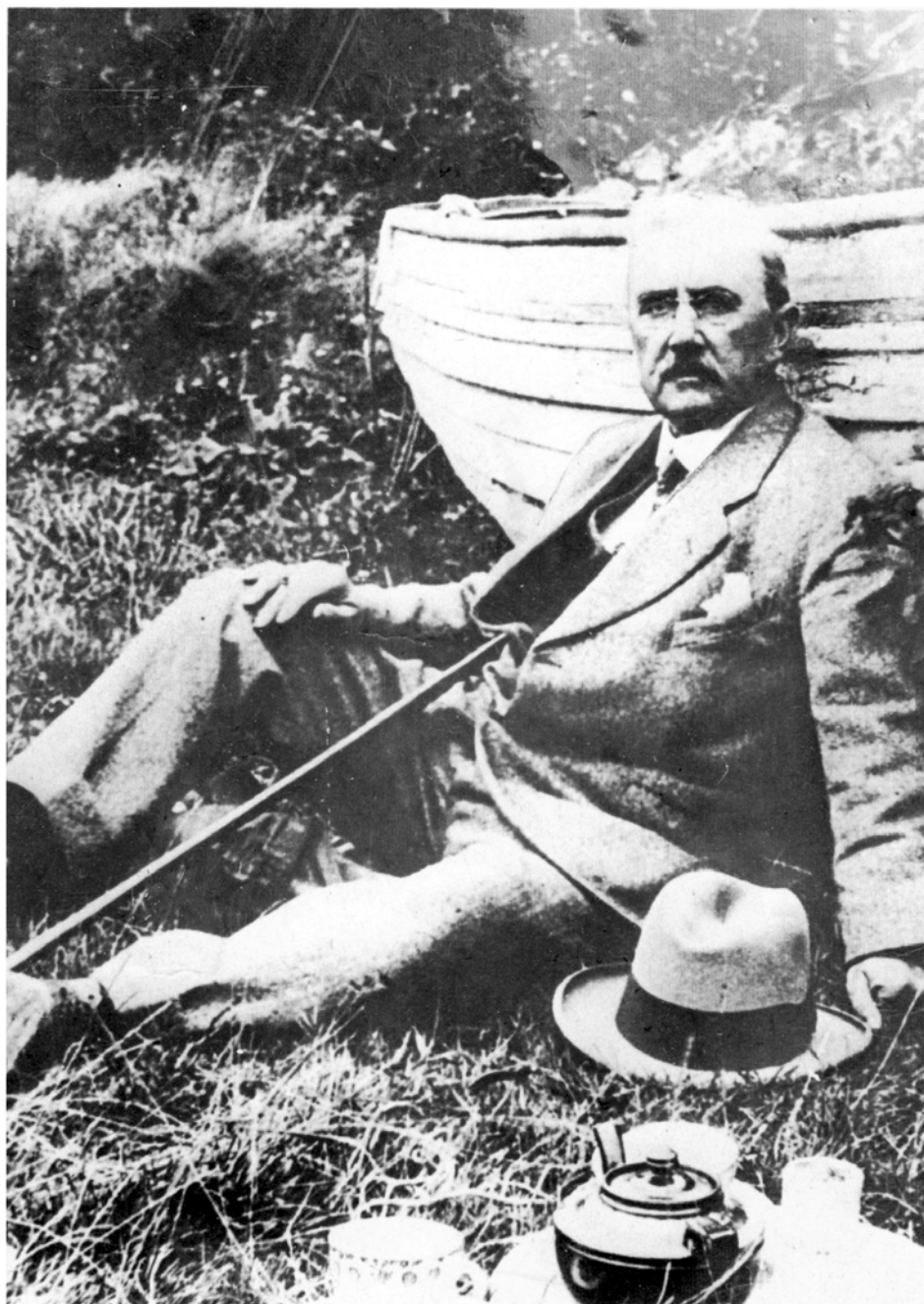


The Slabline



Reuben Chappell, Hook born artist,
pictured at Par in Cornwall.

JOURNAL OF THE HUMBER KEEL AND SLOOP PRESERVATION SOCIETY

THE HUMBER KEEL and SLOOP PRESERVATION SOCIETY LIMITED

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THE SOCIETY'S SHIPS:

'COMRADE' Humber Keel - Purchased December 1974
Hon Sailing Master: C S Screeton
Relief Sailing Master: J W Thompson

'AMY HOWSON' Humber Sloop - Purchased March 1976
Hon Sailing Master: C Harrison
Relief Sailing Master: D Robinson

SHIPS' AGENT for both vessels: J W Thompson, 218 Victoria Avenue, Hull HU5 3DZ
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COVER PHOTO: Reuben Chappell pictured at Par in Cornwall

CHAIRMAN'S NOTES

At our Council Meetings this winter we have as usual discussed our summer programme. One development, which has made the planning easier, has been the berthing of 'Comrade' at South Ferriby, along with 'Amy Howson', during the summer. The winter berths, at Beverley and Barton respectively, remain the most convenient places for working on the ships, but in the summer Beverley has become increasingly impracticable. For 'Comrades' crew, the longer road journey across the bridge is far less tedious, not to say hazardous, than working 'Comrade' down the River Hull, and the Keel has been able to spend more time under sail.

A further advantage of the move from the point of view of people sailing aboard the two ships, has been the increased number of sailings when the two ships, at least for part of the time, cruise in company. Seeing the other ship under sail is impressive and keeps the cameras clicking, and there is an element of competition which adds to the excitement. At the same time there is more informal contact between the crews and more opportunity to exchange notes. We would still like a berth for 'Comrade' in Humber Dock, but with no further moves from Hull City Council, Ferriby is becoming a very good second best.

A more difficult problem in our planning has been the question of whether to arrange an Open Day or Exhibition this summer. Up to last year, one or both of the ships has always been on view at some time, and arranging an historical exhibition of some kind in the hold has been a major pre-occupation. The exhibitions have been an important part of our educational work and have helped to publicise our activities, whilst the entry fees and sales of literature have in the past been a major source of income. But in several respects the situation has changed. The ships have already visited all the obvious centres, both inland and coastal, in some cases two or three times, and much of our historical material has been used more than once in displays. At the same time the sailing programme has become fuller and the crews' commitments are correspondingly more demanding. The guests who sail with us contribute quite generously to our running costs, and as a result a weekend spent on view is likely to be less productive financially than a weekend's sailing, even before the expenses of getting to the site are taken into account.

