



Steam Pinnace – Newsletter – July 2022

Boathouse 4 Pontoon Open Days – 25 and 26 June



Coinciding on Sat 25th June with Armed Forces Day, the Pontoon Open Day was very busy. The steam pinnace had over 200 visitors with a further 100 on the Sunday.

Left – photo by Paul Woodman – a busy throng of visitors on Saturday.

Amongst the visitors on Sunday was Ray Windsor, a former pinnace crew member, who did much valuable work on the deck caulking during the 100-year refit. Seen below with Paul Woodman.



Below – some younger visitors



Right- Paul Slattery and Paul Woodman on a break.



All pontoon pictures by the editor unless noted

Right - Steam Cutter 438, formerly owned by Peter and Tim Hollins, now under the care of the Boat House 4 team. David Griffiths, from the team, observing flashing up procedures.

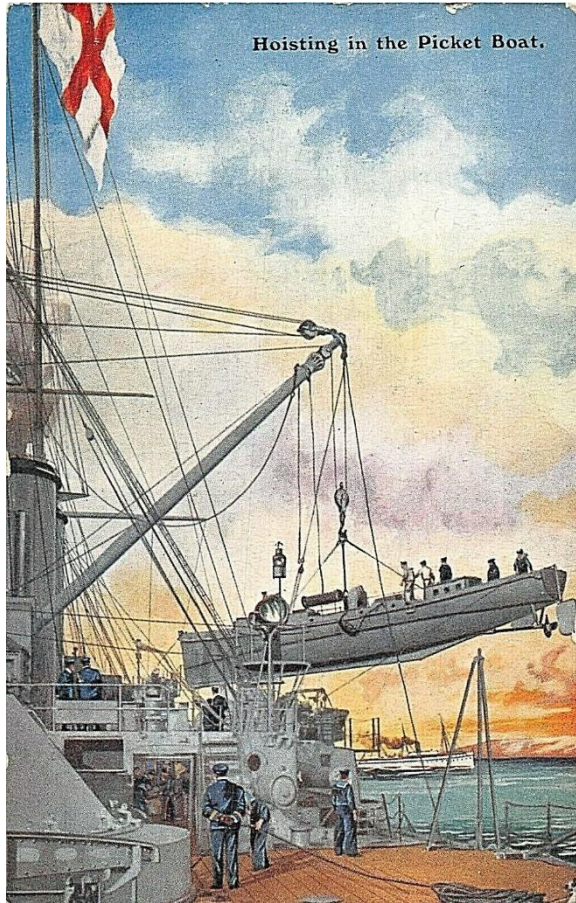
The RAF High Speed Launch 102 was running trips for visitors on Sunday. Built in 1936 with a top speed of 32 knots, she and her sister vessels rescued thousands of downed pilots from the channel in WW2. Seen *below* manoeuvring into her berth. Trips can be arranged via boats@pnabt.co.uk



Below - Diggory Rose relaxes and chats to a visitor before skipping another trip on 102.



Left – it all quietens down later in the day



(Left) Manual of Seamanship, Vol 1, 1915. Ch IX, page 344: "Never hoist a boat in or out with any men in her." A postcard of the period.

(Below) Queen Elizabeth's 2nd Picket Boat after collision with Warspite's drifter, 1st Dec 1920. A very unhappy Captain of Q.E. no doubt.

Queen Elizabeth was the lead ship of her class of five dreadnought battleships and was often used as a flagship. Launched in 1913 and scrapped in 1948. Warspite was the

same class.



HMS Queen Elizabeth 1920



Major warships used to have their own "drifter", a fishing boat used as harbour transport. Naval drifters were boats built in the same way used by the Royal Navy primarily to maintain and patrol anti-submarine nets. They were either purpose-built for naval use or requisitioned from private owners. Drifters preserved as museum ships include Lydia Eva, a steam drifter of the herring fishing fleet based in Great Yarmouth, Norfolk, and Reaper, a restored Scottish Fife herring drifter at the Scottish Fisheries Museum. There was a detailed article on drifters in the April 2021 newsletter.



