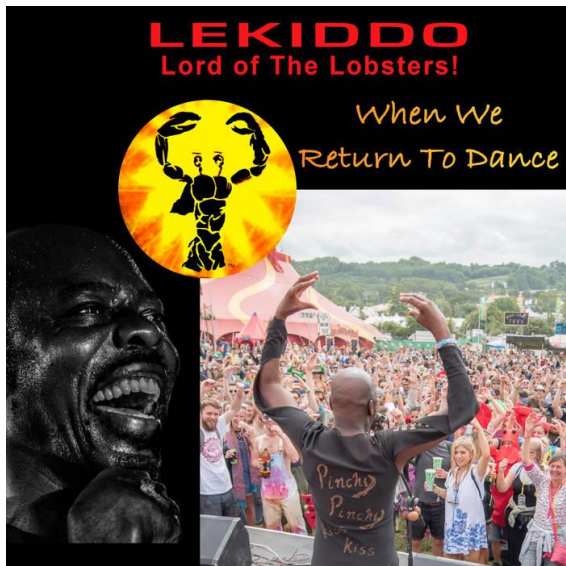




Update

The Lord of the Lobsters shows his Pinchers on the Pinnacle - by Paul Woodman! A very warm, and successful, weekend during July's Boat House 4 Open Pontoon days for the Steam Pinnacle volunteers. Motor Gunboat 81, Air Sea Rescue Launch 102, and the former HMS Fearless small landing craft F8 were kept busy with charter trips and round the Harbour tours. Over 300 visitors, both locals and tourists from all over the world, stepped aboard the Pinnacle. Many remarked that we were the prettiest and oldest on show, and that was just the crew!



the Isle of Wight Festival. We looked up his website, lekiddo.com during a coffee break which is great fun and well worth visiting. BBC Music describes him as lobsterliciously a Glastonbury 'cult' legend.

Pictures courtesy of his website.

Photo - Paul Woodman and the Lord of the Lobsters performing Pinchy, Pinchy, kiss, kiss!

Manning the Steam Pinnacle during the weekend were Paul Slattery, Roger Doyle, Tom Glover, Tim Stone and Paul Woodman. A great bond has been established now with the BH4 volunteers, all working together during these regular monthly summer open pontoon weekends.

On Sunday afternoon, Air Sear Rescue Launch 102 was the charter vessel, and after a fast trip around the Solent and flamboyantly dressed gentleman stepped off 102 and crossed the pontoon to chat with us on the Pinnacle. He introduced himself as Lekiddo, Lord of the Lobsters! a singer songwriter and performer from South London. We spent some time talking, and he told us he has been performing regularly at Glastonbury since 2009 and at a host of other venues including



Crew update – on 13 July a contingent of 12 crew travelled down to the Fleet Air Arm Museum at Yeovilton for a “run ashore”. (Right – arriving outside the museum) We had a friendly welcome from the local team, a reserved table for coffee in the café. and a useful brief on the museum from Chris Wilkinson.



Left – perhaps why Frank never seems to age – but what does he use?

Below – coffee in the café



The team broke into small groups before getting together again for lunch in the café.



Below – “.....the pinnacle could use a spare anchor but this one won't fit in my pocket!”



Above - A Royal Naval Air Service armoured car with a Maxim machine gun (?) – the latter was used on pinnaces at Gallipoli.





Left – Frank chats with one of the very knowledgeable volunteer staff – a former squadron C.O. in this case.

Below – “preservation chemicals” in the gift shop?



Left – a really useful staff workshop.

The team returned mid-afternoon in the minibus. The driver probably had to get his brake shoes replaced afterwards!

(Right) A wide range of aircraft in a display area. They must have had problems getting Concorde on and off aircraft carriers!

Many thanks to the FAAM team for their warm welcome and looking after us.

All photos by the editor – who couldn't be sure that the “junglie” Wessex on display was the one that he actually flew (under supervision) across the Falklands c1984. “Oh, yes, he did!”



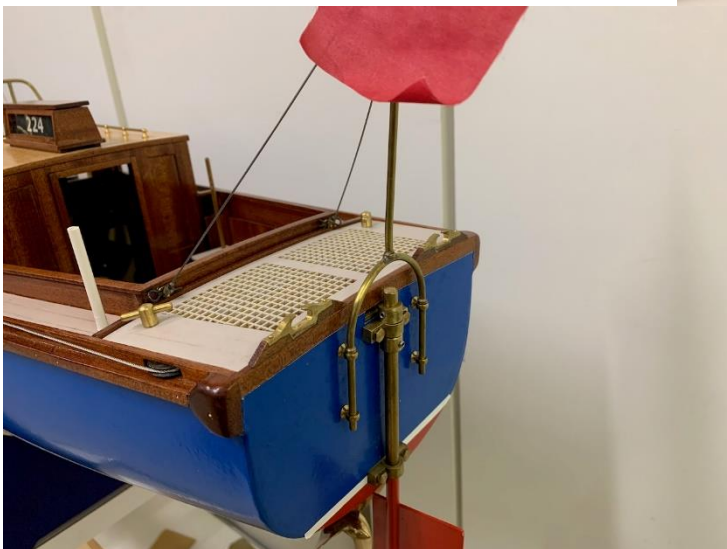
Update on a model steam pinnace 1/12 scale as presented in Steam Pinnace Newsletter August 2019



Hans-Rudolf Fuhrer and his wife Martha from Switzerland re-visited Portsmouth and met up with Frank Fowler on July 18th 2022 to discuss latest improvements on the model.