This year our ships have been invited to two events: the Thorne Gala Week in July, and the Inland Waterways Association's York Rally in August. After lengthy deliberations it was agreed that 'Amy Howson' would go to Thorne, which has a long and honourable connection with Humber Sailing Craft, but that we could not afford the time or the cost of attending the Rally at York. We were sorry to disappoint the IWA, whose aims we support, but any time we can give to 'Comrade' this year will be better spent in exterior painting than decking out the hold. Meanwhile, members and friends will be very welcome to visit 'Amy' at Thorne on 13th-14th July. Other aquatic attractions and events are promised, and we hope for a good attendance.

SUBSCRIPTIONS AND COVENANTS

All subscriptions are due this year on **1st May**. No further reminder will be sent. The rates remain as follows:

Ordinary Member	5.00
Husband & Wife	6.00
Pensioner	2.00
Junior Member (under 18)	2.00
Corporate Member	8.00

If you have no Banker's Order, please send your subscription to the Membership Secretary, Mrs Mary Wilson, 55 Sutton House Road, Hull HU8 0NJ.

This year we would like to ask all our Members who are taxpayers to consider Covenanting their subscription. The procedure is extremely simple, and the benefit to the Society can be very great. Thanks to our Charitable Status, at a 30% rate of tax we can receive 43p from the Inland Revenue for every pound paid in subscriptions, at no extra cost to the Member. To obtain the benefit, the only condition is that you undertake to subscribe for four years.

What is the procedure? Just fill in the Deed of Covenant enclosed with this issue of 'The Slabline' and send it to Cedric Lodge at the address given on the form. It is best if your subscription is paid by Banker's Order: if you already have one and it is up to date, there is no need to modify it: if not, a form for this is attached.

What if the subscription rate changes? A covenant has to be made out to run for at least four years, but in fact it can be superseded at any time by a new one at the new rate of subscription. Alternatively, if you prefer, you may leave the covenant unaltered, whilst paying the subscription at the new rate.

Can I be sued if my payments lapse? Theoretically yes, by the Society (not by the Inland Revenue). In practice, no! The Society has neither the inclination nor the resources to sue its Members for non-payment of subscriptions!

What are the snags? Some extra work for the Society in keeping records and reclaiming tax, and some loss to the taxman.

What are the benefits? About £400 a year to the Society, if everyone eligible took part.

ANNUAL GENERAL MEETING

The AGM was duly held at South Ferriby on 16th February. The Accounts and the Report of the Council were approved, and the retiring Council Members were re-elected. A copy of the Report and Accounts is included with this copy of 'The Slabline'. The usual discussion on Society policy took place and some helpful suggestions were made on finance and investment which your Officers are following up.

We were pleased to welcome Cedric Lodge from the Deep South, and were able to make a small presentation to him and to Janet on behalf of Members of the Council.

After the meeting Mr Harold Parnaby of the Willerby Camera Club showed the sound film, which he had made about the work of the Society last year. The audience was very impressed both by the quality of the photography and by the professionalism of the production. Among the many shots of 'Amy' and 'Comrade' under sail, perhaps the most memorable was that of 'Comrade' under full rig in a stiff breeze, going like smoke down the River Ancholme, Mr Parnaby assured us that he had not speeded up the film.

THORNE AND MOORENDS GALA WEEK

Thorne is a town with strong local spirit and a sense of tradition. A market town for hundreds of years, it has not lost its rural character despite the advent of collieries in the early years of the century. It is still a centre for ships and boatbuilding, and with neighbouring Stainforth it was home to generations of keelmen whose ships laid along the Stainforth and Keadby Canal which passes through the centre of the town.

This year a group of local people are planning a Thorne and Moorends Gala Week, which it is hoped may become an annual event. It is to take place between 6th and 14th July, and 'Amy Howson' will be there during the final weekend. The Gala Week is being organised by numerous local organisations, and there will be many attractions. The week will start with the Thorne Fire Brigade Gala Day on Saturday 6th July with bands, a parade and associated festivities. During the week two local theatre companies and the Amateur Operatic Society will stage productions, as well as the Male Voice Choir; there will be an Arts and Crafts Exhibition, a Photographic Exhibition as well as a display of old photographs of Thorne and District; a Flower Festival will be held in the Church and another local exhibition in the Church Hall; there will be Schools musical events, a Trade Fair, and on Saturday 13th July a Water Sports Day. We will look forward to welcoming many members of keeling families aboard 'Amy' as well as the Thorne people and visitors from elsewhere. One local contribution we can make will be to display some of the work of Mrs Phoebe Carr, the last of the Thorne Gansey knitters, whose products were worn by so many keelmen.

FRESH PAULL SHRIMPS

A cry once common in the pubs of East Hull on Saturday evenings and on the streets of Hedon Road and Drypool districts on Sunday mornings, as women wearing aprons and carrying large baskets sold the delicious, pink, freshly boiled estuarial shrimps at two pence a glass full or a ha'penny a tin mug full. The 'Paull Shrimps' were also sold from various shops in the city east of the River Hull at a ha'penny for a triangular paper bag full. Mr Henderson of Williamson Street sold them from his front room shop during the week; he also sold Carling peas, another delicacy in the first thirty years of this century. At least one individual hawked the shrimps around East Hull on a carrier bicycle in the early thirties. Mrs Easton and Mrs Hulme, both of Paull, regularly walked from their homes with an old pushchair each to Hedon Station with 2 to 3 stone of shrimps. They would then take the train to Hull, alighting at Southcoates Station then into the streets of East Hull to sell their wares.

The shrimps in question, the brown or common shrimp (*Crangon Vulgaris*) were fished from the River Humber, usually in shallow water along the edge of the sands down river from Paull, and always in 'thick' water, as to quote Sam Pickering of Paull, "you never catch shrimps in clear water".

Beam trawls towed by a small smack called a 'Paull Shrimper' were the means of catching shrimps. The boats, superb cutter rigged craft, similar in many respects to the Colchester smacks, the Boston and Lynn smacks and the Morecambe Bay prawners, were owned and skippered mainly in the village of Paull 5 miles east of Hull. Crewed only by the skipper, who was usually the owner, two beam trawls would be towed, one on either side, using the power of the wind or if becalmed, the boat would lay athwart the tide and using it's power tow one trawl from each end.

