>	A tool, of various shapes, which is used with a riveter's hammer to knock down the points (inner ends) of hot rivets used when building steel ships to give a smooth finish.
<u>SPRING</u>	<ol style="list-style-type: none">1. A piece of rope, lighter than usual mooring warps, used to control fore and aft movements of the vessel when moored.2. To open, as a leak.3. To give way, or become loose, as a plank.4. A tide of maximum amplitude after a new and full moon when sun and moon pull together.
<u>TAFFRAIL TIMBER</u>	The upper part of a ship's stern timbers. The timber supporting the after horse.
<u>THIRD HAND</u>	An extra crew member, occasionally set on in addition to the skipper and mate.
<u>TONNAGE PLATES</u>	Copper plates, graduated in tons, and riveted to the stem and sternpost, to give an indication of the amount of cargo carried or discharged. Craft were 'weighed' i.e. had their tonnage plates fitted at Castleford.

WEAR

1. To fly (a flag).
2. To bring, or be brought, onto another course by turning the helm to windward.

WARP

1. A rope used in towing or mooring.
2. To move a vessel by hailing on a rope (warping line) which is attached to a wharf, etc.
3. Alluvial deposit.

R CLAPSON

NOTES FROM AMY HOWSON'S LOG 1982

After a long winter, spent iced into her laying-up berth at South Ferriby, AMY HOWSON needed only minor alterations to her rigging and gear by her crew to bring her back into commission in April.

AMY HOWSON's recut mainsail has proved to be a success this year, and we have been able to reduce the amount of weather helm considerably. The area of the mainsail probably approximates to that of her original rig which was installed at Barton shipyard in 1916 by her second owner, Ernest Wright, but there is no doubt that her performance with 14oz terylene must be much better than with her original flax sails which were a second-hand suit, reduced to size, off the sloop SUCCESS.

We have continued to moor AMY HOWSON this season at South Ferriby, but look forward to the probability of mooring alongside COMRADE next season in the new Humber Dock Marina, when we may be able to extend the system of 2-day charters using both ships, which has worked well this year.

AMY HOWSON's full programme of charters this season has included the Winterton Probus Society, Inland Waterways Association, Industrial Archaeology Classes, North West Boat Museum and Humberside County Council staff. Our connection with films and TV has continued with charters and filming by York Film, York Independent Film, BBC TV and Radio Humberside.

The main event of the year, however, has been our fund-raising trip to Bridlington for two weeks in August. Four of AMY HOWSON's crew made a road trip to Bridlington to look at the different berths which had been proposed, and we finally decided that the berth outside the Harbour Master's Office would be the best one. AMY HOWSON left South Ferriby at 13.30 on Sunday July 30th on what was without doubt the longest and most difficult sail of her life. Crewing to Bridlington with the Sailing Master, Rodney Clapson, were Arthur Atkinson, Eric Burton, Cyril Harrison, Jonquil Hood, Les Reid, David Robinson, A Roper, Richard Twining, Catherine Wilson and Bill Wilson.

High water, Hull, was 15.03, and we motored past New Holland to short-ness at Skitter, where we re-joined the main channel in time to catch the first of the ebb down river. The wind was NE 4/5, definitely not the best quarter for sailing to Bridlington.

The sails were set at Skitter Ness, and we sailed down to the river mouth, reaching East Chequer float at 20.30 with the last of the ebb. As soon as we turned onto the next tack,

sailing approximately 340 degrees, we realised that the previous four days of NE wind had produced the inevitable onshore rollers, and these had the effect of stopping AMY HOWSON dead every time we sailed into a trough. It was with reluctance that the skipper decided that we would have to motor-sail if we wanted to make any headway. A long, uncomfortable night followed, complicated by the presence of a large pipe-laying barge with its associated tugs of Easington. A series of long and short tacks found us just south of Hornsea by daylight, and in increasing wind and rain, to Bridlington by 10.30, 21 hours after leaving South Ferriby.

After mooring AMY HOWSON in her berth and rigging the gangway, the crew dispersed leaving Cyril and Floss Harrison to run the 'fund-raising' part of the trip. Most of the income of £1471 was raised by admission fees on the gangway, approximately 3500 adults and 3500 children boarded the ship over the next two weeks. The actual sales of fund-raising material over the same period amounted to an average of less than 7p per visitor which raises the questions: (1) Are we trying to sell the right things? (2) Is Bridlington the right place to raise money with our ships? (3) Is this result inevitable wherever we are in this time of economic difficulty? Of course, whatever conclusions we come to, one thing is certain, £1471 is very acceptable to the Society, and we owe our thanks to Cyril and Floss, and all the other members who gave their time to look after the ship and the sales table.

