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*Title image: ‘Sixty Degrees South’ by John Everett; courtesy of the National Maritime Museum (BHC2451)*

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Chairman’s Column

This year’s Anderson Medal is being awarded to James Goldrick for his book *Before Jutland*, a major study by an author well known to the Society’s naval members. James Goldrick retired from the Royal Australian Navy as a rear-admiral in 2012. He is an author and naval historian interested in the analysis of contemporary naval and maritime affairs. Currently he is an adjunct professor at the Universities of New South Wales and the Australian National University, and a Professorial Fellow at the University of Wollongong. He was a Visiting Fellow at All Souls College, Oxford, in the first half of 2015.

During his distinguished career in the Royal Australian Navy, James Goldrick commanded a number of Australian Naval warships and the Australian Defence Force Academy. His books include: *No Easy Answers: The development of the navies of India, Pakistan, Bangladesh and Sri Lanka* and, with Jack McCaffrie, *Navies of South-East Asia: A comparative study*.

In *Before Jutland* James has written a fascinating operational history of the war’s first six months in the North and Baltic Seas. The adjudicating panel members in the Research and Programmes Committee considered that *Before Jutland* was a splendid analysis in which the author looks at the Grand Fleet in the North Sea, the German High Sea Fleet and the Russian Fleet in various sources as he explores a wide range of key issues – war administration, ship design, use of coal, mining, use of signal intelligence, the weather and the relationships between senior characters such as Fisher, Jellicoe, Beatty and Churchill; and on the opposing side Prince Heinrich, von Müller, von Tirpitz, von Pohl and the Kaiser.

One of the most interesting things about the war at sea in 1914 was the way new technology clashed with old habits. The sailors and admirals went to war using ships and systems that had been lightly (or never) tested in combat; there was no shared, service-wide agreement in things like doctrine, battle tactics, and communications. James does an excellent job of putting the 1914 disconnect between tools and techniques in context and then proceeds to describe how the British, German and Russian navies fought, and got better at their trade while dealing with the numerous challenges that faced them. Just like today, torpedoes and shells were expensive so it was a serious matter to use them during peacetime firing practice, while building Dreadnoughts was popular. Tremendous doubt also affected operations, for example, just how much of a threat were submarines, how do you use them and how do you stop them? Such uncertainties determined the way battles were fought, or not fought. The drudgery and filth of coaling is something we can barely contemplate. Imagine all those Dreadnoughts of the Grand Fleet going through this process nearly once a week because they were constantly at sea in the war’s first months, there being no secure port for them to work out from.

*Before Jutland* has well-written accounts of battles like Helgoland Bight and Dogger Bank and most of the little actions that surrounded these big events. James covers the Baltic theatre and contrasts the way the Germans fought as the inferior power in the North Sea and the superior power in the Baltic. The role of submarines, the emergence of aircraft, and the use of intelligence are all covered.
These are just a few of the interesting points James brings out in his work. The role of good operational history goes beyond description and Before Jutland does a good job at establishing relationships and causes. Overall the panel felt the book showed exemplary research and the writing was very lucid. The author clearly has a manifest understanding of the nature and problems of command at sea and his analyses, and his judgements when he makes them, are acute.

The Anderson Medal will be presented to James Goldrick at a ceremony at the National Maritime Museum on 20th April 2017, when it is anticipated that he will give a lecture relating to some aspects of his book.

Admiral Sir Kenneth Eaton

Editor’s Notes

Welcome to the February edition of Topmasts, and many thanks to all this quarter’s contributors. It has the usual eclectic mix of articles and news, including the story of trade on the Dee estuary before the rise of Liverpool, the inter-war years in Wei-Hai-Wei, a letter from a convict in a Medway hulk and news from Australia. I would draw your attention to a number of appeals for assistance including the National Library of Australia, the British National Yachting Archive and a student researcher seeking assistance with a survey.

As we have now put Christmas behind us and are looking forward to the coming year, I will make my usual appeal for members and others to consider putting their thoughts to paper about any maritime history topic. In this edition we have a round-up of the maritime museums of Spain, and it would be wonderful to hear about some of the many museums, large and small around the UK coast. I suspect that many members live near one, or have visited one, or even volunteer in one or in a historic ship. Please do tell us about the gems we have here in the UK. Similarly, if you organize or attend one of the many maritime history conferences, a report on the conference or an article by one of the speakers would be very welcome. Also, I have not been told of any recently published books by members. If you are an author, please let me know about your book so that I can make sure it gets a little more publicity in Topmasts.

Correction Our apologies for mis-spelling of Mike Clement’s name in Mike Bender’s article about the wreck of Herzogen Cecilie in the November edition of Topmasts.

Nigel Blanchford
topmasts@snr.org.uk
The Royal Navy in North China
The inter-war years 1915–37

With the war over the Royal Navy began to appear in strength on the China Station with the period between the wars being described as the ‘heyday’. The China Fleet was the third biggest in the Royal Navy and comprised three main groups.

Two flotillas of river gunboats patrolled the rivers Si Kiang (West River) and Yangtse Kiang. One operated from the mouth of the river at Canton (beyond the remit of this article) and the other from the mouth of the river at Woosung and Shanghai. Second, there was always a flotilla of submarines on station together with their depot ships and their tenders. The third group was the main surface fleet of cruisers, destroyers and sloops. There was normally an aircraft carrier, sometimes two, working with the surface fleet.

By far the majority of personal sources available speak with pleasure of the times their ships spent at Liu-Kung-Tao during the summer months. The main events were the athletic sports in July, the pulling regatta in August and a golf competition in September. Apart from the cinema, canteen and churches, there were facilities for football, cricket, hockey, tennis, skittle alleys, squash and fives. There was ample opportunity for swimming and sailing and off-shore islands could be used for banyans.

If that was not sufficient, excursions were made to Pekin or the Great Wall. Depending on the political situation ships might visit Japan. Despite all this there was always the minority who preferred the bars and flesh-pots of Hong Kong.

However, it was not a case of ‘one big holiday’ during the time the ships were at WHW. All ships were kept busy with the normal run of gunnery and torpedo drills, fleet exercises and inspections. Early forms of replenishment at sea were practised and, not forgetting the lessons from the Boer War and the Boxer Rebellion, naval brigades were landed and exercised. In later years visiting aircraft carriers would land their aircraft, Fairey IIID seaplanes, and they would be moored ashore for exercises and maintenance.

But the mandate of the China Fleet was to help put down piracy, a common practice in the Orient; to ensure the treaty ports were kept open with free access granted to British merchants; and to protect British nationals or when their interests were threatened. Often during the summer months the routine would be interrupted and ships and aircraft were called away at short notice to settle disputes and skirmishes.

The harsh winter conditions in northern China tended to keep the
warring factions apart as travel was often impossible. But sometimes winter disputes happened and it was for this purpose a guard ship was always retained at WHW after the main fleet had returned to Hong Kong. Vice-Admiral Sir Reginald Tyrwhitt, Bt KCB, DSO (‘Tyrwhitt of Harwich’ fame) arrived in Hong Kong in January 1927 as the new C-in-C, China Station. He was immediately involved with the ‘Shanghai problem’.

To sum it up briefly, Shanghai, and its port at Woosung, lay midway between Hong Kong and WHW and was home to a large international community. It was well within reach by the ships of the China Fleet whether they were at Hong Kong or WHW. The Nationalist alliance ousted the Communists from Shanghai in April, in what can only be described as a massacre. The seriousness of the situation resulted in a gathering at Shanghai of 35 warships from seven nations to safeguard their citizens.

The port of Chingwangtao had been built to ship the coal mined by the Kailang Mining Company, jointly owned by the Chinese and British, whose property lay adjacent to the Great Wall some miles inland. A group of dissident northern troops, beaten and dispirited, had begun to extort supplies from the company. British property and citizens were being threatened and Admiral Tyrwhitt gave orders for the 1st Battalion of the Bedfordshire and Hertfordshire regiment, garrisoned at WHW, to be embarked in the cruiser Berwick and to proceed to Chingwangtao as quickly as possible. The sloop Magnolia and some auxiliary units were in company. The aircraft carrier Hermes lay off the port ready to supply aircraft in support. Order was soon maintained. Chingwangtao proved to be a thorn in the side and was visited on several other occasions when skirmishes had to be resolved.

In 1930 the British lease on WHW expired, but the authorities had renewed the Royal Navy’s lease on Liu-Kung-Tao.

As the inter-war years progressed, Royal Navy ships became progressively more involved in keeping the peace where British business and citizens were threatened. By 1937 the two main contestants for control in China, Chiang Kai-shek for the Nationalists and Mao Tse-tung for the Communist were locked in civil war. It was not however a two-way fight – Japan was ever present and keen to exert its dominance.

Dave Wright

Floating about Fleetwood

This article is slightly tongue in cheek but hopefully makes a serious point.

I once saw tractors coming back across the sands of Morecambe Bay with their harvest of shrimps. During this visit I heard or read the comment, ‘The tide in Morecambe Bay comes in faster than a horse can gallop.’

