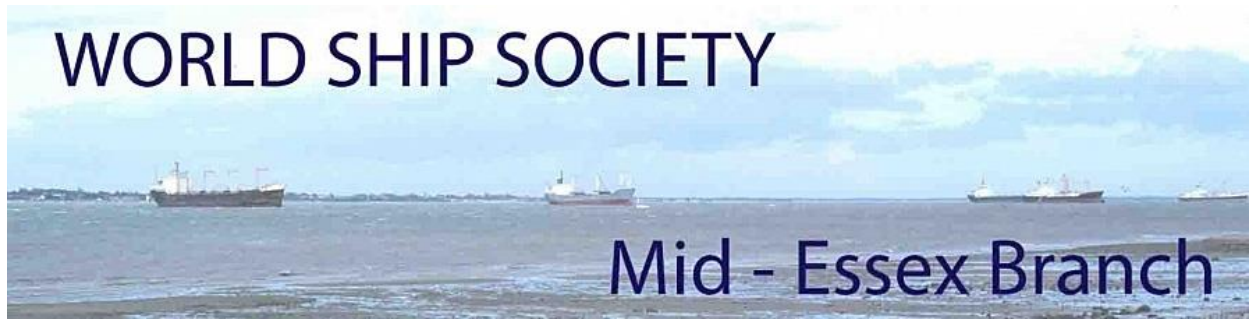


WORLD SHIP SOCIETY



Mid - Essex Branch

Newsletter Number 7 - December 2020

AN OCCASIONAL NEWSLETTER TO KEEP IN TOUCH DURING THIS STRANGE TIME IN OUR HISTORY

BEST WISHES FOR CHRISTMAS AND THE NEW YEAR

Trusting that you are all coping with the current lockdown conditions in your area and trust they will not stop you having a good Christmas. Essex has moved into Stage Four with all its restrictions that is apart from the Christmas Day "truce". Unlike the 1st World War Christmas truce the enemy will still be very active, please take care and keep healthy and safe so that we can look forward to seeing you all once more on the "first Monday" of the month.

I have been in contact with the Ingatestone Club who have kindly booked our meeting days in 2021 and invite us to recommence our meetings when we feel happy to.

I am pleased to announce that John Williams has received our renewals so all should be well for our Marine News delivery in January.

Our best wishes are also sent to those that are not in the best of health at the moment and that they continue to improve. I'm sure that those members are in our thoughts at this time.

LOCAL NEWS

SIR WILLIAM ARNOLD, will remain in Heybridge Basin over the winter and move to London's St Kathrine's Dock next March. Colin Trowles, has seasonally decked the vessel and says he will be open to visitors again before he leaves for St Katherine's next year. If you would like to visit, check his website www.lifeboat5202.com to book a tour.



Lifeboat 52-02 on Remembrance Day

CAISTER LIFEBOAT MEMORIAL

Knowing Robin Butcher is a keen supporter of the lifeboats, if I come across an item of RNLI news which he might not be aware of I drop him an e-mail. As a town planner I try and keep abreast of what is happening in the rather complicated planning world. Recently I picked up a story from Historic England about the various buildings that have been listed over this last year. The first one mentioned was the Caister Lifeboat Memorial. Needless to say, I sent it to Robin and he sent me the following response:

“This story of the Caister boat is well known for the remark made at the inquest into the loss of nine lives. The suggestion was made that the boat may have been returning after abandoning the mission a chap called James Haylett and aged seventy eight a former second cox would have none of it saying 'Caister men never turn back'. He played a part in the rescue of three of the crew following the capsizing. The Caister boat is no longer in the RNLI fleet but was the first lifeboat to go 'private' and was funded to a large extent by Bernard Matthews of Turkey fame.”

This is what the Historic England website has to say about the memorial and the reasons for it being listed:

Reasons for Designation

The memorial to the crew of the Beauchamp Lifeboat unveiled in 1903 is listed at Grade II for the following principal reasons:

Architectural interest: * for the sculptural quality of the memorial, the broken mast, anchor, laurel wreaths and lifebuoy of which act as a visual reminder of the tragic loss of life at sea.

Historic interest: * as an eloquent and moving tribute to the bravery of the crew who perished in 1901, and a poignant reminder of the sacrifice of the local community.

Group value: * for its strong group value with the nearby Church of Holy Trinity (listed at Grade II*) which contains a memorial window commemorating the crew of the Beauchamp Lifeboat.

History

The Royal National Lifeboat Institution (RNLI) was founded in 1824 by Sir William Hillary. The first lifeboat was sited at Caister by the Norfolk Shipwrecked Mariners Association in 1845 and was crewed by the beachmen of the Caister Beach Company (formed in 1794). The RNLI took over the operation of the Caister Station in 1857, operating two lifeboats and using the beach men as the crew. The Caister Lifeboat Station has been run independently of the RNLI since 1969 and is one of only three independent lifeboat stations in the country. The Beauchamp was brought into service in 1892 to replace the Lifeboat Godsend. Sir Reginald Proctor Beauchamp Bt, donated a sum of money to build the new lifeboat in memory of his father Sir Thomas Beauchamp and Sir Thomas' two late sons.

On the night of 13 November 1901 the Beauchamp was launched, during a particularly treacherous storm, in response to distress signals coming from the direction of Barber Sands. The sea was so rough and the winds so strong that it took two and three quarter hours before the crew were able to get the Beauchamp afloat. The Beauchamp had such an excellent track record and had been launched 81 times during the nine years it was in service that the life boatmen had every confidence in her suitability for the mission. However, the severity of the storm was exceptional and the lifeboat capsized trapping her crew beneath her. James Haylett Snr, who witnessed the disaster, was able to rescue his son-in-law Charles Knights and grandson Walter Haylett along with crew member John Hubbard. “However the nine remaining men trapped under the boat lost their lives. Among those to lose their lives were four other men from the Haylett family. The inquest into the tragedy was opened the following day. When asked by the coroner why the mission was not aborted due to the severe conditions, James Haylett replied “They would never give up the ship. If they had to keep at it ‘til now, they would have sailed about until daylight to help her. Going back is against the rules when we see distress signals like that.” These words were translated by the press into “Caister men never turn back”. The phrase Never Turn Back quickly became the motto of the Caister Lifeboat crew and eventually was adopted as a motto throughout the RNLI.