The ideal wind for sailing to the Humber from Bridlington is SW, and it was with great pleasure that AMY HOWSON's crew saw that it was blowing from the SW on August 14th while we were waiting for the tide. Unfortunately, the wind shifted only an hour before we sailed, backing to SE and heading us absolutely. Back to the old routine of long and short tacks down the coast we reached Dimlington High Ground before a further wind shift, when it veered to SW once again, giving us a pleasant sail into the Humber and up to Paull, where we met COMRADE and sailed in company with her while BBC TV filmed us. Continuing our run back to South Ferriby, we penned at 17.30, 19 hours after leaving Bridlington.

While the exercise was a success from the fund-raising point of view, the general conclusion reached by the crew was that the shape of AMY HOWSON's hull is far from ideal for sailing at sea, and that although everyone enjoyed the sail (even, in retrospect, the less fortunate members who were seasick) it was very hard work. The question now to be asked is ... where to next year?

SINBAD

BRIDLINGTON VISIT

The Bridlington Open Days were a great success from the point of view of the members who crewed AMY during the fortnight – after watching successions of waffles, chips and rarra skirts, it was pleasing to chat with old Sloop and Keel men who came by, and to answer the questions and remarks of the interested public. I think we all came away with mixed impressions of Brid., from watching out for the 'submarine', to chirruping at the Boatmen who always had a cheerful remark for us. Those of us who stayed aboard would like to thank our daily assistants, who willingly manned the gang plank and joined in 'barking' the public aboard – most of whom were young-uns who'd never seen a Sloop before.

Thanks everyone from: Cyril, Floss, Les and Dave.

THE WORFOLK FAMILY OF STAINFORTH

Earlier in the year the Society received a letter from Mr Stephen Worfolk of Kings Lynn, requesting information on his Yorkshire forebears. Fred Schofield compiled the following account from his own recollections.

From about 1913 until I married in 1934 my home was on the West Bank, Stainforth, and just across the canal was the carpenter's yard of Worfolk & Co. This was known as Top Yard. The Low Yard was in Stainforth Basin, and was out of use for many years until the mid-1920's Charlie Houlton moved his boat building business from Silver Street, Stainforth into the large shed at the Low Yard. He only built cogboats and small rowing boats.

At the time the Worforks living in Stainforth were Isaac and his brother Ben; also their sister Lucy. Isaac had four in the family: two sons and two daughters. The sons were named Percy and Phillip and worked in the yard with Isaac and Ben. They only employed one other carpenter, Arthur Woodward. He lived on West Bank and used to ferry to and from work across the canal in a flat. Jack Franklin was the blacksmith until he got too old to work. He was not replaced. The main income of the yard in my time was from repair work: any building was mainly on spec. to keep the men employed in slack times.

Ben told me that the Company in the business was the sawmill in Marsh Gate, Doncaster. He said that they had been involved with the yard since his father's time. Frank Groom was the manager of the saw mill and Colonel Elwes was either a director or owner of the mill. Later his son Rupert, who lived in Hatfield, took over. When there was not much work at Stainforth Percy and Phillip Worfolk used to go and work in the sawmill. Isaac and Ben lived on Doncaster Road just across the field from the yard, it was known locally as West End. The last vessel they built had been on the stocks about 14 years. She was finished off in 1929 to the order of my uncle, William Henry Schofield of Fishlake. She was rigged as a keel and named RUPERT C. She had followed keel THORNECLIFFE bought by W Bleasdale & Co Ltd, Hull. Before that they had built keel BLANCHE for Albert Beckett of Thorne. She had followed the keel GUIDANCE built for William Henry Schofield in 1905. Before that they had built the keel PRIMROSE for Tom Shirliff of Stainforth, and some time earlier I understood from Ben that they had built for Charlie Dishman of Stainforth the cutter rigged billyboy EMANUEL. I am sure he said that she had been built at the Low Yard, so they may have at some time worked both yards. Charlie Dishman built his next billyboy at Boston. She was named RESCUE and finished her time as a coal hulk at Goole for G D Holmes Ltd. When I first went on board to earn my living, Arthur Worfolk who was a relative of Isaac and Ben was in business under the name of Worfolk and Morton on Queen's Dock side at Hull. Later when the dock closed he moved to the south side of Queen's Dock basin. He then had his two sons, Allen and James, working with him. James later went to work at Brough Aircraft Works. Allen now has premises at South Bridge, Tower Street, Hull. There was also, until about the mid-1920's, a yard on Packgate Goit near Rotherham, which was owned by a Worfolk, but I did not know them. Alfred Parish had the keel UNITED built there.