I find the metaphor of the tide going out ‘as fast as a horse can gallop’ apposite to the state of maritime history. In the 15 years or so that I have been studying it, its move to the periphery of both public and academic life has been dramatic with Exeter maritime history studies a shadow of its former self, and Greenwich maritime institute closed.

The study of maritime history is rapidly losing ground and the question is whether the trend can be reversed? Hence my semi-humorous suggestion: implement a Nelson (N) ban.
For seven years (a generation of scholars), no essay, paper, article or research proposal should be accepted if it included the name ‘Nelson’. This can be done with a simple word search, and to prevent the ploys of the severely addicted, ‘one-armed’ and ‘one-eyed’ might also be added.

Of course, this would require an unrealistic amount of co-operation but the idea is serious. The subject area is now so well-mined that only the trivial is being found, and this is being promoted as ‘a contribution’.

But much more importantly, the Nelson fetish contributes to the feeling of stagnation in maritime history. It aligns our important area of study with the last night of the Proms when people fervently singing ‘Rule Britannia! Britannia rules the waves’ as if that were still actually true. We seem stuck in this idolatry and dysfunctional worship of Britain at the time of its empire.

Academically, the function of the N ban would be to create exciting times – rather than just glorifying the Royal Navy and its major battles, it would encourage new ways of thinking about maritime history, give new faces a chance of establishing themselves, hopefully attracted to the freedom created.

I suggest seven years because it takes two years to get an article written, submitted, reviewed, probably changed and published. Five years might encourage the present stake holders to sit tight for three years. To see their funding disappear for five years would encourage even them to think divergently.

The close connections with HMS Victory make the SNR a major stakeholder in the idea so what could change?

I am in Fleetwood Dock where after the Cod Wars were lost, the large fishing fleet withered away, and the town with it. It has though, an excellent museum, which, given the town’s history, is mainly concerned with matters maritime. The museum costs £75,000 a year to run and has 1½ staff and survives on a small army of volunteers.

At the back of the museum in a purpose-built shed is the last wooden sailing fishing vessel still extant, the Harriet. In sad contrast to the Victory or the Mary Rose, it is quietly corroding away. Next year, Lancashire County Council is reviewing the situation and it may well close and even the larger and more prestigious Lancaster Maritime Museum is at risk.

So, during the seven-year moratorium on all things N, it would be inappropriate to use Victory for the SNR AGMs. The AGM could move around the country, so that members can visit and support these museums and similar organizations (ancient yacht clubs?) that are at risk; and, by their presence, add much needed finance and visibility to their plight. Conferences could be held in university departments whose maritime work is under attack and encourage new blood and new ideas through prizes and bursaries. In short, it would use its clout to create new stakeholders; and maintain at-risk stakeholders, because, if they go, the SNR might continue, but its meaning and usefulness will be much diminished.

Maritime history is too important to let it die or sink to the tokenism of one essay in an undergraduate course. The SNR needs to show an awareness of these issues and have an active strategy to attempt to reverse this ebbing away of an important part of our nation’s narrative.

Michael Bender
Honorary Research Fellow, Exeter University
Parkgate in the Eighteenth and Nineteenth Centuries

Part 1: A look at the reasons for its relatively short life

This article considers the port of Parkgate in Cheshire, its geophysical character, its history, its subsequent rise and fall in relation to other local ports, and how much of its failure might be attributed to accretion or by other factors. Accretion is the process of growth by organic addition, in this case by the silting up of a river and its estuary.

Parkgate lies on the River Dee estuary on the south-west side of the rectangular Wirral peninsula, which forms the land divide on the north-east between Liverpool on the River Mersey, and the early port city of Chester at the southern end of the Dee estuary, where siltation has been documented since Roman times. The Dee is the border between Cheshire in England and Flintshire in north Wales. The estuary is about 20 miles long, widening out into Liverpool Bay, and is tidal as far as the Chester ‘Cut’, a 10-mile canalized channel which was excavated in 1732.

The first attribute of a port was that it was primarily a safe haven from the sea. Water has been traditionally the cheapest and most convenient form of transport, and the obvious and natural place for a port development would have been at the mouth of a river. There must have evolved a centre of administration with systems for the handling and berthing of vessels, in cargo management, and the commercial services necessary for the functioning of such activity.\(^1\) The position of a port was always a compromise: if situated at the estuary head, the river could be used as far inland as practically possible, and the further the ship penetrated up river, the further from the marauders of the open sea and the navigational dangers of the estuary.\(^2\) If the estuary were shallow, then the site nearest the sea was preferable, explaining Greenock’s earlier success in relation to Glasgow before the Clyde was dredged. For the same reason, Liverpool grew, in preference to Runcorn or Widnes higher up. Tides provided motive power free, and the safety of the mercantile vessel was dependent on the tidal rise and fall, and of the shifting sand and mud banks. Historically the richest ports were those whose river ran through the largest and wealthiest of agricultural lands. The second most successful were the ones with easy access, and the third were a convenient centre for the collection and distribution of goods, and which supplied the needs of its hinterland, both inward and outwards.

The historically important medieval ports such as Norwich declined partly due to trading circumstances, and partly to silting up, subsequently being replaced by Yarmouth; Boston replaced Lincoln, and Hull replaced York for similar reasons. Little was done to arrest the physical decay of the old ports: the silting up process appeared to be inevitable. Some did not have adequate water depth to trade throughout the year, and their function was only viable as long as the trade was seasonal, dealing with the products of fishery and harvest. Some lying on slow moving rivers found that the flush of water was inadequate to scour the silt deposited by the river, or the sand brought in with the tide. Chester is a good example

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\(^1\) Hyde, Liverpool and the Mersey, 10.

\(^2\) Bird, The Major Seaports of the United Kingdom, 28.
of this. Some ports were the victims of coastal erosion, for example Dunwich in Suffolk. Others failed due to the land having been drained, as did Wisbech in Cambridgeshire, and some by the withdrawal of the sea, as at Orford in Suffolk.

**Chester**

Chester was the leading port in the north-west from the eleventh until the fourteenth century, situated as it was at the head of the Dee estuary. It failed to flourish later mainly due to its siltation, having an inadequate tidal flow to flush the water and to scour the silt from its entrance, with its continuously changing sandbanks and shallows. In the fifteenth century, Chester was forced to establish ‘outports’ in order to remain viable. Thirsk described Chester as being ‘so decayed that there are not belonging to it any barks, but some of very small burden, which only traffic for Ireland; and the merchants cannot freight any ship beyond the seas to arrive at this port, but at extraordinary rates by reason of the danger of the river.’

It is likely that ships came in, anchored in the River Dee, and were loaded and unloaded at any of several anchorages below Parkgate, here shown superimposed on an earlier map (figure 1).³

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5 Place, *The Rise and Fall of Parkgate*, 30.

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*Figure 1* Anchorages on the Wirral Shore of the Dee superimposed on Speed’s map of 1612
Captain Granville Collins was hydrographer to Kings Charles II and James II. His map of 1684 shows that the Dee was navigable up to Parkgate at low water. Until 1700 the whole area, including Liverpool, was classified as Chester, since the port registration included these anchorages. Chester as a direction had to be treated with caution. In 1674 a correspondent wrote ‘the Mary yacht has arrived here’, but here turned out to mean Dawpool, an anchorage some 15 miles downstream from the city.

Of these extensively used anchorages, Parkgate became the most developed. The main channel ran past it on the northern, English side, and it was deep enough to accommodate the ships as they inevitably grew in size. The failure of a port to siltation did not necessarily follow, since in the eighteenth century and thereafter profits on trade could encompass the costs of shifting cargoes to barge and barge to shore and the reverse; land carriage was much more difficult and costly.

Chester had tried to address the problem by commissioning Nathaniel Kinderley, a Lincolnshire engineer who had constructed drainage schemes in the Fens, to devise a solution. This scheme was carried out, and a 10-mile ‘Cut’ or canalization was built down river from the city as far as Flint Castle. Completed in 1737, it followed the Flintshire side, creating land reclamation on the English bank. The river then meandered naturally back towards the English side at Parkgate, enhancing its position as an anchorage. The depth there at low water was reputed to be 15 feet in 1732, at the time of the building of the ‘Cut’, this being crucial to Parkgate’s success as a developing port in its own right.

Liverpool

Contemporary folklore exists in Parkgate today that in the eighteenth century Parkgate was a bigger port than Liverpool. Apocryphal, as Liverpool, while not being one of the old commercial ports of the United Kingdom, as was Bristol, Lincoln or York, had nevertheless firmly established itself by the eighteenth century. A twelfth-century account suggests that ‘The Pool was an excellent place for drawing up fisherman’s cublics, out of reach of the swift currents of the estuary. The Mersey was long famous for its salmon, and as late as the seventeenth century, salmon trout were caught in such plenty that they were fed to the swine.’