In 1902 plans were begun for a memorial to the nine crew members who had perished along with the Beauchamp. The memorial, built of Carrara marble, was unveiled on 4 July 1903 by Colonel Diver, Mayor of Great Yarmouth. It was erected in the Cemetery on Ormesby Road, Caister by J Whithead & Son of London.

The Never Turn Back” public house, built in 1957, was named in memory of the disaster and was opened by Patrick Howarth, Publicity Secretary of the RNLI. The Never Turn Back was added to the National Heritage List for England (the List) at Grade II, List Entry Number 1454945 in 2018.

DETAILS

Memorial to the crew of the Beauchamp Lifeboat, unveiled in 1903.

MATERIALS: crafted from Carrara Marble.

PLAN: square in plan and located within an enclosure marked by a low marble kerb and surrounded by railings dating from the late C20. The memorial is located in the north-west corner of the East and West Caister Village Cemetery on Ormesby Road.

The memorial's base stands on a square slab above which the marble is hewn to represent waves with rocks above. Set into the front of the base is a panel carved to show a lifeboat inscribed with the words: HERE UNDER LIE/ THE BODIES OF NINE MEN OF CAISTER/ WHO LOST THEIR LIVES IN THE LIFEBOAT BEAUCHAMP/ ON THE MORNING OF NOVEMBER 14TH 1901/ WHILST GALLANTLY RESPONDING TO/ SIGNALS OF DISTRESS./ THIS MONUMENT/ HAS BEEN ERECTED TO THEIR MEMORY/ BY A LARGE NUMBER OF THEIR FELLOW COUNTRYMEN/ WHO HONOURED THEIR BRAVERY AND PRESERVED THOSE/ DEPENDENT UPON THEM FROM WANT. Above the rocks is a lifebuoy inscribed: CAISTER LIFE BOAT, an anchor, broken oar, ropes, rudder, laurel wreaths, chains and a folded sail. The column rising from the rocks, among the nautical paraphernalia is designed to resemble a broken ship's mast. Placed around the edge of the kerb are nine marble blocks, each inscribed with the name of one of the men, as follows: Aaron Walter Haylett Coxswain aged 49 years, James Henry Haylett late Coxswain aged 56 years, William Frederick Brown Second Coxswain aged 49 years, William Wilson aged 56 years, Henry James Knights Aged 18 years, John William Smith Aged 43 years, Charles John Brown Aged 31 years, Charles Bonney George Aged 53 years, George Ernest King Aged 21 years."

John Harrison

Robin Butcher

FROM THE IAN WELLS COLLECTION

Two ships that are featured in Ian Wells' PowerPoint slide show currently under compilation.

These two photos have not been published previously and will feature in Show No 25 scheduled for completion in late 2021 or early 2022

QUEEN MARY



QUEEN MARY © Ian Wells, taken on 31st October 1967 (note paying off pennant)

Seen here leaving Southampton for the very last time. Originally ordered by Cunard, but at that difficult time in the 1930s both they and their great rivals White Star Line were in financial difficulties.

The government would only bail them out if a merger was agreed and therefore Cunard White Star came into being. Cunard had the name VICTORIA in mind but because White Star names ended in "IC" a compromise was

reached. This is one story but it was also said that when King George was told that the ship would be named after a great queen he assumed that his wife was in mind.

In August 1936 she captured the Blue Riband only for it to be snatched by NORMANDIE soon afterwards. The position was quickly reversed again. Both ships had their admirers, QUEEN MARY because of classic, traditional appearance and interior and the NORMANDIE which represented the ultra-modern. For a short time NORMANDIE did become the larger of the two after some cabins were added but then of course along came QUEEN ELIZABETH. Soon after the outbreak of WW2 both Queens and NORMANDIE were requisitioned in New York for conversion to troopships. NORMANDIE was completely gutted by fire at this time.

Queen Mary was very successful as a troopship, her speed and manoeuvrability making it almost impossible to be caught by a U-boat. She was returned to Cunard in 1946 and refurbished with a complement of 3,240, 2,139 passengers (776 1st class, 748 cabin class and 579 tourist class) and a crew of 1,101.

In 1967 QUEEN MAY was sold to the City of Long Beach to be converted into a hotel ship and museum. Obviously the voyage to California from Southampton was via Cape Horn. She arrived on 09/12/1967. This is her current position although, sadly, not a great deal is left of the ship as when in service.

FLANDRE



FLANDRE & tug ABEILLE No 12 © Ian Wells, taken on 29th September 1962 at Le Havre

FLANDRE was the first post war ocean liner built for Compagnie Generale Transatlantique (CGT) French Line and was scheduled to be on the West Indies service from Le Havre and Southampton.

She had a disastrous maiden voyage which must have been very embarrassing for French Line. Initially on the New York run, she suffered constant engine problems on the way across sometimes drifting without power for hours at a time. There was a fire in the main switchboard and another power failure just after entering the New York harbour area. The anchors had to be quickly lowered and there was insufficient power to retrieve them for several hours. Obviously the traditional fire boat display kept being put back and when FLANDRE did eventually arrive in tow of four tugs she was belching out thick black smoke. French Line cancelled all sailings for the rest of the year and FLANDRE was returned to the builders for six months for the problems to be rectified. For some time after she was nicknamed "the Flounder".