I last had any contact with Isaac and Ben Worfolk when I had some repairs done in 1934 to GUIDANCE. At the time Phillip was working full-time in the sawmill at Doncaster. By about 1938 the yard had closed down.

FRED SCHOFIELD

THE FLIXBOROUGH EXPLOSION

Many 'Slabline' readers will remember the disastrous explosion at Flixborough in June 1974. A few years ago, when writing a short story set on the Humber, I included in my piece a brief reference to the explosion and what I had seen of it at the time; several people to whom I read the story said that, if I had been an eye-witness of the explosion, it would be a good idea for me to write it down fully, describing what I actually saw. My view of the Flixborough explosion was in any case not unconnected with other matters I have already written about in the 'Slabline', as the reason why I was near Flixborough when the explosion happened was that at the time, as described in my previous article 'Ten years by the Humber', I was fond of going down to the estuary on my days off work to watch the passing shipping.

On that particular Saturday, I chose to go to the little beach of rock and sand beside the Trent, at the foot of the steep hill between Burton Stather and Alkborough.

The ships had come and gone, some moving up-river to the wharves at Flixborough, Keadby and Gunness, and others heading downstream against the tide; it was a spectacle that always interested me. Now, the tide was well in and the river was high up the little beach. I was about ready to leave and start the long walk back to where I had left my car in Burton Stather picnic-place. I looked up river to see if any more vessels were on their way down from the wharves.

Out of the corner of my eye I saw a small cloud suddenly jerk upwards. It seemed strange, and as soon as I thought about it, I realised that I had never seen a cloud do that, and indeed that clouds do not behave in that way. As I looked to the sky, another small cloud jerked sideways; there was no mistaking this one. I was looking straight at it. I was puzzled, and already a little frightened; such unnatural behaviour in the sky seemed ominous. Several small clouds were floating against the high, thin haze which obscured the sun, and more of them now made that sudden movement; the effect seemed to be radiating outwards from a point below the horizon, and the idea that there might have been a tremendous explosion somewhere near now came to me. I remembered seeing films, while still a school, of early American H-bomb tests, and the blast wave from the explosions had ripped clouds aside in a way which now seemed all too familiar. Overhead, I saw another patch of cloud suddenly writhe, then shoot across the sky for a short distance at a tremendous speed until it stopped again, half of it dissolved into nothingness. Either a nuclear explosion or a tornado, I thought incredulously, nothing else could shift a cloud at such speed. Alone on that remote beach, I began to feel very frightened.

When I saw more clouds moving away to the north of me, over the Humber, I thought that the blast wave, or freak wind in the upper air, must have passed me by, as there had been no sound. But then there came a sudden fierce explosion, like nothing I had heard before; not the dull boom which I would have expected from a factory three miles away blowing up, but a tremendous crack which seemed to go right through my head. I know now that of my two possibilities, it was an explosion, not a tornado. A nuclear bomb seemed the likeliest cause of the phenomena I had just seen and heard, and the sight of a great black ball of cloud lifting into the sky to the south only confirmed my guess. Behind the ball of cloud came a black pillar, giving the classic mushroom-cloud effect of an atomic bomb. The cloud, black, but at the top boiling and frothing white, grew, towering into the sky; I watched it with horror. I thought of the airfields around Lincoln, in the approximate direction in which I was facing, and I thought of nuclear war and what it would mean; it would be the end of my world and everyone else's world, the ultimate catastrophe which had been threatened for decades. I considered also, as I watched the mushroom-cloud, the possibility of a stray

bomb on one of our airfields, or one going off by accident; I knew such a thing was unlikely, but who could say that it was impossible? The blast from the explosion had left me unharmed, I had felt no heat; but I knew of radiation, and fall-out, and the slow death that could follow exposure to a nuclear detonation. My car was a mile away, I had a steep hill to climb first; if the wind brought the cloud over me, I would be in dire trouble, and even when I reached the car, where could I drive to in safety?