It was a fishing village, and it was not until the building of the first dock on the site of the Pool that Liverpool attained port status. This was nearly 4 acres in area and was the first commercial dock in the world, used by ships from 1715. Until that point much of Liverpool’s trade had been conducted on the foreshore. The dock was built by Thomas Steers, who had previously built the Howland Great Wet Dock on the Thames. The success of the first one then initiated Liverpool’s vast dock estate, and

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7 Place, *The Rise and Fall of Parkgate*, 15.
8 An Act to Recover and Preserve the Navigation of the River Dee was published in 1732.
11 ‘There was no mole or haven to bring in their ships, or lay them up . . . nor any key for deliverance of goods as at other sea ports.’ Defoe, *A Tour Through England and Wales*.
12 The Howland Dock was not a dock in the commercial sense, for it had no quays to handle goods, nor a customs house. It was merely a place for the laying up of ships, and relieving congestion in the river.
was its spur to future commercial and industrial expansion. In the next century, Liverpool’s growth into an important Atlantic port, the third largest after Bristol and London, was due to her prime trades of salt from the Cheshire rock salt mines, and coal from the West Lancashire coalfield. Flourishing too was the triangular trade for finished goods to West Africa, human cargoes to the Americas and the West Indies, and sugar, cotton and tobacco back to Liverpool, with its gathering riches further encouraging Liverpool’s growth and prosperity. The cause for the abolition of slavery was increasing in strength and influence, and was soon to be terminated by legislative action. Despite the fears of the shipowners and merchants who had benefited so handsomely at the slaves’ expense, the port was not greatly affected, since by 1795 the shrewd slave traders had begun to hedge their risks, widening the scope of their trade with new markets. When slavery was abolished in 1807 it made little impact on Liverpool’s economy.

Today’s inhabitants of Parkgate may believe that Liverpool had been a comparable port at the time of Parkgate’s zenith, but it is recognizable that regionally, nationally and internationally Liverpool was supreme, Parkgate’s fame and popularity lasting only for a short and limited period.

Geophysical contrasts between the Mersey and Dee rivers
Liverpool and Parkgate both occupy a similar position on their estuaries. Each lie on the western and lee shore of the rivers, both sheltered by the opposite bank from the prevailing north-westerly wind; the similarity ends there. The Mersey’s unusual bottleneck at the river’s entrance is only half a mile wide, with its tidal range of 10 metres, the world’s fourth highest, ensured that the tide scoured the mouth of the river. It could sweep at 7 knots at spring tides through the passage at the narrows, maintaining the depth and keeping the entrance clear of silt. For that reason the river was also a less than ideal anchorage, hence the relative slowness of the port to develop in medieval times. The dock system was later to overcome that disadvantage. It is a high-energy system with strong currents, high concentrations of materials in suspension, and constantly shifting low water channels and sandbanks deposited by the tides. The upper and less vigorous reaches of the Mersey, where it balloons into a sleeve shape, were shallow, the explanation for Liverpool’s growth on its current site nearer the sea, rather than Runcorn or Widnes.

In contrast the river Dee, which empties itself into Liverpool Bay only a few miles west from where the Mersey enters the sea, has an entirely different character, being 5 miles wide at the entrance. The estuary is funnel-shaped and shallow, with a large intertidal area. Geologists have speculated on a number of different reasons why so little water should occupy such a large basin. A suggestion is made that the waters of the river Severn once flowed into the Dee; alternatively that the waters of

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13 Hyde, Liverpool and the Mersey, 14.
15 Hyde, Liverpool and the Mersey, 35.
16 Jones, Water Quality and Fisheries in the Mersey Estuary, 144–54.
17 Wills, ‘The Development of the Severn Valley in the Neighbourhood of Ironbridge and Bridgnorth’, 77–86.
the Mersey had flowed into the Dee. A more recent theory proposes that the estuary was formed, not by any action of water, but by an ‘ice way’ which was thrust southwards by the pressure of an ice cap over the Irish Sea. The rock floor is lower towards Chester than at its mouth and so the waters of the Dee have never been of sufficient force to be able to scour out an adequate navigable channel through the deep glacial deposits which underlie its course to the sea. The estuary is a minor embayment within Liverpool Bay, and traps much of this material as it is moved northwards by longshore drift round the Bay. Throughout the estuary, the ebb flows for a longer period of time than the flood and therefore flows out more slowly. At spring tides, the ebb runs out for 9 hours and floods for 3 hours. Thus the ebb drops its sediment as the tide recedes, depositing silt and accentuating the accretion.

The packet port of Holyhead

Holyhead, situated on the north-western tip of Anglesey, is protected by Holy island from the south-westerly gales, and although a small port with a simple layout, had been used regularly since the end of the sixteenth century. It formed a vital link between the British mainland and Ireland, it being the nearest harbour south of Scotland. It cut the sea voyage from Dublin to the Dee by 60 miles, half the distance, and an advantage to those who feared the sea journey, and ‘the short choppy seas of the Irish Channel’ (figure 2). The road journey from Chester to Holyhead, however, was 90 miles, over the Conway estuary, Penmaenmawr mountain and the Menai Strait, or alternatively across the Lavan Sands, north of Penmaenmawr, either route being both difficult, dangerous and time consuming. The weather had to be fair and tides low to take a ferry from the sands north of Penmaenmawr across the channel to Beaumaris. In the eighteenth century

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20 Place, *The Rise and Fall of Parkgate*, 53.
21 Stopford, 'An Ecological Survey', 103–22.
22 Davies, 'The Mary, Charles II’s yacht', 2.
the coach routes had been long established to Chester, and there were comfortable inns there. Passengers could choose, on the basis of weather reports, whether to use the shorter road journey to Parkgate, followed by the longer sea route, or the three day difficult journey across land to Anglesey and Holyhead. During the 1790s, as communications and road conditions improved, Holyhead became the more attractive and practical prospect for Ireland.

(Part 2 in Topmasts 22 will look at the rise and fall of Parkgate as a port)

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Alison Leighton
SNR Member

A Convict’s Letter

More Questions than Answers

The story of the Medway prison hulks is well known, and a simple Internet search produces many records, including accounts of life on board, correspondence from prisoners to their relatives, and descriptions of life in the colonies.

The Rennies, father and son, redesigned the nearby dockyard and work on the implementation of the new design began in December 1813, and it was substantially damaged by the east coast floods of 1953. When the Old Pumping Station (as it was known) for numbers 1, 2 and 3 dry docks in Sheerness Dockyard was being re-equipped in December 1955, a letter from a prisoner awaiting transportation was found.

A dockyard pumping station is not the best environment for the preservation of manuscripts, so after about 130 years the letter is not complete, and parts are not legible, but the archivist at the Admiralty Library provided this transcript in 1956 (the underlined words are indecipherable in the original, so have been inserted by the archivist to make sense of the letter):

Alison Leighton
SNR Member
Dear Brother and Sister
Sheerness May 23rd 1826

I write these few lines to you hoping to find you in good health as it leaves me at this present time thank God for it and do hereby inform you that I am now Stationed on board the Retribution Sheerness where I Arrived on the 4th of May Inst. In perfect health though I must Inform you that I am in great need of your Assistance for it is a very hard place of work and very little to Eat and that very bad and Course and not more than half Enough therefore Let me beg of you to send me a little Money together with

A few other Articles consisting of Tobacco Sugar Tea or Coffee and a little Bacon or what is most suitable to yourselves so do you lay me under every Obligation to you I can say no more on that head but hope you will Relieve my want as soon as possible you can for I am in great want at this time I do not expect I will want to trouble you much longer for I do expect to leave this Country in the next Ship that comes for Botana Bay therefore I hope you will not neglect my wants but Relieve my them I can give you no further Information concerning || Enquiring friends and please to accept kind love and Affection Yourselves at the present from you ever though . . . unfortunate Brother
... for Thos. Hart on board H M Ship Retribution Sheerness Kent
... Brother you will not say anything... this letter... as though I had... wrote for their... Hart.

How did this letter come to lie in the pumping station for almost 130 years? There are many records of letters from prisoners in the hulks, suggesting either that the sending of letters was not prohibited, or that there was a reasonable ‘underground’ system of communication with friends and relatives. Was the pumping station a collection point for such ‘underground’ letters and this letter was somehow overlooked? Was Thomas Hart part of a convict working group at the pumping station, and did he leave the letter hoping someone would forward it? Did a courier get cold feet?

Records suggest that the next prison ship to leave Sheerness after the date of this letter was the Speke, on 8 August 1826 (Capt. Robert Harrison) with 156 male prisoners, arriving on 26 November at Port Jackson. However, there is no mention of a Thomas Hart in their prisoner manifest – why not? Was his sentence commuted? Did he travel in a later ship? Later, the Layton and the Asia left England in June and July 1827 respectively for Van Diemen’s Land, each with a Thomas Hart on board. Perhaps it was one of these who wrote the lost letter. Hopefully he did manage to contact his brother and sister, and that he sailed with the comforts that he sought.