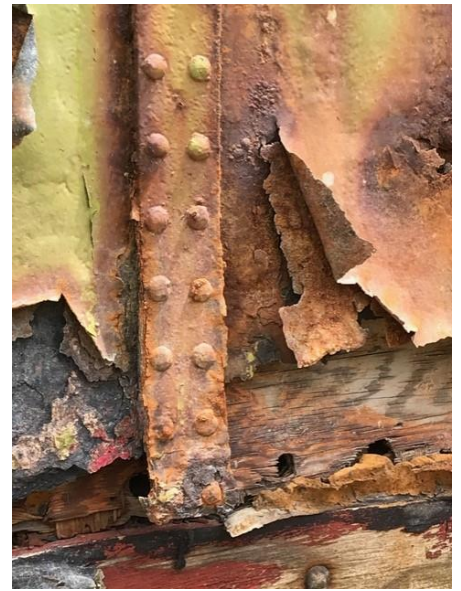
HMS Cloud – a drifter

News from the Chesseman family – former owners of 199 who have embarked on a new project to build a houseboat as their next family home on the River Adur at Shoreham by Sea. See item in the April 2021 newsletter. Sarah Cheeseman has sent an update.

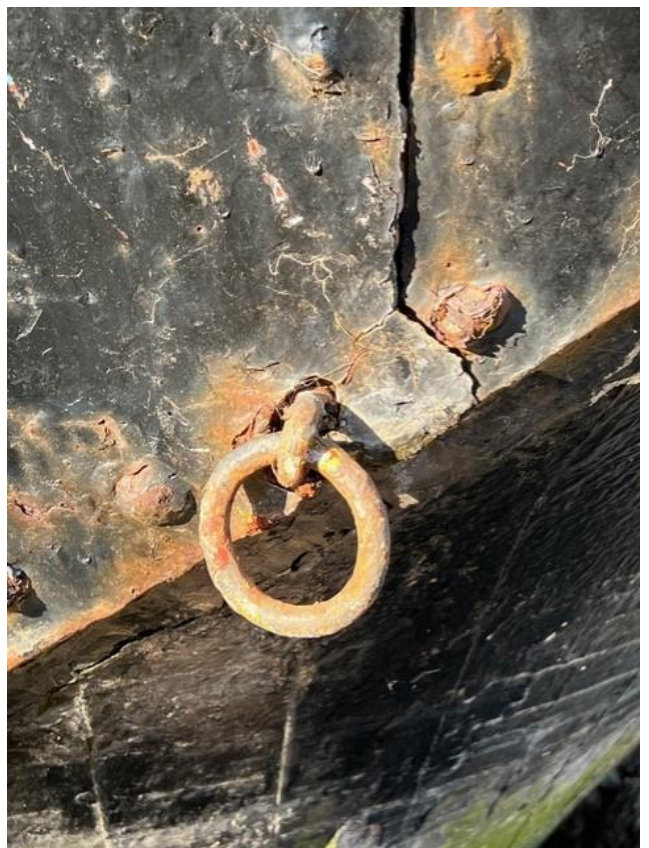
“Hello Martin,
I hope you’re well - and remember me! It’s been a while.
So I thought I’d give you an update on the boat project here on the Riverbank in Shoreham. Well LSC Valeur is putting up quite an



impressive fight to our attempts to break her up. We’ve been in contact with Stephen Fisher - thanks for the contact info, who has previously completed an archeological survey of the boat and concluded that she



was well past the point of salvage and restoration. He has identified a few parts that can be used in the restoration of another Fairmile landing support craft which is great



news. Otherwise the boat is now becoming a project to dismantle and recycle the very rusty

armoured steel panels and wooden sub boat. There are some elements that we will incorporate into our future project. Here are some photos:

I am wondering if you or anyone you know can think of a use for the metal panels? For an art project maybe or just as a wonderful souvenir of its history? Yours to collect!