The catch would mainly be shrimps, but if these were scarce, another readily marketable fish, wonderful eating and much sought after, was the Sole. The flounder, usually referred to as flatfish or simply flats, was considerably less valuable. Lower down the river in Spurn Gut and along the edge of the Trinity Sand a few Plaice and small Thornback Rays called 'Ginnies' could be expected. At other times of the year in the upper reaches of the Humber, sprats would be fished for using a type of stow-net.

The boats themselves were in two main types, the smaller ones, called half-decked boats by the fishermen, were about 28ft to 30ft long, 9ft beam and with a draught of 3½ to 5ft. They were carvel built with a straight stem, overhanging counter and a sternpost that raked forward from waterline to keel. This same keel was deep and fine giving these attractive little ships a good grip on the water, enabling them to beat back to windward quickly after hauling their trawls. The rig was the traditional smack's cutter rig with a high peaked mainsail, foresail and a jib that was set flying, with the tack made fast to a traveller on the bowsprit. It would appear that Paull Shrimpers seldom, if ever, rigged a topmast and consequently didn't set a gaff-topsail. This makes sense as being single-handed; three sails and two trawls would be quite a handful without adding a fourth sail. It is said, however, that around the turn of the century a regatta was held annually when perhaps with a bigger crew some form of extra sail would be set.

When not fishing, the half-deckers were moored in the Hedon Haven against the west bank lying in pairs. A photograph by Fred Gorbitt of Paull shows twelve shrimpers in the haven together with an assortment of other craft including the yawl WEREWOLF lost off Yarmouth in the nineteen fifties. Fred who fished with his grandfather Will in the KITTEN H.632, identified the boats as follows:

ANN	R Pickering Jnr	PET	J Story
GIFT	G Pickering	SPY	J Parrot
PETREL	R Pickering Snr	JULIA	W Wilkin
HENRY SOPHIA	E Pickering	WHISPER	R Evendon
LIVELY	R Dickinson	EMBLEM	T Turner
KITTEN	W Gorbitt	ALONZO	(A visitor)

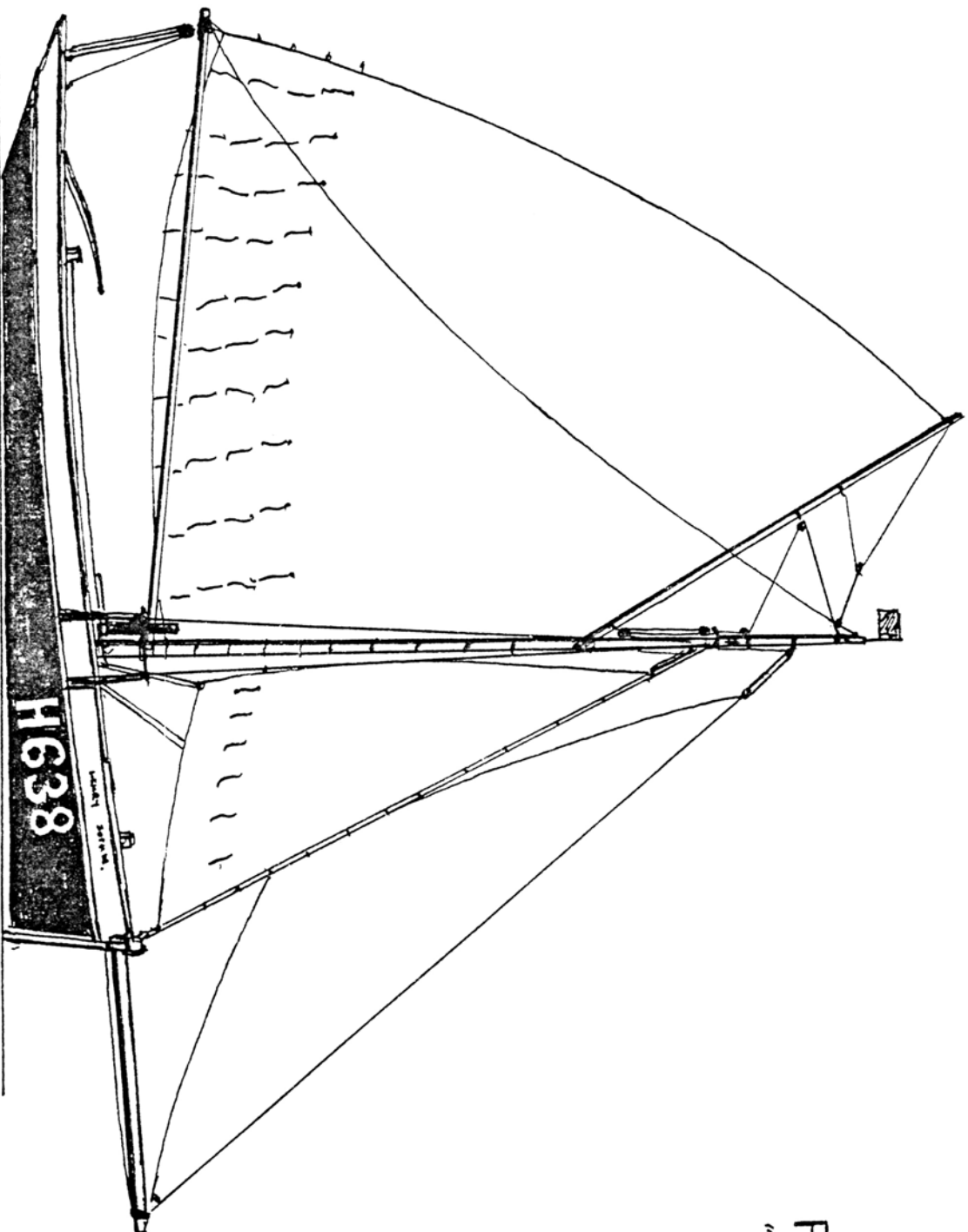
The larger boats, called decked boats locally, were about 40ft long with beam and draught in proportion. They lay at moorings in the mouth of the haven and remained afloat at all states of the tide. Far from concentrating on the estuary, the bigger boats fished as far south as the Wash for sprats and on Donna Nook for prawns. Some of these craft were bought in from Patrington when that haven silted up and as Stone Creek lost favour. Names of four of these decked boats remembered are GIFT, QUIVER, SAPPHIRE and SPY.