In 1968 she was transferred to Costa Armatori S.p.a. and renamed CARLA C and her steam turbines were replaced by diesel engines in 1975. In 1986 she was transferred to Costa Line and renamed CARLA COSTA. In 1992 she passed to Epirotiki Lines, Piraeus. On 23rd March 1994 just after passengers had disembarked after a Mediterranean cruise, fire was discovered in an empty stateroom. She was moved from Perama and beached ablaze near Salamis Island. She burned out and was laid up and on 25th December 1994 she arrived at Aliaga, Turkey to be broken up. After a bad start she later became much admired for her appearance.

ABEILLE No 12 was built by Ch. Dubigeon-Normandie, Chantenay, St Nazaire in 1964 and owned by Cie Remorquage & de Sauvetage "Les Abbeilles", St Nazaire. She is believed to have gone to scrap in the Le Havre area in 1991.

Ian Wells

SING A SONG OF SHIPPING – PART 3

My brother-in-law is an amateur folk singer, Mike Walton from Worcester, and he has suggested some more song relating to specific ships to add to the ones we have already considered.

The first one came as seemingly something of a surprise, “The Manchester Canal”. Having been brought up living on the banks of the Manchester Ship Canal, I thought I really ought to have heard of a song with that title. On researching the song, however, I discovered that the song does not relate to the Ship Canal but rather the Manchester to Rochdale Canal, as it refers to some of the landmarks on that canal and the song dates back to 1870, predating the construction of the Manchester Ship Canal. The ship referred to in the song, the “S.S. Irwell” is almost certainly fictitious as the song recounts her experiencing storms of a nature which would hardly be likely to be experienced on a canal. Just to confuse things, however, the Manchester Ship Canal Company did have a dredger called the “Irwell”. The company also had a dredger called “Irk” which somewhat confused me as a child until I learnt that their dredgers were named after Mersey tributaries.

The next song is also almost certainly about a fictitious ship, the “Mary Ellen Carter” written by Stan Rogers in 1979 about a ship’s crew raising her to obtain the salvage money after she had sunk and her owners had written her off. The song does, however, have a strong connection to a real ship. The “Marine Electric” (13,757/44) owned by Marine Transport Lines Corporation was a T2 tanker which had been converted to a cargo ship by replacing her forepart section. The new forepart had been built in Bremen, Germany and towed across the Atlantic to the Bethlehem Steel Co yard at East Boston to be fitted to the ship. On 12 February 1983 she sank off the Virginian coast in heavy seas. 31 of her crew of 34 were lost. The ship’s chief mate escaped from the ship and survived for several hours clinging to a partially deflated lifeboat. He kept his spirits up by repeatedly singing the last two verses of this song which encourage those facing adversity to “rise again”. There are Wikipedia entries for both the song and the “Marine Electric”. The latter is particularly interesting. The ship was lost because she was in very poor condition and at the inquiry it was discovered her inspection reports had been falsified. This led to a major review of US Coastguard procedures and subsequently 70 ships surviving from the Second World War were scrapped.



This is a painting by Edouard Manet of the Battle of Calais which took place on 19 June 1864. The CSS [Confederate States Ship] Alabama (1,050 disp/1862), a Confederate raider, had put into Calais for repairs and resupply and was trapped there by the USS Kearsarge (1,550 long tons/1861). Her captain decided to come out of Calais “all guns blazing” rather than linger in port, but the “Alabama” was the weaker ship and in the end her captain had to surrender. These events are commemorated in a sea shanty, “Roll Alabama Roll”, supposedly written by one of the ship’s crew members during the battle. It includes a reference to her building in somewhat clandestine circumstances as she was to be a Confederate raider by Jonathan Laird of Birkenhead, obviously a precursor of Cammell Lairds.

“The Bonnie Ship the Diamond” is a song about the departure of a whaling ship sailing from Peterhead to the Davis Strait between Greenland and Canada. The ship was built in 1825 and we can date the song to between then and 1830 when she and another 20 ships, some of which are also referred to in the song, were trapped in in the ice and crushed. Although the song refers to her sailing from Peterhead, it seems she was actually based in Aberdeen.

A ship which would seem to be fictitious is the “Jeannie C.” A song written by Stan Rogers in 1978 describes her sinking in somewhat strange circumstances with no obvious explanation, to quote my brother-in-law “a hint of the supernatural” and the loss of a crew member, John Price. The “Jeannie C.” is a fishing boat built by the “singer’s” father and named after his mother. He contemplates building a replacement vessel but in the end decides such was his affection for the “Jeannie C.” that he does not have the heart to do so. The reference to Dover in the song is to Dover in Nova Scotia, not Kent, by the way.

The final song is “The Ellan Vannin Tragedy” written by Hugh Jones of “The Spinners”. The “Ellan Vannin” (375/1860) was built as the “Mona’s Isle”, a paddler for the Isle of Man Steam Packet Company. In 1883 she was extensively rebuilt as a screw-driven vessel and renamed “Ellan Vannin”, the Manx translation of “Mona’s Isle”. On 9 December 1909 she floundered near the Mersey Bar Light Ship in very heavy weather with the loss of all 36 souls aboard her. The song which recalls the tragedy starts by listing names of other IOMSPCo ships, but then goes on to say that the “Ellan Vannin” is a name the company will not use again.



John Harrison

OCEAN LINER SOCIETY

John Harrison advises me that the Ocean Liner Society’s talks are now taking place on Zoom and can be accessed by non-members, but you would be expected to make a donation to help cover the cost of the Zoom licence. For details see <https://www.ocean-liner-society.com/>. The February talk from a Lisbon ship photographer sounds particularly interesting.

FROM OUR SOUTHAMPTON CORRESPONDENT

RRS DISCOVERY

DISCOVERY returned from her brief foray detailed in newsletter 6, only to leave once more to pick up from where she left off in the Central Atlantic at the beginning of 2020.