I should point out that it’s obviously been a huge effort already trying to remove the panels and they have a value that we are setting against the cost of the boat project - so I should say I’m not suggesting someone can have all the metal for free!

Kind Regards, Sarah Cheeseman”

By editor - of course we remember you Sarah!

The Steamboat Association of Great Britain - more events:

1. Evesham River Festival on Saturday 9th July
<https://theeveshamriverfestival.uk/>
 2. Puffing a-Wey to be held once again at Dapdune Wharf in central Guildford on 9 July.
<https://www.nationaltrust.org.uk/events/f6e7a504-a5b5-4f26-8f85-3e22e4874a3b/pages/details> 6.
 3. Steamboats @ Bristol Harbour Festival – it's FREE! 15-17 July
<https://www.bristolharbourfestival.co.uk/>
- Thames Traditional Boat Festival, Fawley Meadows, Henley-On-Thames 15-18 July
<https://www.tradboatfestival.com/>
4. Port of Dartmouth Royal Regatta 24-27 Aug
<http://www.dartmouthregatta.co.uk/>

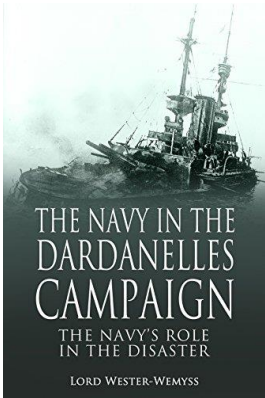
Fire! – many readers will have had fire-fighting training and no doubt hope it will never be needed. However, it sometimes catches up with us unexpectedly - as this video found by Brian Aitchison illustrates. The rate of spread is frightening.
<https://www.youtube.com/watch?v=s4qSTqCmA9Q>

Killick? The rate of leading seaman, leading hand or leading rating in the Royal Navy is senior to able seaman and junior to petty officer. It is equivalent to corporal in the other services. It is a junior non-commissioned rank or rate in navies, particularly those of the Commonwealth. When it is used by NATO nations, leading seaman has the rank code of OR-4. It is often equivalent to the army and air force rank of corporal and some navies use corporal rather than leading seaman. The badge is the fouled anchor (an anchor with a length of rope twisted around it), worn on the upper left arm in formal uniform, white front (only when in formal uniform) or overalls and on the shoulder slides in working dress, although this has been updated to single hook in the chest centre. Specialists use the word "leading" before their speciality (for example, leading writer, leading cook, leading regulator). A leading rating is often called a "killick", referring to the rank insignia of a fouled anchor.



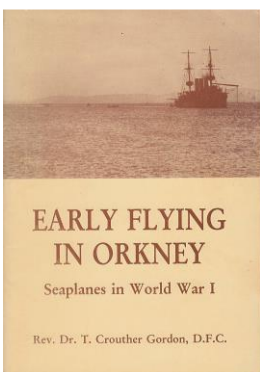
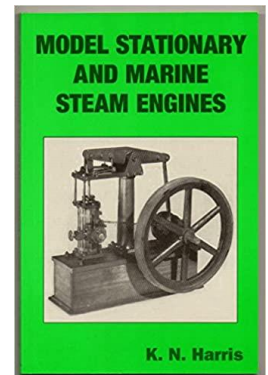
The Oxford English Dictionary describes the word 'Killick' to mean 'A heavy stone used by a small craft as an anchor'. This word has been around in its literal sense of an anchor since the sixteenth century. Killick is usually referred to as a rock or big stone that a ship used in lieu of a metal anchor.

The Concise Scots Dictionary, on the other hand, suggests that killick comes from Scots gellock or gavelock for the head of a pickaxe and that the anchor was given that name because a pickaxe is much the same shape as the conventional image of an anchor.