Perhaps a reader can answer some of these questions? If you can shed some light, please reply to topmasts@snr.org.uk

Footnote
The Pump House itself was of considerable historical interest as it was built as part of the Rennie reconstruction of the yard between 1816 and 1823, making Sheerness a fine example of a complete Georgian dockyard. Because the dockyard was located on a marsh at the mouth of the river Medway, the entire yard was built on piles driven deep into the mud, as illustrated by this model of the terrace of houses built for the senior officers of the yard.
The Pump House comprised three sections: an engine house in the middle; a boiler house on one side; and a cement and mortar mill on the other. The engine house contained three 50 horse-power Boulton and Watt beam engines configured to pump out the dry docks, which drained them through culverts linking the pumps to the docks, and a smaller engine to drive the cement and mortar mill. The pumping engines were each able to drain a dock in four hours, although they could be run in parallel to halve that time. It is likely that the building was one of the first to be built as part of the Rennies’ redevelopment of the dockyard as the cement and mortar mill would have supported the rest of the work. The cement and mortar mill and the boiler house have been demolished, but the engine house survives.

Although steam engines had been introduced to dockyards earlier (e.g., at Portsmouth, where a Boulton and Watt beam engine drove Marc Brunel’s block-making machinery), it is believed that this and a similar pump house which survives at Chatham Dockyard are the earliest surviving purpose-built steam pumping stations.

After the departure of the Royal Navy in 1960, Sheerness dockyard has undergone many changes, destroying the ‘wholeness’ of the Georgian dockyard, but it is reassuring to note that the Naval Dockyard Society and others are taking a great interest in preserving what remains. However, the 40- x 40-foot dockyard model commissioned by John Rennie for its expansion 1813–23 is currently stored in sections by English Heritage at Fort Brockhurst, Gosport. Sadly it is not assembled, but it would be wonderful to see this model of the only completely Georgian dockyard displayed in an appropriate setting.

Nigel Blanchford
SNR Member
In giving an overview of Spanish maritime museums, it is necessary to appreciate the broad scope of the subject; these museums range from those that specialize in naval exhibits to those that look at the many other issues connected with the sea, as diverse as oceanography and fishing.

All museums gather objects and data and try to present their collections in a way that researchers and visitors find accessible and rewarding. What seems to be common in recent years is that to achieve this many exhibits have disappeared from public view, to be replaced with photographs and screens showing video and slides. This has caused controversy and raised questions about whether too much of the stretched budget is now spent on design and set-piece displays.

It is also worth mentioning that in depicting the modern maritime era, the ship models and paintings of past years are no longer made: photography and computer-assisted design has taken over. The ship builders themselves no longer need to make ship models. There are still some who continue the artistic representation of ships but increasingly photography has taken its place.

In some places old ships or rebuilt full-size replicas of historic ones are kept tied up afloat or in dry docks which present a cheaper alternative to wet environments which result in the need for annual hull cleaning and other repairs.

The role of the International Congress of Maritime Museums is important in this. Created at the beginning of 1970s, their first meeting was held in Oslo in 1975.

In Spain the ownership of museums is mixed. Most art museums, devoted to one or several artists, and some of archaeology, depend of government ministries, such as Education or Culture. Most of the rest, including many maritime ones, are owned by city halls and county councils, or other institutions, with a few owned privately. Naval museums usually depend on the Spanish Navy (Ministry of Defence).

Spanish maritime museums can be divided into three groups:

- Museums and other cultural institutions of the Spanish Navy
- Museums of the east and south coast of Spain
- Museums of the north coast of Spain, inland and Canary Islands

Here we shall look at the first group, with the other two in subsequent issues of Topmasts.

**Museums of the Spanish Navy**

The Spanish Navy has several museums, showing the evolution of the naval forces, and due to their interest and importance it is necessary to give a short explanation of their origins. In 1792 Antonio Valdés (1744–1816), then Secretary of State for naval matters under King Carlos IV (1748–1819, r. 1788–1808) promoted the idea of creating a naval museum. From 1789 he was joined by a selected group of naval officers (Martín Fernández de Navarrete, José de Vargas Ponce and Juan Sanz y de Barutell) who visited
the main archives of the kingdom and got copies of all papers related to
the navy; meanwhile José Mendoza y Ríos was sent to France and United
Kingdom to purchase ship models, nautical charts, instruments, and books.
However, in 1795 with personnel changes and the political problems
which followed until the end of the first quarter of the nineteenth century,
the project was dropped, so the papers, books and charts were ceded to
the Hydrographic Department and the other objects and instruments to
the Royal Observatory of the navy. However, under the reign of Isabel II
(1830–1904, r. 1833–68), a naval museum was established in Madrid.

Museo Naval, Madrid
In 1843 the museum was inaugurated with all items collected in the
eighteenth century, along with many other suitable material from arsenals
and other sites pertaining to the navy. Since then the museum has moved
four times in the city, the last time in 1932, when it was placed in Naval

The museum specializes in all things relating to the Spanish Navy from
the fifteenth century on, and its collection is unrivalled. The exhibits
consist of ship models, portraits, nautical instruments, cartography and an
impressive library and archive of documents. It includes the remarkable
portolan chart (93 x 183 cm) drawn by Juan de la Cosa (1500), significant
because it is the first map showing America, then the recently discovered
New World.

The importance of the Museo Naval is that all other museums and
similar entities of the Spanish Navy are subsidiaries of it. There is one
in each capital and arsenal of the three maritime departments; Cartagena,
Ferrol and San Fernando (Cádiz). There is also a museum in the arsenal
of the maritime zone of Canary Islands (Las Palmas), and two in Seville
(Torre del Oro or Golden Tower Maritime Museum) and El Viso (Álvaro
de Bazán Archive-Museum).

Museo Naval, Cartagena
The naval museum of Cartagena was founded in 1986, in a building of 1926
which housed the Sociedad Española de Construcción Naval Aprentices
School, named Empresa Nacional Bazán in 1947. In 2005 the museum
moved to a building built in 1785 as penitentiary centre of the state, later
prison, and marine instruction barrack, now shared with the Polytechnic
University of the city. Exhibits are the property of the navy and the most
remarkable is the Isaac Peral Room, where the original submarine built in
1888 by said lieutenant of the navy (1851–95) is displayed, together with
drawings and objects. https://youtu.be/8_16PoexkMM

Museo Naval, Ferrol
The naval museum of Ferrol is in the arsenal of the naval base, built between
1750 and 1779. The museum was opened in 1986, and the items shown in
the museum demonstrate all existing links between the city and the navy.
It is placed in the old Convicts House, and has a complete history of all the
warships built there since 1751 https://youtu.be/Ld_Ah_pqV40

Museo de la Construcción Naval, Ferrol
Owned by the Exponav Foundation, this museum of shipbuilding was
opened in 2008. It is housed in building of 1781, known as the Edificio Herrerías (Blacksmiths’ Building) because it contained the forges used for making the iron works used in sailing ships.
https://youtu.be/o4johuY7GYM

**Museo Naval de San Fernando, Cádiz**
The museum opened until 1992 and its exhibits filled 15 rooms. In 2016 the museum was moved to a new building at the back of the old Captaincy General, being inaugurated by King Felipe VI. Now it fills 19 rooms containing all kinds of maritime items, including models of warships and archaeological objects found underwater, including guns and nautical instruments.
https://youtu.be/CZjPcvNF_38

**Museo Naval de Canarias, Las Palmas, Gran Canaria**
The museum is in the Gran Canaria Island arsenal and opened in 2002. It shows the naval history of that archipelago since it was organized as a maritime zone by the Spanish Navy in 1940.
https://youtu.be/cwU9e_bODCs

**Torre del Oro, Sevilla**
The Golden Tower Maritime Museum was founded in 1936, four months before the outbreak of the Spanish Civil War, so it could not be opened until 1944. The edifice was built by order of the Almohad governor in 1220–21 as watch tower and defence of the city; later the king Pedro I the Cruel (1334–69) added a narrower dodecagonal tower on top of it; and finally was set the upper cylindrical body in 1760. It includes material from the merchant fleets as well as Spanish naval items.
https://youtu.be/YR9PktNoDQ6

**The Museum-Archive Álvaro de Bazán, El Viso**
This museum is in the palace built (1564–86) for Álvaro de Bazán y Guzmán (1526–88), a remarkable admiral of the Spanish Navy, who used both war galleons and, for first time in the history, the marine infantry.

In 1948 the family of the Marquis of Santa Cruz loaned the palace to the Spanish Navy for 90 years, for a rent of one peseta per year. The palace is the main archive of the Spanish Navy, with documents dating from 1784. In it is preserved also the treasure of the Spanish frigate *Nuestra Señora de las Mercedes*, sunk in the gulf of Cádiz in 1804. The shipwreck was discovered by the Odyssey Marine Exploration who carried its treasure (500,000 golden and silver coins) to the United States. Spain claimed for it and a US Federal Court ordered the return of the coins to Spain.
https://youtu.be/eRfftf2RPSI

**Spanish Naval Institutes and other cultural centres**
The navy has the Instituto Histórico de la Marina, founded in 1942, and its descendant, the Instituto de Historia y Cultura Naval (Institute of Naval History and Culture), created in 1976, which promotes the study, research and promulgation of the naval history of Spain, together with the support of many cultural activities related to the navy. Since July 1983 it has published a quarterly review, the *Revista de Historia y Cultura Naval* and many other publications. It also organizes two three-day meetings.
with two conferences a day on an annual basis. The institute is placed in
the same building as the naval museum in Madrid, on Juan de Mena Street,
Madrid. https://youtu.be/ziwdi7AYL_s

Further centres are the Department of History, the Department of
Culture, the Department of Libraries (Bibliotecas), which co-ordinates
naval libraries, and the Department of Submerged or Underwater Heritage
(Patrimonio Sumergido). The latter keeps a database of Spanish shipwrecks.
There is also a chair in naval history created in 2010 by agreement between
the Spanish Navy and the University of Murcia.