A short synopsis of their voyage which will cover the Christmas and New Year period can be found at https://youtu.be/r_81191haBQ

Rob Childs

REPLY to INFORMATION REQUEST

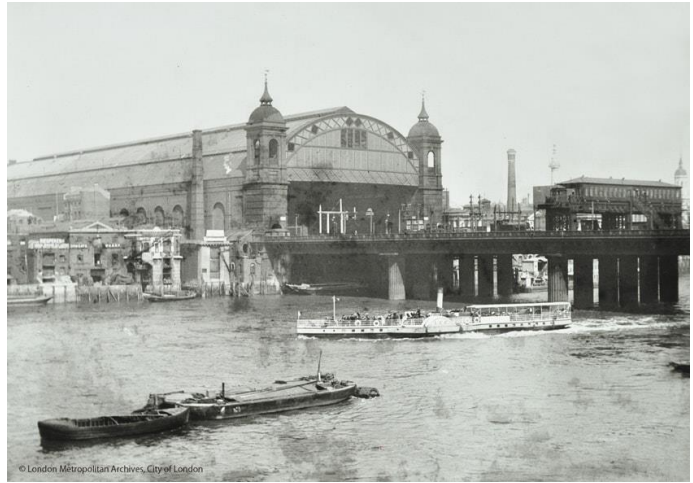
In our last newsletter Mid-Essex member George (Jerzy) Swieszkowski was seeking information on the Sailing Barge JESS of 49 tons.

The following was kindly sent from John Collins of the Nottage Maritime Institute at Wivenhoe, Essex. JESS (59.38 grt, 49.41 net) was a square sterned two masted spritsail barge. 80'x18'x5'. Built circa 1899 by John Thomas Howard at Maldon for Robert Henry Eve 32/64s & Thomas Lawrence Eve 32/64s (merchants), of Maldon. (ON 105907). On 15/4/1904 she was sold to Robert Henry Eve, of Maldon and on 2/1/1912 she was part sold to Charles Weston Eve 16/64s & Robert Henry Eve 48/64s. After the death of Robert Henry Eve on 13/4/1922, ownership passed to Caroline Eve, Charles Weston Eve & Robert Norman Eve jointly 48/64s & Charles Weston Eve 16/64s. On 2/2/1923 she was part sold to Charles Weston Eve 32/64s & Robert Norman Eve 32/64s. On the 14/10/1934 she was run down and sunk by SS MALINES while at anchor in Harwich Harbour. She was raised 10/8/1937 and her registry was closed on advice from her owners as she was no longer seaworthy. Converted to a houseboat and later hulked at Pin Mill. (Some reports however say she became a workshop at Pin Mill. *Editor*).

John Collins

A Brief History of Ferry Services on the Thames 1840 – 1909

An article by David Brown from our website: www.middlessexships.org.uk



The concept of a waterbus service on the Thames to ease London's traffic problems has often been discussed, and taking in account the success of water transport in other UK and European cities the lack of a Thames river passenger service has been regarded as something of an anomaly. Throughout recent history the idea has been visited and revisited but not since the mid 1800's has it ever proved viable on a long-term basis. From the 1840s until the mid-1870s several companies provided regular steamboat services between Kew to the west and Woolwich and Greenwich to the east. From the mid-1870s onward, however, operations ceased to be profitable. In 1875 the London Steamboat Company was formed to combine the competing companies then on the river and bought together some 70 boats. On 3rd September 1878 the sinking of 'PRINCESS ALICE' below Woolwich due to a collision with the collier BYWELL CASTLE resulted in the loss of 460 (some reports state up to 700) lives, and was said to have had a very adverse effect on river transport. In 1879 the assets of the London Steamboat Company were leased out. When control was regained in 1882 it was unprofitable and went into liquidation. The liquidator, however, continued to run the service. Control was then passed to The River Thames Steamboat Navigation Company, which ran a service, but in 1886, when they tried to sell the fleet, a buyer could not be found. Subsequently fourteen of the boats were sold for scrap and by the end of 1887 they ceased trading altogether with the remaining boats being laid up. The Victoria Steamboat Association bought the fleet in 1888 and managed to make a success of the operation. By 1893 it had increased its fleet to 46 boats. However, the company was wound up in August 1894, allegedly due to some underhand financial and managerial activities. The service restarted in 1896 under the name of Victoria Steamboats Limited, but lasted just the one season. In 1897 the Thames Steamboat Company, purchased the Victoria Steamboats fleet and by 1901 had added nine boats, taking its fleet to 36 boats. It also took over six piers and the leases of two others. The chairman of the Thames Steamboat Company was Mr Arnold Hills (1857-1927) who was also chairman and managing director of Thames Iron Works Shipbuilding and Engineering Company in West Ham. It was the biggest shipbuilder on the Thames and had built a number of warships for both British and overseas navies (including the preserved "WARRIOR" in Portsmouth Dockyard). The service he ran was not profitable but he hoped an injection of capital and the acquisition of the piers, which were costing in the region of his deficit, would allow him to improve the service, and his profits.