Some details on work that has been done since August 2019:





2-cylinder oscillating steam engine



Hotchkiss 3-pdr gun and RN Taylor Anchor; 3D printed hobby parts from Micro Master, NZ



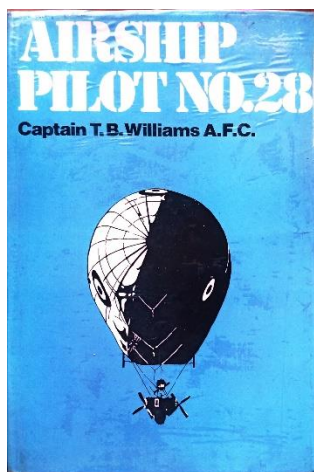
<https://micromaster.co.nz/collections/royal-navy-weapons>

Link to short video from a recent model boating event in Switzerland:

<https://fuhrer.myds.me/d/s/peCJYDrpzEkaAICIWqdU9KpFBKnjIAuW/clyxVrCBPZ4MIq9crQYdgdVqcOgCB7o2-7dAnV7yswk>

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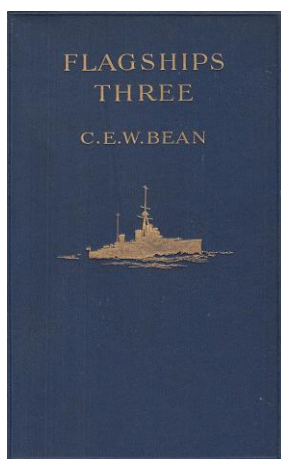
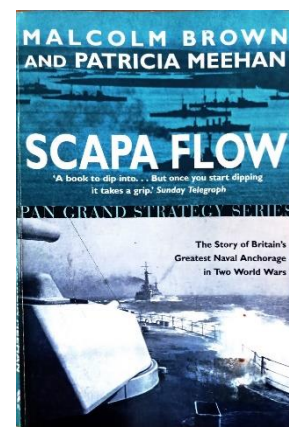
<https://www.mycloud.ch/l/L006541829EF9EFDD42BAB9363F279F2C6038A0724CD80EA83FED660DBE86A202>



Airship Pilot No.28 Bill Williams; HarperCollins 1974; 222 pages; ISBN-10 : 0718301536 ISBN-13 : 978-0718301538. Former crew member Clive Kidd comments: "I think NL readers would enjoy both of these books that I have recently read. Courage and fortitude of the airship pilots is mind boggling." After flying training in 1915, Bill Williams had a long career in military and civilian lighter than air aviation.

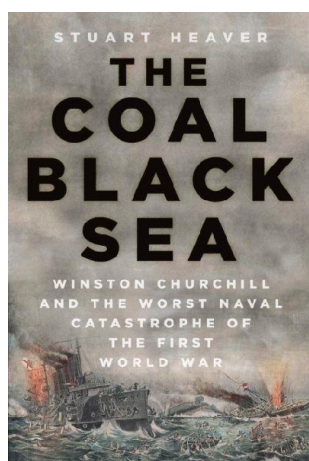
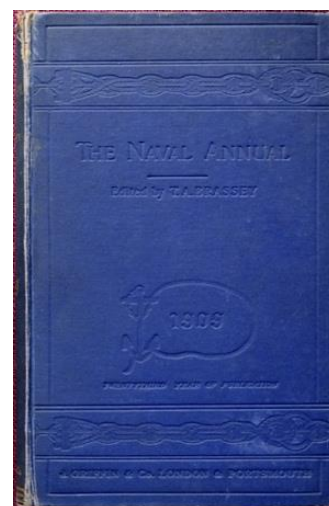
Scapa Flow - The Story of Britain's Greatest Naval Anchorage in Two W. Ws

Malcolm Brown & Patricia Meehan; Pan Books; Reprint. edition 2002; 264 pages; ISBN-10 : 1405007850 ISBN-13 : 978-1405007856. Although this book has been listed in the newsletter before, it is the other book recommended by Clive (above). "The book combines the memories of sailors, soldiers, Wrens, nurses and civilians to form a compelling portrait of this unique, and for those who served there unforgettable, war station".



Flagships Three C E W Bean; Alston Rivers Ltd 1913; reprint □ Wentworth Press 2019; 372 pages; ISBN-10 : 0526667311 ISBN-13 : 978-0526667314. In 1910-1912 Bean represented the Sydney Morning Herald in London, living with his parents. He reported the building of the battle-cruiser Australia and the light cruisers Melbourne and Sydney. His book incorporated these reports and much of his first book, "With the Flagship in the South." Early in 1913 he returned to Sydney as a leader-writer.

The Naval Annual 1909 Edited by T A Brassey; J. Griffin and Co 1909; ASIN : B000ID5QE4; articles from a range of senior officers; a list of ships; a section on armour and ordnance; the First Lord's memorandum and British and foreign estimates.



The Coal Black Sea - Winston Churchill and the Worst Naval Catastrophe of the First World War

Stuart Heaver; The History Press 2022; 240 pages; ISBN-10 : 0750999608 ISBN-13 : 978-0750999601. On the morning of 22 September 1914, just six weeks into the First World War, three Royal Navy armoured cruisers were sunk by a German U-boat in the southern North Sea. The action lasted less than 90 minutes but the lives of 1,459 men and boys were lost – more than the British losses at the Battle of Trafalgar or in the sinking of RMS Lusitania. Yet, curiously, few have ever heard of the incident. The book also examines how the ignominious loss provoked widespread criticism of the highly ambitious First Lord of the Admiralty, the 39-year-old Winston Churchill.