The Illustrious Sailors’ Pantheon, San Fernando, Cádiz
In 1850, a royal order established that an unfinished church in San
Fernando would be completed and become a pantheon for burying sailors
worthy of respect and admiration for their services. It was opened in 1869
and now contains 98 tombs. https://youtu.be/udn6yoztyTg

Institute of Hydrography of the Spanish Navy, Cádiz
This institute has a long history going back to the sixteenth century and
has been housed in a few different places. In 1943 it became independent
as Instituto Hidrográfico de la Marina, in Cádiz. Unfortunately, in 1947
the Instituto was totally destroyed by the explosion of a mines depot close
to it. In 1955 it was settled in a new building then opened and publishes
nautical charts, sailing directions, tide tables, notices to mariners, etc.

Royal Institute and Observatory of the Spanish Navy, San Fernando
Created in 1751 in the Academia de Guardias Marinas, Cádiz, it moved
in 1797 to a new purpose-built palace. Its main activities are those of an
astronomy and geophysics centre which studies the earth, atmosphere and
seas. It also calculates the time zone of Spain and provides high scientific
training to the Spanish Navy staff and has published the Nautical Almanac
since 1792. https://youtu.be/cVFF4PJwrFQ

Fundación Museo Naval
Created in 2009 the Naval Museum Foundation is a
private institution that supports the naval history and
culture of the Spanish Navy, trying to provide private
finance for three groups of entities: a) naval museums;
b) naval archives; and c) Órgano de Historia y Cultura
Naval, the organ of the Naval Institute of History and
Culture.

Laureano Carbonell Relat
Overseas Corresponding Member, Spain

Laureano Carbonell Relat
Overseas Corresponding Member, Spain
The Fenland Lighter Project

Captain Bickerton’s Advice

A closing column about naval links with Whittlesey Mere, 1774

‘Captain Bickerton’s Advice,’ said Nigel Blanchford at a recent meeting, ‘sounds like the title of a Victorian novel.’ He had coined that wording as a joking aside . . . but it makes a good heading for this present note involving the now vanished lake which is indicated. Indeed, the image of a naval captain – protégé and house-guest of the Earl of Sandwich, then First Lord of the Admiralty – giving advice on mooring a gang of Fenland lighters is a curious one (see *Topmasts* 19, pp. 17–19). But that same image speaks of various themes which have a connection with wider affairs of the period.

At the time of his advice about anchoring Lord Orford’s modified lighters, Captain Sir Richard Bickerton’s command was the Admiralty yacht *Princess Augusta*, undergoing extensive maintenance at Deptford. She was an interesting vessel and, during a long career, had undergone changes affecting her name, sail-plan and hull structure. Reckoned at less than 200 tons, she was nevertheless ship-rigged in 1774. With eight light-calibre guns for saluting purposes, she also had an elaborate and semi-permanent awning (just aft of the main mast) which provided shelter for distinguished passengers. Her cabin accommodation was considered unusually good. Small wonder that the *Princess Augusta* often served as Sandwich’s personal transport.

And now, in the high summer of 1774, Sandwich and Bickerton were afloat together in a very different sort of craft on very different waters. Sandwich’s yacht *Whittlesey* was by no means unique on the Mere, indeed the lake was frequented by a whole range of pleasure craft (see *Topmasts* 20, pp. 17–19). Nor was Bickerton the only sea officer within the First Lord’s holidaying party. Among many relevant comments to be found in the Orford journals, a visit by Sandwich to Orford’s anchored lighters was said to have included ‘several other gentlemen belonging to the navy’.

One wonders what such officers made of the joking fantasies which evidently formed a persistent element within the activities of Orford and his companions. For example, Orford himself often figured as an ‘Admiral’ – and so, on occasion, did his mistress, Martha Turk! The gang of lighters became ‘ships of the line’, and boats serving as dinghies were styled ‘tenders’. Perhaps the oddest of all this terminology (rather reminiscent of Lewis Carroll) involved the small craft named *Fireaway*, which spent much of her time ‘covered with a canvas’. The journals described her as a bombardment vessel (rendered as ‘bumketch’), but in reality she seems

*Eighteenth-century gun punt (Author’s drawing)*
to have been an East Anglian gun punt with a sort of super-fowling-piece capable of firing several ounces of lead shot in a single discharge. On one occasion, the Fireaway ‘broke loose’ (inattention on the part of the officer of the watch?) and drifted for a considerable distance across Whittlesey Mere before being recovered. Overall, during the cruise, little or no use seems to have been made of her sporting firepower.

It might appear surprising that Lord Orford, who had a passion for field sports, made scant use of the Fireaway. However, the explanation seems to have been his temporary preoccupation with fishing. Much of this was done with ‘trimmers’, a style of fishing strongly advocated by Lord Sandwich, and duly copied by his fellow earl. Suitable for the shallow waters of Whittlesey Mere, these trimmers involved the idea of a long stake driven into the lake-bed with a mallet, so that a foot or so reached into the air. A cleverly rigged ‘crooked stick’ held a ready supply of line with a baited hook that dangled into the water. Generally deployed from roomy rowboats, trimmers were often employed in considerable numbers: to modern perceptions, their use was more like sowing a minefield than angling.

That reference to mining leads on to the subject of wars – wars in a general sense. Wars sometimes develop in a series of increasingly troublesome confrontations, rather than from any clear-cut intention or decision. Arguably, that first sort of process would describe the onset of the American War of Independence: and a worsening Anglo-American crisis certainly formed the national backdrop to the Whittlesey Mere boating dealt with here. Understandably, there was remarkable political activity in Britain at the time, with Sandwich playing a major role. Indeed, the First Lord’s Fenland yachting and fishing of 1774, together with their social and political associations, might well be seen as a decidedly odd footnote to the chain of events which ultimately led to widespread hostilities involving a range of nations including France, Britain’s perennial rival in the eighteenth century. Interpretations can vary, of course: the purpose here is chiefly to illustrate the opinion that the line between regional and national history is sometimes less clear-cut than commonly supposed.

Some suggested reading
Professor I. R. Christie’s The End of North’s Ministry, 1780–1782, (London 1958), remains of interest regarding lengthy and convoluted parliamentary manoeuvring. See comment on long-running co-operation between Sandwich and Orford, including the latter’s helpful control of the Callington seats in the general election of 1780.

H. J. K. Jenkins, SNR Member
hjkpkjenkins@yahoo.co.uk
SNR News
An Australian Update

The Australian Association for Maritime History (AAMH) continues to be very active. In concert with the International Maritime History Association (IMHA), it planned and hosted the 7th International Congress of Maritime History at Murdoch University in Western Australia in early 2016, during which Professor Malcolm Tull was elected as the first non-European president of the IMHA. The AAMH manages a number of other activities; that of most interest to SNR members is likely to be its journal, *The Great Circle*. Issues in 2016 included a special edition on Dirk Hartog, to celebrate the fourth hundredth anniversary of the Dutch mariner’s arrival in what is now Western Australia. A special issue for 2017 will deal with French exploration to mark the bicentenary of the departure of the expedition in the *Uranie* from Toulon led by Louis de Freycinet.

Back issues of the *Great Circle* are available on JSTOR, but interested SNR members are very welcome to join the AAMH and receive the journal. Overseas individual membership is $A 60, while the overseas student rate is $A 55. Subscription requests and cheques should be sent to The Treasurer AAMH, GPO Box 1873, Fremantle, WA 6959, AUSTRALIA. Direct contact via email with the Treasurer can be made at: magrayt@gmail.com

There is a strong effort, involving many members of the Submarine Institute of Australia to gather support for another search for the missing submarine *AE 1*, lost in unknown circumstances off Rabaul in September 1914. Previous investigations have failed to find the wreck, but enthusiasts are continuing efforts to reduce the area of uncertainty and garner resources for a renewal of the hunt. Another wreck investigation that has already borne fruit was an expedition in November 2016 to the 1937 wreck of the Japanese pearling mother ship, the *Sanyo Maru*, which sank in the Arafura Sea off Maningrida in Boucaut Bay. The wreck had been discovered during naval survey operations in 2001. It is now a declared Historic Shipwreck. This expedition, the third since the discovery, raised a number of artefacts which will be conserved and probably displayed at the Museum and Art Gallery of the Northern Territory.