In fact the wind, from the west, was carrying the cloud away to one side, and was not bringing it towards me, I studied it again, and thought of those films I had seen at school, and decided that this was not after all an atom bomb; there had not been the tell-tale flash of light, which a nuclear device would make even on a bright summer day like this. And there was no flame or fire in the cloud, just black smoke. It was still an awesome sight, but now I thought of a chemical explosion; I remembered the shiny spheres and pipes of the factory by Flixborough wharf, and realised that it lay in the same direction as the explosion. I did not know what the factory made, but from the look of the place, it could well be something highly inflammable. And as it was quite near, that would explain why the cloud was drifting away so quickly. I realised that I was not in immediate danger, and that the disaster was less than I had thought.

It took me quite a time to climb the hill and make my way back along the footpath to where I could see Flixborough. The chemical works was one mass of red flames, from which streamed a dense column of black smoke, up into the sky and away to the east. It was a horrible sight, especially when I thought of what must have happened to the men working in the factory, but it was not what I had first feared.

I walked to the car and drove back to Gainsborough, giving Flixborough a wide berth, although the road I normally used led straight past the chemical works. I distrusted the pall of inky smoke, and in case it contained poisonous vapours, I shut the windows of my car and closed all the ventilators as I drove under it. In Burton Stather some houses had their windows smashed, with glass lying on the ground.

For a time I avoided Flixborough and the surrounding area, and when I did drive around there again, I could see the effects of the explosion in the numerous damaged buildings, the windows replaced by boards, and the pantile roofs of the old farms and barns broken and wrecked. It was weeks before the road past Flixborough wharf was open again.

I still sometimes think of the Flixborough explosion, and of course, I fervently hope I shall never see in reality what I at first thought I saw that day!

PAUL SLATER

HULL MARITIME SOCIETY (founded 1975)

Programme for 1982/83

November 30th

'The paintings of E W Cooke, RA (1811-1880)'

J Mundy esq., Keeper, Dept. of Weapons and Antiquities, National Maritime Museum

January 25th 1983

'Ancient Greeks and the Sea'

Dr T T B Ryder, Reader in Classics, Hull University

February 23rd

ANNUAL GENERAL MEETING followed by
'The Arctic by Motorcycle'
J Thorpe, esq.

March 29th

'Wherries and Waterways'
Major J A Forsythe, TD, President, The Norfolk Wherry Trust

April 26th

'The Humber Yawl Club'
A V Watts, Dip Arch, RIBA

May 17th

'The De la Pole Family'
A Royle, esq.

June 3rd

Wine and Cheese Party

All meetings are held in the Ferens Art Gallery, City Square, Hull. Phone 222737 for details of times, etc.

THE PRESS-GANG IN GAINSBOROUGH

The forcible recruitment of men into the Navy by means of the press-gang is a well-known, indeed notorious, aspect of our maritime history. I have been interested to find two references to the press-gang in the manuscript newspaper index compiled by the late Mr Harold Brace, and now kept in my office at Gainsborough Library. All sea-faring towns were liable to the attentions of the press-gang, and it seems that Gainsborough was no exception! Although situated a good way inland, the town is of course a port even at the present time for coastal and overseas trade, and it was even more of a maritime town in sailing-ship days.

The first entry was in the 'Lincoln, Retford & Stamford Mercury' for 3 May 1793: "A riot of a very alarming nature took place at Gainsborough on Tuesday last, amongst the sailors owing to a person of the name of Hall, an obnoxious character, having been impressed. Lieutenant Ellison on the impress service, was knocked down, and would have, in all probability, been murdered, if it had not been for the personal interference of Messrs. J and N Smith. The sailors being armed with bludgeons and pistols, and heated with liquor, the face of things bore so serious an aspect, that it was thought necessary to send an express to Nottingham, for military assistance. At night, however, the rioters quitted the town, and all then was perfectly calm."

The second entry noted was in the 'Mercury' again, this time for 28 July 1797: "On Thursday last John Francis, of Gainsborough, mariner, aged 43 years, died suddenly in a bay close near that town. He swam across the Trent some months ago, to escape a press-gang, since which time he always complained of illness."

Two glimpses into the past, which have left me wondering how often the press-gang came to Gainsborough, and what other human tragedies and dramatic incidents there may have been in connection with it, which have gone unrecorded!