Both types of boats had to be extremely handy, weatherly craft, particularly the half-decked variety as more often than not the crew would consist of just the skipper. When leaving the haven to go fishing, if the wind was from the south-west, the skipper would set all sail while still on his moorings, let go his stern rope, back the jib, push the tiller to windward, then, as the ship's head payed off, slip the head rope, haul in the main sheet, let go the weather jib sheet and make fast the lee one.

As the vessel gathered way, the skipper would clear everything ready for going about, or staying as keelmen call it. With the far bank fast approaching, the tiller would be put down at the last moment and as the ship's head came into the wind the jib would be backed, the main sheet overhauled and as she filled on the new tack, the weather jib sheet freed, the sails filled and everything made ready again as quickly as possible. All this is complicated enough for one man in a thirty foot cutter rigged boat, but this had to be repeated many times in a waterway that is only about 45 yards wide at its maximum.

Having managed to beat out of the haven (Sam Pickering calls it 'ratching'), a course would be laid for possibly North Killingholme Haven, the sail trimmed, so that the ship would steer herself, a lashing put on the tiller (just in case) and the fire in the copper lit. Leaving the fire to burn up, the two trawls were next prepared, a task that could include any repairs to the nets themselves, coiling down the two thirty fathom warps ready for paying away as the nets were shot, passing the ends of these same warps from the hold around the fore side of the shrouds (simply called the rigging in a shrimper) and bending them to the bridle on each of the trawl beams. The cod ends would now be closed and the tail buoy lines made fast to the nets.

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PAULL SHRIMPER
"HENRY SOPHIA"

On reaching the point chosen to shoot the trawls, sail would be shortened temporarily by dropping the peak of the main and possibly the jib and the nets put over the side, one to port and one to starboard. The warps would be boomed from the side of the boat and one of the nets would be towed on a shorter warp. This ensured that the nets were kept apart on the riverbed. Once the warps were set to the skipper's satisfaction, the main peak would be hauled up and the jib reset.

Like all fishermen, each one of the Paullmen had his own favourite marks and would shoot and haul on these marks. On hauling, the net on the shorter of the two warps would be hauled first, allowing the boat to round up to the other. This had to be done quickly as if the second net was neglected for too long, any soles in it would find their way out. Having retrieved both nets the boat would endeavour to beat back up the tide for another tow.

As the craft retraced her course up tide, the skipper sorted the contents of the nets and removed any small fish, crabs, seaweed and sticks, then placed the shrimps in a riddle and shook them over the side to allow any undersized ones to fall back into the river. On reaching the shooting mark once again, the nets would be shot away and the shrimps in the riddles boiled. Obviously all this would depend on the strength and direction of the wind and some days would be better than others. The two remaining experts (Sam Pickering and Fred Gorbitt) agreed that a fair days catch would be about 2 to 3 stone of shrimps and up to a stone of soles.

To make these boats workable by one man, nearly all the running rigging was brought to cleats in the long narrow hold. The cleats were either on the foot of the mast or the fore headledge. The two cleats on the port side of the mast were for throat and peak halyard of the mainsail and the two cleats on the starboard side were for jib and fores'l. On the sheerpole, which was seized to the shrouds immediately above the upper deadeyes, were cleats or pins to take the gantline and tack rope. The gantline, usable from either side of the mast, went from one sheerpole up to the masthead, through a sheave set a right-angles to the centre-line of the keel, then down the opposite sheerpole.

This rope was used as a halyard for the largest jib aboard, called the booming out jib, when set as a spinnaker. The tack rope (called a tricing line elsewhere) was used when the skipper wanted to reduce the speed of his vessel or wanted to be able to see ahead. To do this the tack of the mainsail was released from the boom, the tack rope made fast to the thimble in the sail and the tack of the sail hauled up. This tack rope was rove through a block seized to the upper part of one of the shrouds. The hauling part of the rope was made fast to a pin on the sheerpole.

Although the boats only set three sails at any one time, they in fact carried at least five. Three jibs were kept aboard of different sizes; the smallest referred to as the 'Third Jib' and the largest the 'Booming Out Jib'. The mainsail had four rows of reef points at approximately 15-inch spacing; the foresail (on some boats) had one row. The mainsail was loose footed, that is to say, only the tack and the clew were made fast to the boom. The foresail tack was shackled or seized to the stem head and the clew sheeted to an 'S' shaped hook on the fore horse. The jib had double sheets made fast to the cleats in the hold. The 'Booming Out Jib' when used as a spinnaker, was set as follows: The tack was made fast to

the bulwark top just forward of the fore lower deadeye, the head was hauled up using the gantline, the clew boomed out using a net pole or an old oar with a suitable notch cut in the blade, and the sheet taken aft and made fast to the timber head in the hold.

Like most working sailing craft around the coasts of the British Isles, the Paullmen had their sails tanned to prolong their working lives, and as each skipper mixed his own 'cutch' consisting usually of saltwater, red and yellow ochre and fish oil, the variety of colours was infinite. One skipper, who acquired a tub of butter from a local wreck, added the content to his mix, which gave his sails more of a shine than usual, though the aroma was something to be experienced!!! The local name for this cutch was 'Pookey' and a fisherman would state that he was going to 'Pookey' his sails. Sam Pickering, who fished with his father in the HENRY SOPHIA H.638, told me that his father used to add tallow to his mix. Sam, now in his eighties, and Fred Gorbutt, slightly younger, are the last two men in Paull to have earned their livings in the half-decked boats. Fortunately, their memories have remained sharp and they have provided much of the information in this article.

To be continued ...

'DEADEYES'

We were saddened to hear that Charlie Shepherd, a former Sloopman, passed away at the end of 1984. Charlie was aboard Amy Howson in the 1980's and during early restoration work came along to advise and gently pull our legs. His hand-rolled cigarettes and droll humour will be missed.