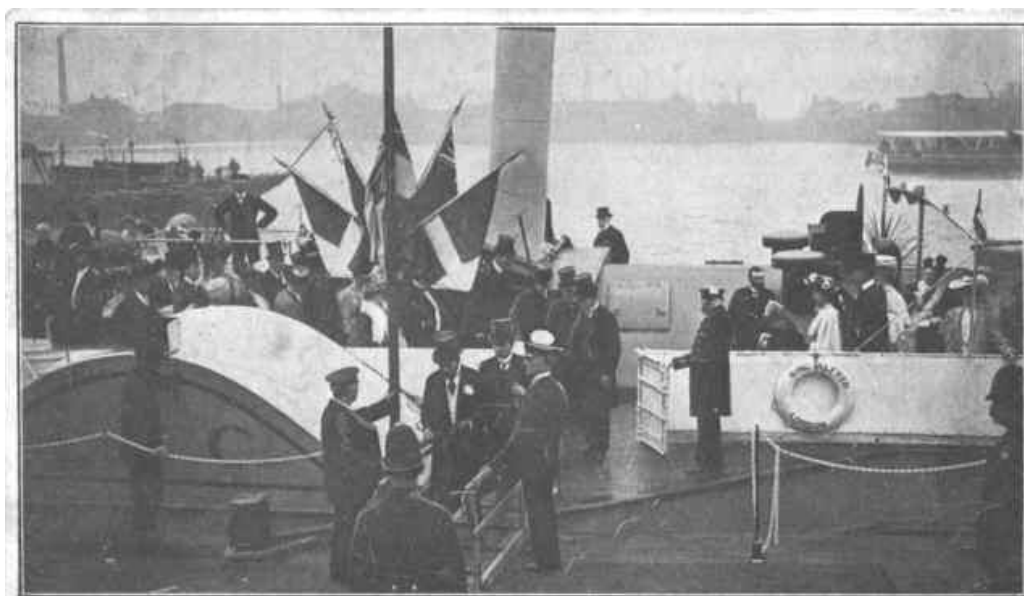
However this did not materialise and his losses increased. In 1889, the London County Council (L.C.C.) was introduced. Its creation was forced by a succession of scandals involving its predecessor, the non-elected Metropolitan Board of Works, which had run London's infrastructure such as roads and bridges. The L.C.C. was created as the principal administrative body for the County of London; a lower tier of 28 metropolitan boroughs was created in 1899, replacing the earlier parishes and vestries.

The L.C.C.'s administrative area was the County of London: an area smaller than Greater London is now and corresponding to today's London Boroughs of Camden, Greenwich, Hackney, Hammersmith

and Fulham, Islington, Kensington and Chelsea, Lambeth, Lewisham, Southwark, Tower Hamlets, Wandsworth and Westminster. It almost immediately became an aim of the new council to run a municipal ferry service on the Thames.

Hills tried to negotiate with the new council over partnerships, the transfer of boats and the ownership of piers. The L.C.C. was unwilling to make any concessions, which resulted in a standoff to the extent that only a sporadic service operated between 1901 and 1904. In 1904, the Council finally succeeded in satisfying all interested parties in relation to the service on the Thames. The original plan was to provide a service every five minutes in each direction between London Bridge and Vauxhall or Chelsea, a service upstream from there to Hammersmith or beyond every fifteen minutes, and another fifteen minute service from London Bridge to Greenwich and Woolwich.

The number of steamboats thought to be required to run this level of service was first put at 55, but later reduced to 40. In 1902 it was decided to only provide a fifteen-minute service all the way between Greenwich and Hammersmith, which reduced the requirement to 30 boats. This lowered costs, and the final estimates showed a capital expenditure of £210,000 for the construction of 30 boats (repayable over 20 years) and £70,000 for the acquisition and improvement of piers (payable over 30 years). The annual running expenditure was estimated as £98,960. In the event, tenders for the boats were received totalling only £184,000, a sum which would have been even less had there not been some deliberate bias in favour of Thames-side shipbuilding in order to support local employment. The tender received from the Thames Iron Works Shipbuilding and Engineering Company was accepted at a price higher than was quoted by its competitors. J.I. Thornycroft & Co, Southampton; Napier & Miller & Co, Glasgow and Thames Ironworks, Blackwall were the original contractors being awarded 10 boats each. Some of the boats were subcontracted to G. Rennie & Co., Greenwich to ensure that the required delivery time was met. The boats were virtually identical in size being 130 feet long, 18 feet breadth and 120 gross tons with a carrying capacity of 530 passengers. A single boiler fed steam to the compound diagonal engine of 350 IHP, which turned the two 10ft 6-inch paddle wheels giving a speed of 12.5 knots. Scott's Engineering & Shipbuilding Co., Greenock, and Thames Ironworks supplied the engines.



OPENING OF THE L.C.C. STEAMBOAT SERVICE BY H.R.H. THE PRINCE OF WALES.

HRH the Prince of Wales opened the service on June 17th 1905 by steaming ceremoniously from one end of the route to the other on the KING ALFRED. Fare-paying traffic began the day after. Fares, when the service started, were 1d single and 2d return for up to three miles, then 2d and 3d respectively for up to five miles, then 3d and 5d for up to eight miles with reductions for journeys started before eight a.m. The Thames Steamboat Company, which also had the right to use the piers, ran a rival service and undercut the fare structure. By the end of the summer the L.C.C. had to acknowledge that passenger numbers had fallen far short of the number necessary to break even. To try and offset this shortfall the 1905/6 winter service ran a reduced service. Although agreement was reached with The Thames Steamboat Company over fares routes and piers in the spring of 1906,

takings during the summer of 1906 was well below expenditure. In the summer of 1906 the decision was taken not to run a winter service and that in 1907 they would only run a service for 4½ months in the summer. In early 1908, the Committee recommended selling or chartering all the boats, following an earlier decision to sell off just six boats. Attempts to sell the whole fleet were unsuccessful and the boats were sold over the period from April to July 1909, for a total of £18,204. The last fourteen fetched only the derisory amount of £393 each, being bought by the City Steamboat Company. They ran an intermittent summer service from 1909 but by August 1914 all had been sold on for further service. The following list attempts to trace the fates and fortunes of the original thirty boats.