PAUL SLATER

EARLY STEAMSHIPS ON THE TRENT

The first steamship on the Trent was the CALEDONIA, built in Dundee; it made its first voyage from Hull to Gainsborough in five hours, in October 1814. The 'Hull Advertiser & Exchange Gazette' reported that the vessel becomes a major attraction in its first few weeks of regular operation, drawing large crowds of people to watch its departure; the newspaper also prophesied that the invention of the steamship seemed "likely to produce a very material change in the inland navigation of this country", as the CALEDONIA was "able to sail with considerable velocity against both wind and tide". The new form of river transport was not without its problems: the CALEDONIA was damaged by stormy weather in March 1815, and in May had to turn back shortly after leaving Hull because of mechanical failure. At first the cause of the mishap was reported as "one of the pipes of the steam engine bursting", but the proprietors were quick to reassure the public, via the newspaper, that such a serious occurrence was never likely to happen, and all that had gone wrong was "merely the air pump that got choked by the thickness of the water".

The CALEDONIA was up for sale in June 1815; its dimensions were given as 64 feet keel, 13 feet beam, 7 feet hold. The vessel continued to ply between Gainsborough and Hull; in October 1815 its captain married the daughter of a Gainsborough innkeeper, and in April 1816 a voyage from Hull to Gainsborough had to be abandoned when, rather ominously, "the boiler gave way".

The first steamship actually to be built on the Trent was the JOHN BULL, launched from William Moody's yard in Gainsborough. In August 1815 the 'Lincoln, Retford & Stamford Mercury' reported that the JOHN BULL was only 3 hours and 44 minutes on her passage from Hull to Gainsborough, with a head wind, and including five stops. In 1815 a new steam-packet, BRITISH QUEEN, was launched from Smith & Co.'s yard in Gainsborough, followed by the ALBION, and in September 1816 the ALBION made the journey from Hull to Gainsborough, a distance of 52 miles, against the wind, in three hours and 25 minutes, including four stops; the 'Hull Advertiser & Exchange Gazette' commented that the ALBION "for swiftness never was surpassed by any vessel of the kind". In the summer of 1817 the ALBION was advertised as sailing regularly between Hull and Gainsborough, and in July of that year an "uncommonly fine steam-packet" was launched from Smith's yard, the new arrival being named PRINCE OF COBOURG.

A new type of vessel, a steam tug, made its first appearance on the Trent in 1818, when the MARIA towed up the brig GOODWILL against the ebb tide from Hull to Gainsborough, "to the astonishment of many spectators". The tug had a 24-horsepower engine, and was advertised as being suitable for the conveyance of goods and passengers as well as for towing.

In 1819 the PRINE OF COBOURG, ALBION and BRITISH QUEEN were up for sale; they were described as running between Gainsborough and Hull and also between Hull and Grimsby, and as being nearly new, wanting little or no repairs, while the previous owners, it was reported, were clearing on average between 40 and 50 per cent.

In February 1820 a steam-packet named NOTTINGHAM began operating on the upper part of the Trent between Gainsborough and Nottingham; the newspaper advertisement stated that the proprietors had "spared no expense in fitting her up in the most comfortable manner for the convenience of passengers". The vessel was intended to make the return trip to Nottingham twice weekly. In May 1820 a steam-packet named BRITISH QUEEN was up for sale; this may have been a different vessel from the one of the same name already mentioned, as it was described as "completely new" and built at Burton Stather. Also in 1820, it appears that the BRITISH QUEEN and ALBION on the Gainsborough-Hull service were now owned by the Gainsborough United Steam Packet Company, and that a new steamer, the HUMBER, was introduced on to the same service by a rival owner; a correspondent of the 'Lincoln, Retford & Stamford Mercury' in Gainsborough was quoted thus: "every other morning there is such a contention here between the steam-packets HUMBER and ALBION, that the crews are frequently quarrelling, and after fighting, seizing all the passengers they can". The fares by the rival steamers were the same, and the Gainsborough United Steam Packet Company were at pains to advertise their steamers in the press, in glowing terms.

A new steam tug, rather confusingly named NOTTINGHAM, arrived at Hull in July 1821 to ply up the Trent to Gainsborough. On her first voyage, a man from Gainsborough, being "in liquor", fell overboard and was unfortunately drowned. The HUMBER was up for sale in September 1821, as the proprietors were building a new packet, "upon an extensive scale", to ply in her place. In 1822 it was noted that the BRITISH QUEEN had achieved "an extraordinary instance of expedition" by making the return trip between Gainsborough and Hull, 112 miles, in ten hours.