THE ARTHUR SCHOFIELD CHALLENGE CUP

The Society has received as a gift from our Commodore, Fred Schofield, as his father's executor, the Arthur Schofield Challenge Cup. The cup, which is of silver, bears the following inscription:

*Stainforth Mariners Society
The Arthur Schofield
Challenge Cup*

*Presented by
A. Schofield, Esq.,
West Bank, Stainforth
1946*

Fred has supplied the following notes about the Cup, which is now on loan to the Town Docks Museum, Hull:

“Stainforth Keelmens Aquatic Sports were, in my childhood, always held in Stainforth feast week, which was the third week in September. They were not held in the war years 1914-18 or 1939-45. From 1946 to '53 they were held on August Bank Holiday, which was then the first Monday in the month.

In 1946 my father Captain Arthur Schofield, Keel owner, of West Bank Stainforth, offered a Challenge Cup to be sculled for by the over-forties. The boats used were Keel's cogboats and were propelled by a single oar over the stern. The usual length of a cogboat was 12ft 6ins and the length of the race was 100 yards.

The first person to hold the Cup was Wilfred Barley, a Sloop Captain of Goole, but originally of Stainforth. He won it in 1946, 1947 and 1948.

In 1949 it was won by Sam Peck, a Keel Captain of Stainforth. In 1950 and '51 Edgar Holdgate, a Beverley Keel Captain was the winner. In 1952 the winner was H Fearn of Stainforth, a name unknown to me. The 1953 winner was John Hunt, a retired Keel Captain of Thorne. There were no entries offered in 1954. So the committee returned the trophies to the donors and gave the balance of the funds to charity.”

GOOLE ARTIST

During the 19th century, Hull had a fine reputation for a continuing school of marine painters, but without exception, these artists tended to ignore the sailing barge. Only John Ward featured at keel or sloop regularly in his paintings, and then it was usually only half of the boat! The Schooners, whalers and steam packets were all greater attractions to the marine artist.

However, 30 miles down river at Goole there was an artist who was to sketch and paint pictures of Humber keels and sloops in profusion. His name was Reuben Chappell, who was born at Hook on 21st July 1870. He was the youngest of six children, and his father was a joiner and later a master cabinet-maker. Reuben suffered from bronchial weakness early in his life, but he still managed to study and won a scholarship to Goole Grammar School, which was then privately owned.

At school Chappell developed an interest in photography and drawing. To encourage his obvious ability, Reuben's father built him a studio at 7 Jackson Street, Goole. It was here that he began his painting career in earnest. Chappell would invite commissions from the many seamen who used the port of Goole, charging 5/- for a transparent watercolour or 30/- for an oil painting. He earned his living solely from selling his paintings and his output was prolific, very often he had to finish a work before the ship departed on the next high tide!

He was very detailed and accurate in his drawings and paintings, using clear bright colours. His work reflected all types of shipping and his paintings of Humber keels or sloops were a broadside view, usually off Spurn Point, or Whitton Ness, on the Humber, with another ship of the same period added in the corner. He signed his early work 'R Chappell, Goole' with the keel or sloop's name and captain.

Chappell was married in 1895 to Caroline Bayford of Thorne and they had three sons. By 1904 his bronchial weakness had become much worse, and his doctor advised him to leave the area of cold easterly winds and he moved to a better climate in Par, Cornwall. His wife died there in 1930 and he re-married in 1933. When he died in 1940, Chappell was buried in Fowey Cemetery. During his lifetime it was estimated that he had produced over 12,000 paintings. Basil Greenhill, Director of the National Museum, first brought his work to prominence in the art world, and exhibitions of Reuben Chappell's work have been held at galleries in London, Bristol, Goole, Scunthorpe and Doncaster. Descendants of sea-faring families all over the world are now finding that their Reuben Chappell paintings have an enhanced value as his popularity increased with time.

The Society is lucky to own three fine works by Chappell, and has a fourth on loan. A Photograph of the artist is featured on the cover of this issue of 'The Slabline'.

Bibliography: Flying Sail by Michael E Ulyatt

A FAMILY TRAGEDY

In 'Slabline' No.20 we published a sad account of a fatal accident to a keel on Whitton Sand. Mr Alan Theaker of Scawthorpe, nr. Doncaster, has sent us an account of a similar disaster which befell his great grandfather, William Caldicott. The report is taken from the Goole Weekly Times of 22nd December 1893, and was found in Goole Public Library.

The Goole Weekly Times – Friday 22nd December, 1893

The Fatal Collision on the River Humber Painful Circumstances

On the night of Wednesday, last week, an accident of a most painful character occurred on the river near to Faxfleet Ness, The SS Dresden, the Master of which is Captain Kitwood, was proceeding up the river on her return voyage from Hamburg, whilst rounding Faxfleet Ness, the Steamer collided with the keel Surprise of Butterwick, Doncaster and sank her.

The Steamer's engines were stopped and a boat lowered and sent to the spot which picked up the Captain of the vessel, whose name was Caldicott, but the mate, who was the son of the Captain, was drowned. From a statement made by Caldicott, we learn that his vessel was laden with bricks from Mr G Beall of Doncaster on a trip from Butterwick to Goole. He stopped at Blacktoft and, before going to bed about 9.30 p.m. he and his son went on deck and had a look round to see if the lights were all in order. They noticed one was not burning brightly, so they attended to it and whilst re-adjusting the lamp, the Steamer Dresden ran into them and sank the craft.

The Captain's son was drowned and the Master was thrown into the water but was picked up and brought to Goole by the Dresden, where he was immediately conveyed to Goole Cottage Hospital. The son was about 23 years old and he left a widow and a child. His wife, since the accident (so we hear) has been in fits. Neither the vessel nor her cargo was insured, the keel cost £200 in all.

Mr G Beall of Doncaster writes us as follows, saying:-

"It has taken this poor fellow and his worthy wife, all their lives to raise the means to pay this £200 and just as they had at last succeeded in less than a moment, down went the £200. The son was his father's right-hand and a good honest husband. Mr Beall has known Caldicott some years and has had lots of business with him and always found him a steady trueful and honest plodding man".

Mr I T Hynes, Collector of Customs, writes us as follows:-

"I think it is only necessary for someone to take the initiative in starting a subscription for the poor man Caldicott, who lost his son, and his all in the collision in the river and I have no doubt but that a large sum will be collected for him. In my capacity of Receiver of Wrecks, I have been accustomed to hear tales of horror, but I think his is as sad a case as I have heard of. If you would start a subscription through your journal, I shall be glad to send a cheque for £1.1s."