DETAILS OF EACH FERRY AND ITS SUBSEQUENT FATE

ALLEYN

Builder: Thames Iron Works, Engine: Thames Iron Works. 1905 – 1907 London County Council's River Thames service. 1909 Sold (20/7/09) to George Martin, Dundee, Scotland. (*Alistair Deayton* - to Tay Steamboat Co. for use on Tay inc to Bridge of Earn) 1912 Sold to Frederick Walters, Newhaven; (*Alistair Deayton* - managed by RR Collard excursions from Southampton and occasional use on Seaview-Southsea ferry service) 1914 Sold to Bembridge & Seaview Steam Packet Co; (*Alistair Deayton* - chartered by group of Seaview residents for use on Seaview-Southsea ferry service. Uncertain if RN granted permission for use as such in 1915). 1916 Requisitioned by the Royal Indian Marine/War Office for use in Mesopotamia as PS 41, then PT 41; 1920 Acquired by Mr Semouha.

BOYDELL

Builder: Thames Iron Works, Engine: Thames Iron Works. 1905 – 1907 London County Council's River Thames service. 1909 Sold (15/6/09) to the Royal Servian Privilege Steamship Co. (Serbia) for service on the Danube at Belgrade.

BRUNEL

Builder: Thames Iron Works, Engine: Scotts Engineering Greenock (*Tramscape* gives engine builder as Thames Iron Works). 1905 – 1907 London County Council's River Thames service. 1909 Sold (20/07/09) to the Millbrook Steamboat Company for service on the River Tamar at Plymouth. (*Burt* gives: J. Parsons, Plymouth) (*Alisdair Deayton* gives date of 1910 and use as a market boat passenger/cargo service on Tamar to Calstock, and excursions) 1916 Requisitioned by the Royal Indian Marine/War Office for use in Mesopotamia as PS 42, then PT 42; 1920 Euphrates & Tigris S N Co; 1924 Mesopotamia Persia Corp; 1926 Scrapped.

BEN JONSON

Builder: J.I. Thorneycroft, Southampton Engine: Scotts Engineering, Greenock. 1905 – 1907 London County Council's River Thames service. 1909 Sold (20/07/09) to Dampfschiffgesellschaft der Vierwaldstättersee & left London on September 27th 1909. Towed to Duisburg in Germany, then sailed up the Rhine to Basel under her own power. Dismantled and taken overland to Luzern - extensively rebuilt for passenger service on Lake Luzern with small fore and aft deck saloons. Renamed PS RHEIN. 1939 Withdrawn after an unsuccessful service. 1942 The boiler was sold 1944 The engine was scrapped 1946 and the ship was stripped to the hull. 1949 (February 2nd) Re-entered service as MV WALDSTATTER, with a new (Sulzer) diesel engine, screws instead of paddles and a new superstructure. 1995 (12th December) withdrawn from service, after which she lay at the SGV dock until being used as an accommodation ship. 2001 Scrapped at Beckenried

CARLYLE

Builder: Thames Iron Works Engine: Thames Iron Works 1905 – 1907 London County Council's River Thames service. 1909 Sold (15/06/09) to George Martin, Dundee. 1911. Sold to Tay Steamboat Company, Dundee for service on the River Tay 1916 Requisitioned by the Royal Indian Marine/War Office for use in Mesopotamia as PS 44, then PT 44???? Sold to Euphrates & Tigris S N Co (also reported as to Anglo-Persian Oil Co); no subsequent trace.

CAXTON

Builder: Napier Miller, Glasgow Engine: Scotts Engineering, Greenock 1905 – 1907 London County Council's River Thames service. 1909 Sold (15/06/09) to a Mr C.A. Stewart & Co, London.

CHARLES LAMB

(Originally to be named BAYNARD) (Alistair Deayton states BAYNARD COLECHURCH) Builder: Napier Miller, Glasgow Engine: Scotts Engineering, Greenock. 1905 – 1907 London County Council's River Thames service. 1909 Sold to the City Steamboat Co and probably sailed on the Thames in the 1910 season.???? Sold to owners at Genoa, Italy, renamed ZULEMA. (Alisdair Deayton - Sold for use on Lake Lugano. Sailed to Genoa - overland to Porlezza. Rebuilt with fore & aft saloons and entered service in 1911 as LOMBARDIA. Withdrawn 1921 as uneconomical (coal). 1925 Broken up at Lugano).

CHAUCER

Builder: Napier Miller, Glasgow Engine: Scotts Engineering, Greenock. 1905 – 1907 London County Council's River Thames service. 1907 - (www.clydesite.co.uk states 1909) Sold to the City Steamboat Company for further use on the Thames. 1910 (www.clydesite.co.uk states 1914) Sold to owners at Nantes, France and renamed VILLE D'ANGERS.

CHRISTOPHER WREN

Builder: G. Rennie & Co., Greenwich (subcontracted from J.I. Thorneycroft, Southampton. Engine: Scotts Engineering Greenock. 1905 – 1907. London County Council's River Thames service. 1909 to 1914 sold to the City Steamboat Company for further use on the Thames. 1916 Requisitioned by the Royal Indian Marine/War Office for use in Mesopotamia as PS 43, then PT 43. 1920 Euphrates & Tigris S. N. Co. 1922 Scrapped

COLECHURCH

Builder: Napier Miller, Glasgow Engine: Scotts Engineering, Greenock. 1905 – 1907 London County Council's River Thames service. 1909 Sold (20/07/09) for service on Lake Lugano, sailing to Genoa before being transported overland. 1911 entered service under the name LOMBARDIA. 1921 withdrawn. 1925 Scrapped at Lugano

EARL GODWIN

Builder: Napier Miller, Glasgow Engine: Scotts Engineering, Greenock. 1905 – 1907 London County Council's River Thames service. 1909 Sold to the City Steamboat Company for further use on the Thames. 1914 Transferred to the Dumbarton & Balloch Joint Line of the CR and NBR railways for service on Loch Lomond, Scotland as QUEEN MARY, but seriously damaged by fire soon after arriving at Balloch and never used in service. 1929 Scrapped