In 1823 the NOTTINGHAM was up for sale; it was described as being built in 1821, with a 30-horsepower engine, and being at present used in the conveyance of goods and passengers between Gainsborough and Hull, so it seems likely that the vessel in question was the tug, rather than the steam-packet of the same name used on the Nottingham service. In June 1823 an advertisement in the 'Hull Advertiser & Exchange Gazette' stated that the ROBIN HOOD steam-packet was now operating between Gainsborough and Nottingham twice weekly, so this may have replaced the original NOTTINGHAM. In November 1823 the ALBION and BRITISH QUEEN were up for sale.

The next steamship to enter service between Gainsborough and Hull was the EAGLE, launched from the yard of John Capes, near the Trent Port Inn on the Nottinghamshire bank of the Trent opposite Gainsborough, in May 1824. It was fitted out in Hull with an engine and boiler made by Messrs. Overton and Smith, of "large dimensions, great power, and peculiar construction, calculated for safety and great velocity", and entered service in July.

In 1825 the ALBION was up for sale; it was described as being 72 feet long by 13 feet 9 inches wide, drawing less than four feet of water, and with an engine of about 20-horsepower. It had been employed between Hull and Gainsborough since it was built in 1816.

In January 1826 it was reported that the steam-packets between Hull and Gainsborough were unable to operate because of ice. In the autumn of the same year, the EAGLE was up for sale; it was described as a "substantial built steam-packet, only two years old", which has been "constantly plying betwixt Gainsborough and Hull".

During 1826/27 some new steamships appeared on the Trent. From Smith & Co.'s yard at Gainsborough came the DART, the BRADFORD and the LONDON, while from John Tripp Watson's yard at Morton came the VICTORY. The DART entered service in November 1826,

and on its first voyage did the 104 miles from Hull to Gainsborough and back in eight and a half hours, including an hour at Gainsborough. It had an engine built by Smith & Overton of Hull, and was intended to ply between Gainsborough and Hull alternatively with another vessel named MERCURY. The BRADFORD was up for sale in October; it was then brand new, not having made a single voyage; it was of 200 tons, 96 feet long by 20 feet broad. The LONDON was "a superior built vessel, particularly adapted for sea navigation"; with its 70-horsepower engines from Overton & Smith, it was found on its trials "to sail extremely fast". The VICTORY was of 128 tons, with two 20-horsepower engines; by April 1827 the VICTORY and a vessel named HERO were working alternately between Hull and Gainsborough three times a week.

In May 1827 it was stated that there were "four steam-packets daily passing to and from Hull and Gainsborough". The Gainsborough United Steam Packet Company owned the BRITISH QUEEN, the ALBION, the MERCURY and the DART. A coach operator in Doncaster advertised journeys from that town to Hull in about five and a half hours, the coach connecting with the Gainsborough steamers at Butterwick, and another press advertisement pointed out that coaches from Lincoln connected with the Hull steamers at Gainsborough.

A number of river accidents were reported during 1828. The HERO was disabled by a broken side valve at Burton Stather, and her passengers had to be transferred to the BRITISH QUEEN. A passenger on the VICTORY leaped overboard near Susworth while the vessel was en-route from Nottingham, collided in darkness with another vessel three miles above Gainsborough, and immediately sank, although without loss of life.

A new steamship, the PELHAM, was launched from Smiths' yard at Gainsborough in 1828, some two hundred passengers from Hull being taken on the MERCURY to see the launching. The newspaper stated that the PELHAM, when completed, would ply between Hull and Grimsby instead of the DART. The ALBION, formerly used on the Gainsborough run, began sailing from Boston to Kings Lynn on alternate days. A steam-tug named ATLAS was launched from Furley's yard at Gainsborough in November 1828. The DART and VICTORY together made feasible a day excursion from Gainsborough and the riverside villages to Spurn Head.

The Rivalry between the competing steamships on the Trent occasionally had ugly consequences. In July 1828 there was legal action by the owners of the MERCURY against the master of the HERO for wilful damage, and in December the HERO deliberately rammed the MERCURY while the latter was taking on passengers at Burton Stather; both packets were damaged, the boat which ferried passengers out from the shore was sunk in the collision, and one woman passenger was very nearly drowned. In June 1830 the master of the VICTORY was fined in court for deliberately running his vessel against the DART at the entrance to the Humber Dock Basin in Hull.