Since then he has sent us the £1.1s., but Mr Beall also writes saying that:-

"The Yorkshire coal Steamship Company are willing to subscribe to our subscription in this behalf and although no legal claim could in the circumstances be established, they informed me that out of sympathy for the poor fellow and his family, they would subscribe £10 to the fund. I would myself subscribe to the best of my ability, but as I am a sufferer by her cargo, I cannot do as I would wish. Mr I T Hynes writes me he has sent you a guinea in pursuance of his promise in last Saturday's journal. I trust after this explanation, many others will follow suit and thus give this unfortunate man and his family some sweet in their bitter cup of sorrow and loss this Christmas time".

William Caldicott never fully recovered from the loss of his son and of his ship, but Mr Theaker writes that sometime later he obtained another ship, the sloop 'Elizabeth', which he plied the Trent with goods for riverside villages. He almost certainly names the sloop after his eldest daughter, Mr Theaker's grandmother.

Mr Theaker would be grateful for any other information about the Caldicott family, and would like to obtain a photograph or print of the SS Dresden. His address is 184 Amersall Road, Scawthorpe, Doncaster DN5 9PW.

THE HISTORY OF CAPTAIN WALTER BURKILL. BORN AT WINTERINGHAM 1867

Captain Burkill joined his father's ship at the age of 14 years. He later married his wife Mary Ann Jarvis and came to live at Ferriby Sluice, and then had his own ship which he named 'The John and Annie'. For 50 years he sailed the Humber up to 1934 when he retired. Later in 1936 he passed away and to this day there is a lovely carving of his ship on the tombstone in South Ferriby churchyard.

During his working life his ship was moored in Sluice Jetty. It carried bricks, coal, corn. The last year carrying coal to Brigg from Keadby. He was well known and very much respected on all the wharfs from Grimsby to Trent Falls. He became Captain at the age of 21 years.

Capt. Burkill was one of the first sailors to command a steam sloop on the River Humber. During his long and adventurous life he took part in a number of thrilling rescues on the river and on one of those occasions nearly lost his own sloop. At times he was assisted by one or other of his five sons.

Two other ships sailing at the same time were the NERO and the PROVIDENCE. The latter my grandfather helped to save from sinking when it hit a sandbank. His ship was his pride and joy, always kept well painted and varnished. Very often my grandmother used to sail with him, my word that cabin was kept spotless. As a little girl I used to love going with her when it was in dock and watch her getting all prepared and stocked up ready for sailing on the next tide.

This information has been submitted by Mrs Betty Kitchen, grand-daughter of the above Capt. Walter Burkill, 60 Low Road, Worlaby, Brigg, S Humberside.

'THE ANNE'

Having qualified as an RYA Sailing Instructor, at the age of sixty-three, I was looking forward to an active retirement two years later. Part of this activity would include sailing, so I started enquiries about costs. Although a member of the RYA I was only interested in working boats partly because I anticipated earning some of the boat's expenses itself.

One used to be able to buy ex-ships' lifeboats cheaply, but now rubber inflatable boats are the accepted rule and this source has dried up. The few wooden lifeboats that still exist have usually been structurally weakened by removing the thwarts and have had top-heavy superstructures impressed upon them.

I felt that I could afford something better and cogitated about resurrecting an old fishing smack. Having lived at Paull for a time I thought that a shrimper would be suitable as they were not overloaded with cabin space, but more of a day boat, which was much to my inclination.

However, there never were many Paull shrimpers and few have survived, but I did discover an ex-Boston shrimper about thirty feet long, and with a square counter stern, operating from Grimsby fish docks. Its name was 'Advance'. The cockpit was occupied by a large three cylinder diesel engine, hand started with handles at each end and requiring the combined efforts of two men.

The owner had returned to fishing aboard one of the bigger trawlers and so negotiations were protracted. In the mean time I discovered that the boat leaked, and with the difficulty of starting the engine single-handed, I decided finally against buying.

Still with the idea of owning a 'traditional' type of boat, I searched for designs of boats up to about thirty feet in length, and travelled as far as South Shields and Kings Lynn to interview builders, including a number in and around Grimsby and Hull.

It soon became apparent that boat building was on a seller's market. Many yards who advertised as boat-builders only bought plastic shells and fitted them out to customers' requirements. Others built racing dinghies in plywood. Of those who really did built it became obvious that carvel building with planks on edge spiked to frames and caulked, would be enormously expensive. Also, they were not interested in building unless the contract included the installation of a very costly engine. At this time the White Fish Authority were giving grants to fishermen for new building and many yards were taking advantage of this.

Eventually I discovered a number of different boat-builders at Whitby who were willing to quote fixed prices, but only built lap strake, so I was obliged to settle for a clinker-built boat which system is much less costly.

On looking through some designs I found one that I liked of a 25-foot 'Scaffie'. The original boat had been built in 1896 and sometime later, at the end of its useful life, its lines had been taken off by P J Oke, and published by E J March in 1952.

With a similar boat in mind I approached a relation of one of the Whitby builders, Mr Clarkson, who had just started in his own business at Bridlington, and he agreed to build such a boat, but slightly different in construction because of improved technique and restricted timber supply. It was to be larch on oak and copper fastened, and including mast, spar, bowsprit and a pair of sweeps. The sails were made of cotton canvas by R & A Sailmakers, Grimsby, it was to be called 'Anne' after my daughter.

Finally the boat was finished and I registered it at Hull, mainly because of the single letter and the low numbers, which are reserved for sailing fishing boats without engines. The size of the registration number is a consideration on a small vessel and I received the registration H1. Now the problem was moorings while the boat was fitted out. The Bridlington Harbour Master would not allow it there for more than two weeks. The Grimsby Dock's Manager refused to allow it either in the fish docks or commercial docks: the policy at that time being to exclude inshore craft in preference for larger vessels.

The builder now required the space, which was the corner of a garage on an industrial estate, for further orders. So I was the owner of several tons of boat and nowhere to put it.

I was a member of the H K & S P S but not well acquainted with its membership and I did not think to enquire if any of them could assist me. Incidentally, both the marinas at Grimsby and Hull have only been developed since then. So in desperation, when a buyer from the North East Coast made an offer for it, he had seen it being built, I was relieved to part with it. Which was a pity for it would have been an excellent sailer.