A Naval Studies Group has been formed within the Australian Centre for the Study of Armed Conflict and Society (ACSACS) at the University of New South Wales in Canberra, based at the Australian Defence Force Academy. The NSG’s goal is to provide leadership in the study and understanding of Australian and global naval history. A key aspect of the NSG’s work is identifying and encouraging collaboration between individuals, academic institutions and community organizations. Projects already in hand include a book on the Chiefs of the Australian Naval Staff from the formation of the Australian Navy in 1901 until the office was renamed Chief of Navy in 1997. Further details of the NSG’s activities and guidance on how to make contact with the group are available at: https://www.unsw.adfa.edu.au/australian-centre-for-the-study-of-armed-conflict-and-society/naval-studies-group

Nominations have been called for the AAMH and Australian National Maritime Museum’s jointly sponsored ‘Frank Broeze Memorial Maritime
History Prize’ and the ‘Australian Community Maritime History Prize’. The Frank Broeze prize is awarded to the book judged best that treats any aspect of maritime history relating to or affecting Australia, written or co-authored by an Australian citizen or permanent resident. The book concerned must have been published between 1 January 2015 and 31 December 2016. A cash prize of $4,000 Australian is associated with the award. Nominations for the 2017 award close on 28 April 2017. Information on how to nominate and the judging process is available at www.anmm.gov.au/historyprizes

The Australian National Maritime Museum celebrated its twenty-fifth anniversary since opening in Darling Harbour in Sydney in November 1991. It continues to go from strength to strength and has been particularly successful at recognizing the extraordinary diversity of the maritime environment and man’s history in it. The range of exhibitions is appropriately wide – in March the ANMM will open ‘Pompeii Rescue: Navy, Empire, Catastrophe’. In an age when navies are spending so much time on humanitarian assistance in the wake of natural disasters, something very much the experience of the South Pacific and the Indian Ocean in recent years, the events of AD 79 provide a curious and fascinating parallel.

The museum is also running a number of travelling expeditions, in combined recognition of its national mission and the size of Australia. These include a ‘War at Sea’ exhibition in Hobart to mark the centenary of the Great War and the role played in it by the Royal Australian Navy and a summer exhibition in Caboolture in Queensland ‘East Coast Encounter – re-imagining the 1770 encounter’.

Two books of special naval interest, but also of national significance were published in 2016. The first is Australia’s Argonauts by Peter Jones. Aptly subtitled ‘The remarkable story of the first class to enter the Royal Australian Naval College’ it is the story of 28 boys, among whom were not only the RAN’s future leadership, but others whose talents saw them contribute to Australia’s development in the twentieth century in remarkable and unexpected ways. It is published by Echo Books, whose website is www.echobooks.com.au

The second book, from the same publisher, is the first volume of an effort to record the details and circumstances of every honour or decoration earned by a member of the Australian Navy. Volume 1 of Bravo Zulu: Honours and Awards to Australian Naval People covers from 1900 to 1974. Edited by Ian Pfennigwerth, the book is a labour of love on the part of a large group of contributors, who have sought out the citations and ‘back stories’ of hundreds of officers and sailors. The effect over more than seven hundred pages is to provide the reader not only a record of the achievements of individuals, but of the service as a whole. The second volume will take the story to the present day and should be available within the next year.

James Goldrick
Overseas Corresponding Member, Australia
Save the Victory Fund Medalet 1923

Recently I purchased this 1923 copper medalet, claimed to have been made from HMS Victory's copper, in a Chichester antique shop. I searched *Mariner's Mirror* for the period 1922 and 1923 in the hope of finding some reference to minting these coins presumably to earn money for the Save the Victory Fund launched in 1922, without success. There is a second type on the Internet recorded by the National Maritime Museum; they have examples of both types in their collections.

Prior to seeking information on the Internet, I had never heard of the description 'medalet'; neither had my *Concise Oxford Dictionary*. I notice that the National Maritime Museum does use ‘medalet’ to describe their coins.

Can any member provide more information on these medalets? It would be good to know how many were struck, for example.

John M Bingeman
Society for Nautical Research

Remembrance Service
for Admiral the Honourable John Byng,
Admiral of the Blue 1704–57, 14 March 2017

Members are invited to attend a Remembrance Service on 14 March 2017 at All Saints Church, Southill, Biggleswade, Beds SG18 9LL. The service will be led by Rt Rev. Richard Atkinson OBE, MA, and will be supported by the Byng/Torrington family and many dignitaries. If you wish to attend, please contact Nico Rodenburg at rodenburg@btinternet.com

The fourth son of George Byng, Viscount Torrington, gave many years of loyal service to the Royal Navy and was ordered to attempt to relieve the British Garrison at Port Mahon, Minorca. The French were threatening to take Port Mahon, and Byng, who was serving in the Channel at the time, was volunteered at short notice to counter the threat. He protested that in five days he had insufficient time to prepare his ships and recruit enough men. He was also ordered to land some of his Marines in order to embark troops to relieve the garrison. Byng protested to Admiralty that his force
was woefully underprepared, but was nevertheless ordered to sail.

Byng tried unsuccessfully to establish contact with the garrison on Minorca (15,000 French troops had landed before he arrived), and the following day fought an inconsequential battle with the French fleet. Four days later, having not sighted the French fleet nor made contact with the garrison he returned to Gibraltar for repairs and for stores. However, before he could sail again he was relieved of his command and ordered to return to England where he was arrested and placed in custody. He was court martialed for ‘NOT DOING HIS UTMOSE’ – recently made a capital offence – and shot on the deck of his own ship, The Monarch’ on 14 March 1757 at noon. Ironically, the ship previously called The Monarque was taken from the French in a previous battle.

Many believe that he was the scapegoat for the king and the Royal Navy, who had already lost Minorca, before Byng was engaged to disrupt the French. Even those who had to find him guilty, under the law of ‘not doing his best’ pleaded with the king and government to overturn the verdict they had to find due to the law at the time.

In Candide Voltaire wrote ‘The English shoot an Admiral to encourage the others’ – words which are still in common use age today.

The Admiral Byng Campaign, established by his descendants and supporters are seeking justice and they are seeking exoneration not a pardon. (Exoneration is officially freeing someone from blame; pardon denotes guilt in the first place)

Tulip Saddiq MP will hand in a petition to the Secretary of State for Defence, the Right Honourable Michael Fallon MP, on the anniversary of the time and date of Admiral Byng’s execution at noon on 14 March 2017.

Nico Rodenburg
Admiral Byng Campaign

**News**

*Share the Story of James Cook and his Voyages*

James Cook’s *Endeavour* journal is perhaps the most famous item in the National Library of Australia’s collection, the first manuscript to be acquired for the library, purchased from a London auction in 1923 on the instructions of Prime Minister Stanley Bruce. In 2001 it became one of the first two Australian items to be inscribed on the UNESCO international register for the Memory of the World, with the Mabo Papers, also held by the National Library.

But the journal is not the end of the story. With the 250th anniversary of the first *Endeavour* voyage sailing into view in 2018–20, the library’s 2016 End of Year Appeal is raising funds to undertake essential preservation and selective digitization of our extraordinary collection of material by and about Cook and his contemporaries to enable their access by future generations, around the
world.

The National Library’s Cook collection

Aside from the Endeavour journal, handwritten by Cook, other notable first-hand accounts held by the Library were written by Cook’s clerks, Richard Orton and William Dawson, and James Burney, second lieutenant on the wide-ranging second voyage. There is a letterbook dating from the 1771–8 voyages of the Resolution, and an account of the death of Cook, probably dictated by fellow shipman and eyewitness Burney. Other documents concerning the voyage are among the papers of Joseph Banks, including his angry letters to the Viceroy of Brazil in 1768 and the ‘Hints’ of the Lord Morton, the president of the Royal Society. Some of this rare material is available online, but not all.

There are maps, journals, pictures, and even a tea set believed to have been owned by his wife, Elizabeth. The library holds hundreds of published accounts of Cook’s voyages, including numerous first editions of John Hawkesworth’s account of the first voyage, published in 1773.

Many of these very early works are in a fragile state – too fragile to be accessed by researchers.

Why do we need your help?

The library is committed to safeguarding its collections. But we want to do much more. We want future generations of researchers and visitors, wherever they are, to be able to learn from and appreciate these items that connect us to early British exploration of the Pacific.

With your support, our Cook Collection can be accessed by those who want to research, celebrate, question and understand Cook and his complex legacy. Together, we can help shed new light on Cook, the man and myth, during this important anniversary and beyond.

If you would like to support this appeal, please go to: http://www.nla.gov.au/support-us/cook
**History Masterclasses**

Dr Sam Willis invited me to attend the first in the series of his new History Masterclass. Check them out at [www.TheHistoryMasterclass.com](http://www.TheHistoryMasterclass.com) This series will be fronted by the great and the good of TV historians, from Sam himself, through Dan Snow, Suzannah Lipscombe, Kate Williams and many others, each one taking on a subject in which expertise can be expected.

The Masterclasses are not cheap, at £100 a time, but they offer a new experience for those interested in the study of history.