In March 1829 a new steam-tug, the KINGSTON, was launched from Smiths' yard in Gainsborough and taken to Hull for completion; it had two 25-horsepower engines, and was intended for towing work between Hull and Selby. In May the HUMBER and BRITISH QUEEN were both up for sale; the HUMBER was advertised as being employed between Selby and Hull and between Gainsborough and York, the BRITISH QUEEN as having regularly plied between Hull and Gainsborough. At the end of 1829 the HERO and VICTORY were up for sale; these were the two steamships which had rivalled the Gainsborough United Steam Packet Company's vessels, and the Company was pleased to announce in the newspaper that its two ships DART and MERCURY would continue to ply between Hull and Gainsborough alternately every day except Sunday. The VICTORY, according to a later

advertisement, had two 25-horsepower engines, while the HERO was described as a "superior well-built steam-packet, propelled by a powerful engine".

An advertisement during 1830 noted that the vessels plying between Hull and Gainsborough now included the PELHAM and MAYFLOWER. The ADELAIDE, described as "a fine superior built steam vessel of 46-horsepower, intended to ply between Hull and Selby", was launched from Smiths' yard at Gainsborough in June 1831, and in September from the same yard came the PHOENIX, "a very fine new steam vessel intended for the conveyance of merchandise between Hull and Gainsborough". A new packet, LORD NELSON, began operating between Gainsborough, Hull and Kings Lynn on a weekly timetable in July 1831.

All the information in this article has been taken from the newspaper index compiled by the late Mr Harold Brace and now kept at Gainsborough Library. I hope it has been of interest to 'Slabline' readers, and at some future time I may peruse the un-indexed entries since 1832 and bring the story a little more up-to-date!

PAUL SLATER

COMRADE'S SAILING PROGRAMME IN 1983

We shall be aiming to produce a programme of sailing dates early in 1983 and any member who would like a copy should send in the request slip enclosed, along with a stamped addressed envelope. This should be sent to Tim Dunce, 15 Woodcroft Avenue, Hull HU6 8LH (tel: (0482) 802182) who will also be dealing with general enquiries over the winter.

SHIPBUILDING EXHIBITION

It's amazing the tricks your memory plays on you. Wandering round the 'History of Boatbuilding and Shipbuilding' exhibition held in the Hull Town Docks Museum (Aug 20th to Oct 3rd), the names of many ships and most of the building yards in the area that had appeared before me had long since disappeared, but I was still surprised I had forgotten such a lot of detail concerning them: The impressive lot of ships built at Earles between 1850 and 1930; the DIANA, the world's first steam-powered whale ship; the ZODIAC, a purpose-built steam trawler; the 7,700 ton cruiser HMS ST GEORGE, launched in 1892.

Cook Welton and Gemmell, Warrens, Hepworths, Clapson, Blaydes, Dunstons, Cooper, Yorkshire Dry Dock, John H Whittaker, Samuelson, Bailey and Leatham, Union Dry Dock, Henry Scarr's, Cochranes – all these shipyards were represented with models, tools, photographs and documents illustrating the once-thriving shipbuilding industry along the river banks of the Humber, supplying a wide range of vessels. Their history deserves a permanent exhibition within the Museum.

MICHAEL E ULYATT

COLOURED PRINTS

Hull artist Roger Davies has had limited edition coloured prints produced of his original painting of the Humber Sloop IVIE under sail on the River Humber. Sized 11" x 13", the prints are available at discount prices to our members, i.e. prints only £8.50, mounted prints £10, gold framed under glass £20 (all less 10%). Full details from the Sales Officers.

THIS AND THAT

For instant nostalgia of Hull scenes, trawlers, docks and shipping, have a look in the upstairs gallery of Memory Lane Photographic Studio at Hessle Road (corner of Liverpool Street) Hull. It's well worth a visit.

A Pelham Books publication 'Guide to the Transport Museums of Great Britain' by Jude Garvey (£9.95) includes a chapter devoted entirely to Hull Town Docks Museum, describing the Museum's scrimshaw collection as one of the most important in the world.

Two ships in the Clipper Challenge round-Britain race were berthed at Albert Dock, Hull for two days in mid-September. The INCA built in 1858 and the MARQUES built in 1915 were crewed by young people from all over Britain.