T HUMPHRIES

AMY HOWSON – SUMMER 1984

We sailed Amy Howson from Barton Haven to her summer berth on the Ancholme on the evening tide of 15th May. On board were several members and friends who had worked aboard ship during the winter and this was a small thank you sail for their efforts. Fortunately, some were able to come along as crew or passengers later in the season.

Leaving Amy moored for a fortnight ready for her first long trip on the Humber must have been the longest she'd been unattended for months!

June 3rd was the first proper sailing trip since altering the mast, so naturally from about 4 a.m. the heavens opened and it rained stair rods! With forebodings we rooted about the house for oilskins and prepared for a wet day. Then the phone started, first of the jibbers I thought, but no, one of the 12 passengers confirming they were on their way to the ship and could he borrow some waterproofs?

Dutifully we penned out of the Ancholme with fresh faces in the crew and our compliment of passengers huddled in the welldeck.

We hoisted the sails as we approached the Humber Bridge and as they filled and the engine was stopped, the rain eased. The sun finally peeped out when we were off Hessele, for a glorious day.

The wind being chiefly 3-4 south easterly, the Sailing Master was able to try Amy's new sailing abilities and we had good fun with the sailing cruisers and yachts we encountered.

Off Cleethorpes it was time to turn back, sailing for a long while goose-winged (foresail to port, mainsail to starboard) but I found I had to pay careful attention to the wind vane and tiller or a droll voice from the region of the after rail would ask where I was off to!

Two of our nest trips were out with 'Comrade' entertaining members of the Thames Barge Sailing Club, who are enthusiastic sailors. There was a flurry of camera activity when we met the 'Hydrogen' motoring by Stallingboro' to her next sailing charter.

For a few days at the end of June/beginning of July Amy was hostess to Pete Morgan and a BBC camera team who were filming a sequel to 'Between Two Seas' called 'The Grain Run'. So we had a chance to show Amy Howson's paces on the Trent and Ouse.

A sloop making rapid boards among motorships on a busy river must be a rare sight, for I have never seen so many cameras appear out of wheel houses and crews quarters!

I see from the logbook that most groups who sailed with us during the season enjoyed good weather and good winds. Counting the BBC filming, Amy Howson was out sailing on twenty-six days, which isn't bad.

It is a pity more members couldn't contribute to the passenger list because a trip on the Society ships with a friendly crew is a pleasant and cheap day out.

You might even want to crew later! (Jim Thompson is on the phone).

A total of twenty-two people crewed on Amy Howson, not counting regular faces, six or seven will make good crew for the coming season. There are also some young persons between ten and fifteen I would like to encourage too. Amazing how young 'uns learn and having a total crew of five means someone can always give eye to them.

As a result of discussing our experiences with the gear and so on with various crew members, we shall make a number of modifications and improvements to the rig so that the crew can be as good as the ship.

DAVE ROBINSON

AMY HOWSON IN WINTER

At the end of the sailing season, a group of members and friends went over to Ferriby, loaded Amy's hatches with mooring warps, gangplanks and other paraphernalia to pen out on the ebb tide and motor to Barton Haven. After doing the usual first task of unbending the sails and running rigging to stow them below, we set about one of the biggest jobs of the winter, which was sorting out the engine-room-cum-storage space.

When Amy was first restored for the Society's use, we constructed a makeshift 'engine room' in the after end of the hold, below a scaffold board well deck. As the ship earned the Society more money, an all steel well deck was welded in a couple of winters ago.

So this winter we decided to finish the job off by welding a steel bulkhead across the front of the engine room to enclose the engine space and heads area. The first things to be removed were the plywood panels around the engine, which have been cut up for use elsewhere. Two bunks/stowage shelves have been made on the port side and shelves for tools and so on on the starboard side by the bench.

The wooden shuts flooring out the engine room have been destroyed because they were filthy. The small area they occupied has been sealed with concrete which is more suitable. In case of accidents with the oil drum, a covered sump has been left in front of the engine.

Cyril and an electrician have fitted an alternator and its attendant pulleys and belts to the engine to charge batteries for the ships interior lighting and navigation lights. That will probably relieve the frustration and cursing when the start button is prodded and nothing happens because the lights were on all night!

A mesh guard is fitted across the engine front to prevent crew persons discovering just how fast the pulleys and alternator belts move. Apart from overhauling the existing electrical system, our two 'sparks' fitted a fan to expel fumes from the engine space which vent through the after head ledge, with an air intake nearby.

Finally, a steel door each side of the keelson gives access to and from the engine room.

The after cabin has received a new table and some more bits of woodwork to finish it off.

The foc's'le is still in a state of rebuilding; it has any spare wood and time left from other jobs.

An enthusiastic new member has hiked off with various blocks and items of wood to clean up and restore so there's a bit more room aboard and Amy's gained another shed!

There are still a few jobs to do varying from light sandpapering and varnishing to humping leeboards about, so if someone wants to while away a few hours when the weather's fine, give me a ring and toddle over to Barton – PLEASE!

DAVE ROBINSON

COMRADE IN 1984

After a few trips, which followed our pattern of previous years, we decided to work out of Ferriby Sluice for the remainder of the season. Sailing roughly at fortnightly intervals for the first part of the season has proved too heavy a commitment for running from Beverley. A weekend's sailing out of the Old Harbour required the previous Wednesday evening to lower the mast and run it inboard, Friday to 'flood down' to Hull and then Monday or Tuesday to run the ship back to Beverley. Apart from the commitment of time, there was extra wear on the ship in the River Hull and the tidal Old Harbour is no place to keep a preserved vessel such as 'Comrade' for any length of time. Sailing from the Ancholme cuts down the work and the wear. The advantages outweigh the disadvantages of trips across the Humber Bridge and the unavoidable cement dust. We expect to operate in the same fashion in 1985.

We had a successful sailing season, seeing again groups who are now old friends, as well as new groups and new members. Amongst many trips and incidents the following are particularly worthy of note.

For the weekend of 30th June/1st July we were glad to welcome Tony Woodward and his party who have sailed with us for a number of years. Tony owns the keel 'Daybreak' which he is in the process of restoring to sailing condition.