A small group of people enjoyed more than two hours of lively discussion, centred on Nelson’s navy, but wide ranging in scope. History Masterclass is intended for the public, i.e. people who really want to participate in history learning. The tables were strewn with artefacts, books, charts etc. which were available for the participants to handle and study. Dr James Davey of the National Maritime Museum talked briefly about the treasures in their archives, including what can be learned from the plain undress uniform Nelson was wearing when he was shot.

Please keep an eye on the website and take advantage of one of the dates if you can. The discussion will be stimulating and you will come away feeling that there is more to history than you had realized.

A B. McLeod
Hon. Secretary, SNR

**The British National Yachting Archive**

The British National Yachting Archive has an ambition to identify unknown sources of information about the history of our wonderful sport so the more widely we can extend our reach, the more likely we are to achieve that. Until now, we have been developing our tools and database so that we can make full use of information that is discovered – do take a look at the website to see how we are getting on.

We currently have two key strands. First, to find out ‘who has got what’ – we need people to find out from their ancestors, family, colleagues, crew, etc., or their own resources, information from the past about boats, people, events, etc., information such as stories and photographs, stuff that may have languished for years, all of which may add to the sum of our knowledge. Probably every yacht/sailing club has long-standing members who have been active in the past and only they will know some of this potentially important material. We will also need help with picking through and listing the contents and making useful descriptions. Do please contact us if you know of a source that should be followed up.

Second, since BNYA is a ‘virtual archive’, digitization is key. This enables collections of material to remain intact and with the owner while offering access to researchers. A range of equipment is needed to do this satisfactorily and we are currently campaigning to raise funds to increase our capacity. In addition to income from membership, we have joined an initiative to receive commission on purchases that you make – at no cost to yourself, retailers will contribute to BNYA funds – and we would hope to be able to move forward on that in the new year. Full details here: [http://www.bnya.org.uk/give01.html](http://www.bnya.org.uk/give01.html) so do please sign up and hopefully we can move quickly to the next level of this project.
In the first instance, please reply with a note about information you may have that could be useful and we will find a way forward. Also, please feel free to forward this message to any contacts that you feel would also be interested – thanks. In the second instance, do please sign up so that we can start earning commission on your purchases – thanks again.

David Elliott
http://www.bnya.org.uk/

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**A Request for Assistance with Research**

I would welcome the assistance of members of the Society for Nautical Research and other historians with a project I am currently undertaking.

My name is Claudio Bentz and I am studying Information and Library Studies at the Robert Gordon University, Aberdeen. I am now writing my dissertation, ‘Analysis of Digital Humanities Tools and Methods used by Historians’. For this analysis, I am using a questionnaire with 21 questions in order to gather information for my Masters thesis.

The questionnaire seeks information about how historians use the web and its tools generally, as well as various digital humanities portals and digital collections. It will be completely anonymous, and it should provide a statistical overview about the habits, behaviour and trends in current historic research. The following link leads to the questionnaire:
https://de.surveymonkey.com/r/W3X9NX8

Thank you in advance to all those who take a few moments to help me with my research.

Claudio Bentz
c.m.bentz@rgu.ac.uk

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**Call for Papers**

*International Postgraduate Port and Maritime History Conference*

**Bristol University, 20–21 April 2017**

The Centre for Port and Maritime History will hold its second annual postgraduate conference at the University of Bristol on 20–21 April 2017. The aim of this two-day conference is to bring together postgraduates and early career researchers working on any aspect of port or maritime history across a wide range of chronologies and geographical settings. It is hoped that this event will encourage postgraduate students to become part of the vibrant research community brought together by the International Postgraduate Port and Maritime History Network. As this network is international, we particularly invite proposals from researchers working at institutions outside of the UK.

Possible themes, are not limited to, but may include:

- Urban culture in port towns and cities
- Literary representations of ports and maritime endeavour
- The economics of trade and commerce by sea
- The social and economic impact of naval warfare
• Crime and deviancy at sea and on shore
• Shipbuilding, navigation and maritime instruments

Proposals for both 20-minute papers, and for panels of three papers are welcomed. Abstracts of 250 words, along with a short, biographical note, should be sent to Siobhan Hearne siobhan.hearne@nottingham.ac.uk and David Wilson david.wilson.101.2013@uni.strath.ac.uk by 5 p.m. (GMT) on Monday 27 February 2017.

**Seventh Thames Shipbuilding Symposium**

The Docklands History Group is now seeking speakers and papers for its 2018 Annual Conference, which will form the Seventh Thames Shipbuilding Symposium. The group is interested in hearing from those who might be able to contribute a short talk (30 minutes) on a relevant subject to a mixed specialist and general audience. As well as shipbuilding and shipyards, relevant subjects would include the various interface trades – such as marine engineering, ship repairing, and shipbreaking – as well as the lives of shipyard owners and workers. The symposium will take place at the Museum of London Docklands, which is close to Canary Wharf, in May 2018. It is intended that a set of proceedings will be published around a year or so after the symposium. These papers will offer contributors the opportunity to present fuller and more detailed versions of their talks.

To register an interest in submitting an informal proposal, and for further details, please email the group at: info@docklandshistorygroup.org.uk

**Canadian Nautical Research Society 2017 Conference and AGM**

10–12 August 2017 Canada and Canadians in the Great War at Sea, Halifax, Canada

This promises to be the only gathering to be held in Canada providing opportunity to survey the various maritime dimensions of the First World War. The conference will be held in affiliation with the Royal Canadian Navy, in historic Admiralty House, the home of the Naval Museum of Halifax, but papers should not be restricted to military operations and related issues. Indeed, the timing and location are chosen with regard to 2017 being the centenary of the Halifax Explosion, a defining moment in that port’s long history, and several presentations on that subject are anticipated. As always, subjects other than the main theme will be given due consideration.

Papers are invited to address any variety of perspectives on this, or related, themes. The Society reserves first right of refusal for publication in our journal *The Northern Mariner / Le marin du nord* or newsletter *Argonauta* as appropriate.

Please send a working title, brief abstract, and a short biographical sketch to: CNRS 2017 Conference Coordinator, Dr Richard Gimblett, 33 Greenaway Circle, Port Hope ON, L1A 0B9 or email richard.gimblett@forces.gc.ca or richard.gimblett@rogers.com

The Canadian Nautical Research Society can be found online, on Facebook, and on Twitter. [http://www.britishnavalhistory.com/cfp-canada-canadians-great-war-sea/](http://www.britishnavalhistory.com/cfp-canada-canadians-great-war-sea/)
First call for contributions

The main goal of this colloquium is to study the ports from a holistic point of view. Thus, the aim is to explore ports as own entity which acted as cultural, economic, technological and institutional modernization drivers. On the other hand, we expect to analyse the seaborne connections between the Atlantic ports which encouraged and permitted the exchange of goods, people, biological agents or cultural trends through the sea. We encourage the participation of researchers from different geographical areas in order to consolidate comparative analysis that must permit us to find some theoretical answers on the contemporary conception of ports. This approach implies the notion of ports as regional development agents.

Main topics proposed
1. Factors of port development
2. Port development dynamics
3. Impact of port development

Please, contact us if you have any comment, question or suggestion:
Miguel Suárez Bosa miguel.suarezbosa@ulpgc.es
Daniel Castillo Hidalgo daniel.castillohidalgo@ulpgc.es

Conferences

Representations of the ‘Port Jew’

University of Southampton, 22–23 May 2017

Representations of the ‘Port Jew’ is a conference organized by the Parkes Institute for the Study of Jewish/non-Jewish relations, University of Southampton and the Kaplan Centre for Jewish Studies and Research at the University of Cape Town.

The concept of the ‘Port Jew’ was developed in the late 1990s by Lois Dubin and David Sorkin to describe the identity and activities of an elite group of Sephardi traders which emerged in the early modern era. Working in the relative freedom and space of cosmopolitan trading centres, their success was compared to the restraints operating on the better studied ‘Court Jews’.
Under the leadership of David Cesarani, the Parkes Institute at the University of Southampton and its partner, the Kaplan Centre at the University of Cape Town, organized a series of conferences on the theme of the ‘Port Jew’. These important gatherings and their subsequent prize winning publications opened up further the concept in both time and space.

In this conference, a tribute to the life and work of the late David Cesarani, the aim is to revisit the ‘Port Jew’ with the focus on how the figure has been represented in literature, historiography, and other cultural, intellectual and artistic forms. The keynote lecture will be given by Professor Bryan Cheyette (University of Reading), on ‘Venice’.