Royal Navy in The Dardanelles Campaign, Wester-Wemyss; Hodder & Stoughton 1924 (original); • ASIN : B01JNNT7I0 Lume Books 2016; 193 pages. Awarded two stars by Cyril Falls in his "War Books", and described thus: "Lord Wester-Wemyss, known to the war-time public as Sir Rosslyn Wemyss, was one of the great organisers on the naval side of the war. He might have been one of the great fighting men had that chance come his way, but it did not. In the Gallipoli Campaign his powers of organisation were thoroughly tested. His account is frank, his criticism full-blooded, his comments shrewd. A good idea of the problems of policy, strategy, and administration in regard to the campaign can be obtained from this book."

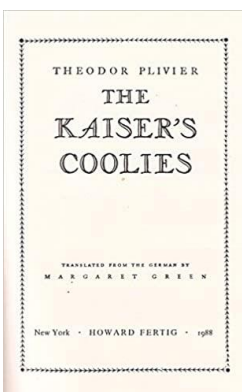
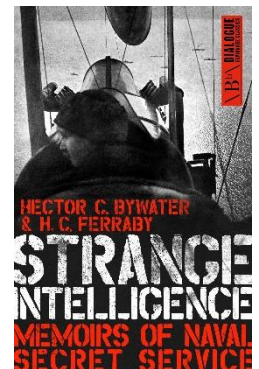
Model Stationary and Marine Steam Engines Book K N Harris; 153 pages; ISBN-10 : 1857611152 ISBN-13978. This is the 1974 edition of this book that has been first published in England back in the late 1950s - it is a paperback book of 153 pages. It provides a general overview of the design and construction of model stationary and marine steam engines, covering principles of working, simple engines, compound engines, enclosed types of steam engine, a pinnacle type engine, a single cylinder high duty marine engine, a 3 inch scale launch engine, twin oscillating paddle engines, cylinder design and construction, reversing gears, lubrication, governors, testing model engines etc and has a variety of black and white illustrations.



Early Flying in Orkney - Seaplanes in World War One Rev

Dr Crowther Gordon DFC; BBC Radio Orkney 1985; 25 pages; ISBN-10 : 0951044907 ISBN-13 : 978-0951044902. This was the story of the seaplanes which used the Houton base in World War One. Where did they come from? What were they used against? How did they operate? A number of local people have been interested in learning more, but little came to light. Dr Crouther Gordon's records provide a mine of information, with, for instance, a fascinating description of the various items that a pilot would carry in the cockpit. These included two carrier pigeons, so that in the event of the plane coming down in the sea, the pilot could record his position and send the information to base for a rescue party.

Strange Intelligence Memoirs of Naval Secret Service Hector Bywater and H. C. Ferraby; Biteback Publishing; Reprint edition 2015; 304 pages; ISBN-10 : 849548846 ISBN-13 : 978-1849548847. Hector C. Bywater was perhaps the British secret service's finest agent operating in Germany before the First World War, tasked with collecting intelligence on naval installations. Recruited by Mansfield Cumming, the first 'C', Bywater was given the designation 'H2O' in what was a rather obvious play on his name and the equivalent of James Bond's '007'. Indeed, the charming, courageous Bywater probably came as close to the popular image of Ian Fleming's most famous character as any British secret agent ever did.



The Kaiser's Coolies Theodor Plivier; Faber and Faber original 1932; Fertig Pub Reprint edition 1988; ISBN-10 : 0865273782 ISBN-13 : 978-0865273788. Plivier describes, in this lightly fictionalized account, how the crew of the SS Lesbos arrived back in Germany from the Mediterranean at the end of July 1914 and were rounded up by police in a raid on a bar reminiscent of the press-gang abandoned by the Royal Navy 100 years before and "Shanghaied", as he puts it, into the German Navy, where "we remained coolies at fifty pfennig a day."