On the Saturday, we went down on the ebb to Grimsby, introduced one or two people to skills at the tiller they were not aware of, and returned to a convivial evening at Ferriby Sluice. The plan for Sunday was to use the flood to run up to Trent Falls or higher if possible and then be back into the Ancholme whilst there was still water in, so as to allow

our party to return to London at a half-way reasonable time. A plan is one thing and what happens is sometimes different. With a strong ebb and being too far set down on the edge of the channel we went aground just after smug verdicts had been passed on a yachtsman high and dry at the top end of Read's Island (where he never should have been).

The ebb found a road beneath the ship and boiled up on the port side leaving a great mound of sand, after the waters had receded. We were on the sand sometimes known as Monkey Island which bared out by the minute. At low water it becomes a wide expanse, and is formed from what must be the finest sand within tens of miles. We were very fortunate in that our party buckled to the task of tarring round the ship with a will. There was plenty of time, for it soon became clear that the ship had settled on the highest point of all. Perhaps twenty minutes earlier or a couple of hundred yards either way and we should have sailed straight over the sand. Tarring complete, people wandered far and wide over the island. Some found coal from a vessel which had grounded and sunk many years ago. Some just wondered. A small boy made a sand castle. Tim Dunce read his newspaper in a deck chair. The day was superb, indeed 'magic'.

Another day of note came at the very end of the season. As some members may know, Harold Parnaby has been taking some very fine film of the Society in action. On the day we were to take the ship back to Hull for the trip to Beverley, we arranged to put 'Comrade' through her paces on the Ancholme. We set Mr Parnaby ashore and continued upstream before swinging and setting all sail to run past him. The result was an exciting piece of film but, later excitements of the day were unfortunately not recorded. We panned out and hove up the gear, but the south-westerly wind was freshening all the time. The topsail was lowered and then, as the wind increased, the mainsail. At that point the engine should have started but, not for the first time, the gearbox jammed and required the expert attention of Colin Screeton and Arthur Stephenson who went below to do their task. The slabline was still taut and created a bag from the mainsail which was just sufficient to draw the ship forward over the tide. We edged the ship across the river over the 'lumps' created by wind against tide. Sadly, these dramatic moments are not recorded on film. It suffices to record that Colin and Arthur triumphed over the gearbox after several tens of minutes and we proceeded under power to the Old Harbour. On the following Sunday, our last movement of the season saw 'Comrade' in what we used to think as typical Humber weather – pouring rain – with few on deck and many below as we took the ship to her winter berth on Beverley Beck.

'THE PURCHASEMAN'

Proposed Sailing Programme

for 'COMRADE' and 'AMY HOWSON' in Summer 1985

Date	H W at Hull	COMRADE	AMY HOWSON		Date	H W at Hull	COMRADE	AMY HOWSON
Sat 4 th May	0639		X		Sat 20 th July	0840	X	X
Sun 5 th May	0719	X	X		Sun 21 st July	0919	X	X
Sat 18 th May	0632	X			Sat 3 rd August	0840	X	
Sun 19 th May	0701	X			Sun 4 th August	0915	X	
Sat 1 st June	0527				Sat 17 th August	0743	N/A	
Sun 2 nd June	0615				Sun 18 th August	0820	N/A	X
Sat 15 th June	0519		X		Sat 31 st August	0741	N/A	
Sun 16 th June	0557		X		Sun 1 st Sept	0814	N/A	
Sat 22 nd June	0930	X	N/A		Sat 14 th Sept	0640	X	X
Sun 23 rd June	1011		N/A		Sun 15 th Sept	0717	X	X
Sat 6 th July	0930	X	X					
Sun 7 th July	1018	X	X					

- Notes:
- (1) All times are British Summer time.
 - (2) Being based at South Ferriby, some short trips may be made with 'Amy Howson' on other dates than those shown.
 - (3) Members wishing to make a block booking of all 12 passenger places for a party of their guests should contact the Ships' Agent – Jim Thompson. Cost for such a party is £72 per day for either ship. Please include a stamped addressed envelope with enquiries.
 - (4) All sailings are subject to weather and tide permitting. The Society reserves the right to cancel any sailing on the advice of the Sailing Masters.
 - (5) The entries with 'X's are provisionally booked but members wishing to make block bookings should be aware that cancellations do occasionally occur.
 - (6) There has been some delay in confirmation of bookings recently. This has been caused by an unforeseen problem of berthing at Ferriby Sluice, which now seems to be approaching a satisfactory conclusion.

MANY THANKS TO:

The lads at Ferriby Sluice lock, Geoff, Mick and Keith for their help and good humour, even when 'Comrade' arrived 20 minutes after the last possible pen!!

To Ken, the engineer for the Anglian Water Authority, for his invaluable help when 'Comrade' decided to take in water while moored in the Ancholme, and smiling when walloped on occasions with a wet rope inexpertly thrown by one of 'Comrade's' less experienced crew members.

To Dave Cook for his generous and immediate assistance in getting 'Comrade' on to his dry dock and out of the water when we thought she'd popped a rivet.

To Mavis and Brian at Beverley lock for indulging 'Comrade's' crew, who else would have stayed up until midnight to pen us through into the beck and then help us to raise the gear in the pouring rain?

To the majority of the yachtsmen who appreciate that 'Comrade' and 'Amy' will not go to windward like an 'Enterprise' nor will they go through stays like a 'Mirror' dinghy.

To the party of 'Comrade's' who willingly took up scrapers, wire brushes and black varnish when forced to spend 6 hours on Redcliffe middle sand.

To Alan Gillyon for the use of his dry dock and for his advice and assistance when we removed 'Comrade's' propeller, shaft and stern bush.

To the parties who continue to travel many miles to sail on 'Comrade', even though the accommodation is less than five star! We hope it will be a little better this year.

To the Commodore of the Society for his continued advice and patience, even when it meant standing on the edge of the dry dock in torrential driving rain being gradually reduced to a fair imitation of a bedraggled Paddington Bear.

To Messrs Starkey Technicast for their generous discount on the cast iron blank needed to replace 'Comrade's' stern bush.

To Hall's Barton Ropery for considerable help when the two ships were re-rigged and continued help ever since.

To the Coastguard on the Humber Bridge and the men at VTS Humber who enquired after 'Comrade's' welfare when she had a minor engine problem with a full gale blowing against a flood tide.

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