REMINISCENCES OF COMRADE IN 1982

Weekend bookings by members living at a distance have almost become routine now. They continue to be thoroughly enjoyable affairs as far as local crew members are concerned. From comments received, this has proved equally true for our visitors as well. We have been very pleased to see groups who have been before and to welcome newcomers.

The weather has been, in the main, very kind to us, particularly on those occasions in which Fred Schofield has not been with us. We lost one day's scheduled sailing due to thick fog but the weekend turned out quite well, nevertheless.

Several weekends were arranged on spring tides. This was done deliberately so that weekend parties would have a chance of coming aboard reasonably near high water on the Friday night. It didn't always work out, of course, because the distance some parties had to travel after leaving work meant a very late arrival. Spring tides also bring on the parting of mooring ropes, sometimes on large vessels. It can then be a time for the thinking cap.

One of the highlights of this season was the trip to Hull for the Edwardian Sunday. Clearance was only finally obtained on the previous Friday. For us, it was a fine moment as we penned into Humber Dock Marina for the first time with Cedric Lodge at the helm. The eventual spectacle of four traditional sailing vessels laid by the Yarmouth Shed was a sight to be remembered. In addition to COMRADE and AMY HOWSON we had the Hull sailing trawler WILLIAM McCANN and, of course, VENTURE, built on the lines of a Paull shrimper. There is, in our view, an unmatched beauty in vessels which have evolved over generations and even centuries to carry out particular working tasks to near perfection.

In August, we sailed for the BBC helping to make part of a series of films, expected to be called 'Between Two Seas'. Leaving Old Harbour at half-tide on the first two days, we were on our way well before most people would even be thinking of waking. Both mornings were bright with an ample wind, which was westerly, and would prove most favourable for us to sail back from Goole on the ebb. We were treated to splendid breakfasts prepared by Mary Wilson as we followed the Yorkshire side of the channel up towards Melton.

On to Goole and, we believe, some very good film of the ship sailing on the Ouse. On the second day we were accompanied by a motorboat to film the ship. Those of us on board were privileged to witness our Sailing Master accomplishing the near impossible when manoeuvring the ship to suit the needs of the film. From that second day, there should be some very fine shots of COMRADE sailing past Trent Falls, taken by a camera placed ashore at Alkborough. After stemming the tide as best we could to await the camera crew after they descended from the hill and re-embarked, we were cleared to proceed to Hull with all haste.

With a fair wind, we squared away under full canvas and engine. We carried on down the new main channel to the north of Read's Island at what seemed a very respectable rate of knots. Everything seemed fine and that proved to be a snag! Film taken in fine weather cannot be successfully blended with film in dull conditions. On the previous day, the sky had clouded over as we approached the Humber Bridge and it was grey as we lowered the mast to pass under Myton Bridge. Consequently we agreed to go out later in the week to film some 'on board' sequences again. This time the wind was much stronger. We hauled a reef and would have hauled two if we had been intending to work to windward. After turning down the main channel we heaved up the gear. Then COMRADE showed us what she could do. With one reef in the mainsail and without help from the engine she was making at least a knot or two more than she had done earlier in the week with mainsail, topsail and engine. Probably, Fred had seen her do better, but we doubt that anyone else in the Society has. Such days underline to us the remarkable ship which COMRADE is and emphasise both the Society's good fortune in owning her and the responsibility we bear for her maintenance.

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 Fossdyke. 10 cards with envelopes for	£1.20
Christmas Cards -	Billy Boy Sloop design by Colin Screeeton	
	5 cards with envelopes	50p
Postcards -	Four different views of Keels and Sloops (each)	13p
	Set of four	30p
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
Society ties, with Keel motif, in green or maroon		£3.00
'Discovering Maritime Museums and Historic Ships' by M J Stammers		80p
'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
'The Humber' – by Anthony V Watts		£1.80
'Navigable Rivers of East Yorkshire' – by B F Duckham		45p
'Whales and Whaling' – by Arthur Credland		£1.05
• AMY HOWSON – colour photographs. 2 different views	each	50p
• AMY HOWSON – 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		
• AMY HOWSON – model lifebelts, mugs, glasses, plates, colouring sets		POA
COMRADE and AMY HOWSON badges	each	20p
Yorkshire Keelman's Gansey. Knitting leaflet by Mary Wilson		40p
Original Guernseys, pure wool and hand finished. Made in Guernsey	32"	£9.95

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.