EDMUND IRONSIDE

Builder: Napier Miller, Glasgow Engine: Scotts Engineering, Greenock. 1905 – 1907 London County Council's River Thames service. 1909 to 1914 sold to the City Steamboat Company for further use on the Thames. 1916 Requisitioned by the Royal Indian Marine/War Office for use in Mesopotamia as PS 40, then PT 40 1920 Acquired by Abdul al Khedery, Baghdad**

FITZAILWIN

Builder: Napier Miller, Glasgow Engine: Scotts Engineering, Greenock. 1905 – 1907 London County Council's River Thames service. 1909 to 1914 sold to the City Steamboat Company for further use on the Thames. 1916 Requisitioned by the Royal Indian Marine/War Office for use in Mesopotamia as PS 45, then PT 45. 1920 Acquired by Abdul al Khedery, Baghdad**

FRANCIS DRAKE

Builder: J.I. Thorneycroft, Southampton Engine: Scotts Engineering, Greenock. 1905 – 1907 London County Council's River Thames service. 1909 Sold (06/04/09) to Escaut & Rupel Steam Navigation Co. Tamise, Belgium for service at Antwerp and renamed WILFORD I. 1914 Escaped to England. 1916 requisitioned by the Royal Indian Marine/War Office for use in Mesopotamia as T 60, then PT 60, then PT 46. 1920 Acquired by Abdul al Khedery, Baghdad**

GIBBON

Builder: Thames Iron Works Engine: Thames Iron Works 1905 – 1907 London County Council's River Thames service. 1909 Sold (06/04/09) to K. Bohr , Esscenweg, Rotterdam???? Sold to Mafalda Soc. Di Nav. A Vao. Puglia, Bari, Italy & renamed MAFALDA

GRESHAM

Builder: J.I. Thornycroft, Southampton Engine: Scotts Engineering Greenock (Burt gives builder as Thames Ironworks). 1905 – 1907 London County Council's River Thames service. 1909. Sold to the City Steamboat Company for further use on the Thames???? Sold to German operators for service from Memel (East Prussia, now Klaipeda) for cargo and passengers. Renamed HLUBOKA. Probably moved westwards to what is now the north Polish coast during World War I. 1926 Moved to Prague and used on the Vltava as a tug. During World War II she was appropriated by the German Army and moved to the River Vistula. 1944 understood to have been sunk. 1947 Raised for use by the River authorities at Pulawy as "SMIALY" 1955-1958 she was based at Plock, and until 1968 at Tczew. Left the Vistula for the north Polish coast at Mielno, where she was hauled onto land and used as a clubhouse. Later she was seen close to Mielno at Lazy.

KING ALFRED

Builder: Thames Iron Works, Engine: Thames Iron Works. 1905 – 1907 London County Council's River Thames service. 1909 Acquired (11/05/09) by Glaser, Bewer & Co London. 1909 sold to O. May, Memel-Cranzer DSG Memel, Germany for local service, and renamed MEMEL. 1920 Understood to have sailed for the Gebruder Bieber at Memel. 1924 sold to the Hamburg-Blankensee-Este Line, sailed on the Elbe estuary from Hamburg to Cuxhaven and renamed HANSA. Post 1945 - Modernised with the construction of deckhouses etc. Operated on the lower Elbe and survived until 1962. 1965 Scrapped.

MARLOWE

Builder: G. Rennie & Co., Greenwich (subcontracted from J.I. Thornycroft, Southampton. Engine: Scotts Engineering Greenock. 1905 – 1907 London County Council's River Thames service. 1909 Sold to the City Steamboat Company for further use on the Thames, used for the 1910 and 1911 seasons???? Sold to the Koln-Mulheimer Shipping Co., Germany for service between Koln and Mulheim on the Rhein. 1925 understood to have been disposed of when the Koln-Mulheimer was absorbed by the Koln-Dusseldorfer (KD).

MORRIS

Builder: Thames Iron Works Engine: Thames Iron Works (Burt gives engine builder as Scotts Engineering, Greenock). 1905 – 1907 London County Council's River Thames service. 1909 Sold to the City Steamboat Company and used on the Thames for the 1910 season???? Sold to Germany for service between Koln and Mulheim.

OLAF

Builder: Napier Miller, Glasgow Engine: Scotts Engineering, Greenock. 1905 – 1907 London County Council's River Thames service. 1909 Sold (20/07/09) for service on Lake Lugano, sailing to Genoa before being transported overland. 1910 entered service under the name SVIZZERA. 1921 withdrawn. 1925 Scrapped at Lugano.

PEPYS

Builder: G. Rennie & Co., Greenwich (subcontracted from J.I. Thornycroft, Southampton. Engine: Scotts Engineering Greenock. 1905 – 1907 London County Council's River Thames service. 1909 – 1912 sold to the City Steamboat Company for further use on the Thames. 1913 Sold to the Cie. Lyonnaise de Navigatiuon et Remorquage at Lyon, France and renamed VILLE DE VALENCE.

PURCELL

Builder: Thames Iron Works Engine: Thames Iron Works. 1905 – 1907 London County Council's River Thames service. 1909 Sold (16/06/09) to the Royal Servian Privilege Steamship Co. (Serbia) for service on the Danube at Belgrade.

RALEIGH

Builder: J.I. Thornycroft, Southampton Engine: Scotts Engineering Greenock. 1905 – 1907 London County Council's River Thames service. 1909 - Sold to the City Steamboat Company for further use on the Thames for use 1910 -1914???? Sold to the Societe de Suc et Raf de Ponts in Belgium

RENNIE

Builder: J.I. Thornycroft, Southampton Engine: Scotts Engineering Greenock. (Burt gives builder as G. Rennie, Greenwich.) 1905 – 1907 London County Council's River Thames service. 1909 to 1914 Sold to the City Steamboat Company for further use on the Thames???? Sold to the Societe de Suc et Raf de Ponts in Belgium. 1916 Returned to the UK and requisitioned by the Royal Indian Marine/War Office for use in Mesopotamia as T 63, then PT 63, then PT 48; 1920 Euphrates & Tigris S. N. Co.

SHAKESPEARE

Builder: J.I. Thornycroft, Southampton Engine: Scotts Engineering Greenock. 1905 – 1907 London County Council's River Thames service. 1909 – 1914 sold to the City Steamboat Company for further use on the Thames. 1914 sold to the Dumbarton & Balloch Joint Line of the CR and NBR railways for service on Loch Lomond, Scotland and renamed PRINCESS PATRICIA. 1938 (May), sold for dismantling at Balloch.

SLOANE

Builder: Thames Iron Works. Engine: Thames Iron Works. 1905 – 1907 London County Council's River Thames service. 1909 Sold to the City Steamboat Company for further use on the Thames???? Possibly sold to Germany for service on the Rhein.

THOMAS MORE

Builder: J.I. Thornycroft, Southampton. Engine: Scotts Engineering, Greenock. 1905 – 1907 London County Council's River Thames service. 1909 Sold (06/04/09), (with FRANCIS DRAKE), to Escaut & Rupel Steam Navigation Co. Tamise, Belgium for use out of Antwerp and renamed WILFORD II. 1916 requisitioned by the Royal Indian Marine/War Office for use in Mesopotamia as as T 61, then PT 61, then PT 47. 1920 Euphrates & Tigris S N Co but reported to be burnt to the waterline.

TURNER

Builder: Napier Miller, Glasgow. Engine: Scotts Engineering, Greenock (Alisdair Deayton reports that she was originally to be called KING ALFRED). 1905 – 1907 London County Council's River Thames service. 1909 Sold (20/07/09) for service on the Rhein in Germany possibly for Koln-Mulheimer Co.

VANBRUGH

Builder: Thames Iron Works Engine: Thames Iron Works. 1905 – 1907 London County Council's River Thames service. 1909 sold (15/06/09) to Boieldieu Cie Rouennaise de Nav., Rouen, France for use on the River Seine at Rouen, and named BOIELDIEU.

WHITTINGTON

Builder: Napier Miller, Glasgow. Engine: Scotts Engineering, Greenock. 1905 – 1907 London County Council's River Thames service. 1909 Sold (20/07/09) for service in Russia.

NOTES:

** one of these was renamed AZIZIAH (EDMUND IRONSIDE, FITZAILWIN or FRANCIS DRAKE).

ACKNOWLEDGEMENTS ARE DUE TO:

Paddle Steamers of the Thames & Medway, Frank Burt

The "Tramscape" website LCC Ferry

The London Journal, Ralph Turvey

Paddle Wheels (Journal of the Paddle Steamer Preservation Society) Alistair Deayton

WSS Members: Bruce Allan for information on Shipbuilders Napier Miller

David Asprey for information on vessels requisitioned by Royal Indian Marine / War Office

David Brown,

SHIP PHOTOS

A selection of ships from the past, taken in Australian waters. Forwarded by Ken Bottoms for inclusion.



TALABOT (Melbourne)



TALLEYRAND (Melbourne)



TANCRED (Adelaide)



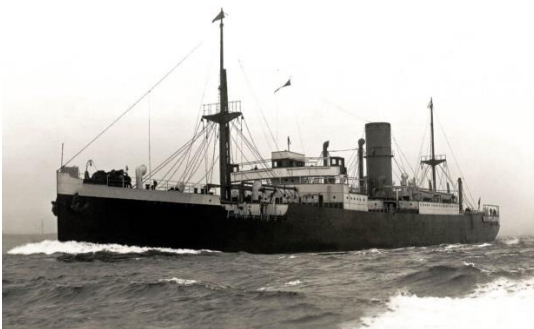
TATANA (Melbourne)



TRIENZA (Melbourne)



WINDARA (Sydney)



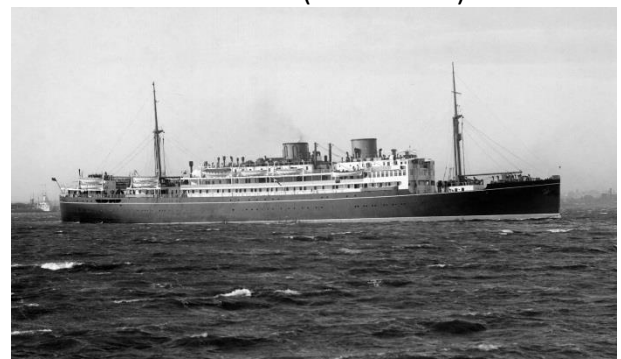
TURAKINA (Sydney)



WAIMATE (Melbourne)



WAIRANGI (Melbourne)



WANGANELLA (Melbourne)

I hope you have enjoyed this varied miscellany of news, articles and images etc. to help us through this difficult time.

Any articles or photos of interest will be gratefully received for the next publication.

The season's best wishes are extend to all WSS members, particularly those of the WSS Mid-Essex branch.

Please take care of yourselves until we can meet on a Monday evening once more.

Newsletter compiled by David Brown

My thanks go to those that have contributed to this edition:

Ian Wells, John Harrison, Ken Bottoms, John Collins, David Brown & Rob Childs

Newsletter Number 8 will be published as and when there is any further news and/or articles to impart.

If you have any contributions for the next edition please contact me on bravedown09@live.com

or through our website contact form:

<http://www.midessexships.org.uk/contact.html>

David Brown,

Secretary, WSS MID-ESSEX BRANCH