**Queen’s House Conference, 20–22 April 2017**

Royal Museums Greenwich and the Society for Court Studies are pleased to announce a major international conference on 20–22 April 2017 to mark the 400th anniversary year of the Queen’s House, Greenwich. Designed by Inigo Jones in 1616 and completed in 1639, this royal villa is an acknowledged masterpiece of British architecture and the only remaining building of the sixteenth- and seventeenth-century palace complex. Today the Queen’s House lies at the centre of the World Heritage Site of Maritime Greenwich, which also includes the Royal Observatory and the Old Royal Naval College (previously Greenwich Hospital). The site as a whole is often celebrated as quintessentially ‘British’ – historically, culturally and artistically. Yet the sequence of queens associated with the Queen’s House and Greenwich more generally reflect a wider orientation towards Europe – from Anne of Denmark, who commissioned the House, to Henrietta Maria of France, Catherine of Braganza and Mary of Modena – in addition to Greenwich’s transformation under the patronage of Tudor and Stuart monarchs. Located on the River Thames at the gateway to London and to England, royal residences at Greenwich served an important function in the early modern period as a cultural link with the continent, and in particular, with England’s nearest neighbours in the Low Countries and France. After major refurbishment, the Queen’s House reopens in October 2016 with new displays that focus on a number of important themes to historians of art, architecture and culture, and strong links to politics, diplomacy, war and royal and maritime culture.

http://www.courtstudies.org/

**Economic Warfare and the Sea, 1650–1950**

**All Souls College, Oxford, 13–15 July 2017**

We will be presenting new and original research on all aspects of economic warfare and the sea between 1650 and 1950, at a conference to be held in Oxford in July 2017. As in the successful 2014 conference, ‘Strategy and the Sea’: An International Conference in Honour of Professor John B. Hattendorf, we seek once again to bring together research students and early career scholars, established academics, and serving personnel, in the study of naval history.

We are delighted to announce that our keynote speakers are Professor
Topmasts no. 21

John Ferris (University of Calgary) and Professor Richard Unger (University of British Columbia).

Economic warfare is central to the exercise of sea power, and has influenced the conduct and outcome of armed conflicts, the diplomacy of great powers, and trade and politics all over the world. From commerce raiding in European, Atlantic and Asian waters during the seventeenth century, to submarine campaigns in the twentieth century, economic warfare has been pursued with many different objectives, methods, and results. This conference seeks to examine the role and consequence of economic warfare at sea from the early modern period to the Second World War, and to connect naval history with broader themes in economic and diplomatic history. For further information see https://oxfordnavalhistoryconference.wordpress.com

Exhibitions

Pioneers to Professionals: Women and the Royal Navy

National Museum of the Royal Navy, from 18 February 2017

This exhibition will reveal the impact of women’s involvement from the seventeenth century onwards, during both world wars, the Cold War to integration and beyond, to today’s serving personnel.

The exhibition will open in the centenary year of the Woman’s Royal Naval Service (WRNS) formation.

Women working in an official capacity for the Royal Navy were disguised as men prior to the establishment of the first female uniformed service – the Naval Nursing Service in 1884, later renamed the Queen Alexandra’s Naval Nursing Service in 1903. The WRNS formed in 1917. A uniformed women’s involvement in the Royal Navy directly confronted gender equality issues that still profoundly affect us today. As such, this exhibition aims to highlight women’s involvement and impact in both world wars, the Cold War, integration of the WRNS with the Royal Navy and the continued efforts of female personnel today.

The objects in the exhibition will illustrate the role of women in the navy in the widest spectrum, ranging from a rare First World War Ratings uniform (only 5,500 women served during the 20 months the service operated in the First World War) to an oboe owned by a member of the Royal Marine Band Service. Key issues for women in the Navy are also addressed, objects such as a Naval Officer’s maternity dress indicate the key differences and concerns that women face while in service. http://www.nmrn.org.uk/women
HMS Caroline

HMS Caroline will be reopening in spring this year after being docked over winter in order to clean many years of growth from her hull, and undertaking conservation work.

HMS Caroline is one of eight C-class light-cruisers that were ordered under the Admiralty’s 1913–14 construction programme. Work began on 28th January 1914 at Cammell Lairds shipyard, Birkenhead and the ship was launched on 21 September of the same year, and commissioned on 4th December. During her career Caroline protected trade by undertaking regular North Sea patrols in the First World War and, later on, convoy screening. She saw action at the Battle of Jutland, the only major naval action of First World War.

Lectures

Greenwich Maritime Research Seminars

All seminars will be held between 16.00 and 17.00, and will be followed by refreshments. Members of the museum, adult learners, independent researchers, academic and university students are welcome to attend the seminars. If you would like to receive a hard copy of the programme please contact the Research Administrator on 020 8312 6716 or research@rmg.co.uk; website http://www.gre.ac.uk/__data/assets/pdf_file/0005/1139340/Greenwich-Maritime-Seminar-Programme-2016.pdf

King’s Maritime History Seminars, 2016–17

9 February 2017 The Historiography of Force Z: Understanding the Royal Navy’s greatest defeat of the Second World War Andy Boyd, University of Buckingham

23 February 2017 The Manila Galleon, 1565–1815 Ian Wilkinson, independent researcher

9 March 2017 The Manganese Trade from Cornwall and Industrial Activity in Liverpool in the Early Nineteenth Century Peter Skidmore, independent researcher

27 April 2017 Shipbuilding: Information and process Roy Metcalfe, World Ship Society Library and Archive, Chatham Dockyard

11 May 2017 A Most Disagreeable Problem: The Royal Navy and Kriegsmarine aircraft carriers, Marcus Faulkner, King’s College London

25 May 2017 The Cutting Out of the French Corvette ‘La Chevrette’ during the Napoleonic Wars, Sim Comfort, independent researcher

This seminar series is hosted by the ‘Sir Michael Howard Centre for the History of War’, King’s College London, and organized by the British Commission for Maritime History (www.maritimehistory.org.uk) in association with the Society for Nautical Research. Meetings take place on Thursdays at 17:15 in room K6.07, Department of War Studies, KCL, Strand, WC2R 2LS (6th Floor, King’s Building). Thanks are given for the generous assistance of the Maritime Information Association, Lloyd’s Register, and King’s College London. For further information, contact Alan James, War Studies, KCL, WC2R 2LS (alan.2.james@kcl.ac.uk) or Richard Gorski, History, University of Hull, HU6 7RX (r.c.gorski@hull.ac.uk)
This series, convened by the National Maritime Museum and held at the Institute of Historical Research, explores humankind’s relationship with the sea through museum and archive collections. At its heart is the idea that our history is entwined with the maritime world and that people’s lives have always been shaped by the sea. Bringing together established names and new researchers, the series draws upon a range of different approaches to encourage debate and discussion.

28 February  *Ten things I hate about Edward Barlow: The life and journal of a seventeenth-century sailor* Dr Richard Blakemore, University of Reading

14 March  *’The Hitchhiker’s Guide to the Galleries’: Challenges in curating permanent exhibitions* Dr Laura Humphreys and Dr Aaron Jaffer, National Maritime Museum

**Convenors** Laura Humphreys, Aaron Jaffer, Lizelle de Jager, James Davey, Katy Barrett and Louise Devoy

**Location** The Institute of Historical Research, University of London, Senate House, London WC1E 7HU

All seminars begin at 17.15 in Wolfson Room I at the Institute, except on 8 November – Wolfson Room II

Papers last approximately 45 minutes, followed by 15–30 minutes of questions. The seminar is usually followed by more informal discussion in a nearby pub. There is no charge for these seminars and no need to book.

**Travel:** Nearest Tube stations include Tottenham Court Road, Russell Square and Goodge Street. Further information: Research Department Executive, National Maritime Museum, Royal Museums Greenwich, London SE10 9NF; Tel 020 8312 6716; email research@[at]rmg.co.uk

**Website** rmg.co.uk/researchers/conferences-and-seminars

**Maritime Themes**

An informal lecture series with lunch at the Cutty Sark pub, Ballast Quay, Greenwich

Nick Hawker has recently set up ‘Maritime Themes’, a programme of tours, trips and talks exploring and celebrating our maritime heritage; from naval warfare and safety at sea to the fishing industry and the environment. For the time being talks take place at the Cutty Sark Pub on Ballast Quay at 11.30 on a Wednesday morning (fortnightly through the autumn). Most people stay for a pie and a pint and some chat afterwards.

http://maritimethemes.co.uk

8 March, 11.30 a.m.  *“Neither Hero Nor Victim”: Shipwreck, Coastal Communities and Lifesaving in the 19th century* Dr Cathryn Pearce

22 March, 11.30 a.m.  *‘Seven maritime events that changed the world’* Seven of our regulars will propose the event or development in Maritime History that changed the world

5 April, 11.30 a.m.  *“Hull Fishing”: About it’* Dr Martin Wilcox
**The Wellington Trust Heritage Evenings 2016/17**

The Heritage Evenings take place in HQS Wellington, moored opposite Temple underground station on the Embankment. The usual start time is now 1830, with the Wardroom bar open from 17.45.

**13 February 2017  Lt Cdr Beattie and the Raid on St Nazaire  Nick Beattie**

**13 March  Covert Operations in the Second World War  Rear-Admiral John Lang**

The lectures are followed by an optional supper, two courses and a glass of wine, at a cost of £32 (£27 for WT Friends) with a donation of £5 requested from those who attend the talk only.

Bookings for the talk (and supper) should be made by the Thursday prior to the talk, by calling Alison Harris (0207 836 8179) or email to info@thewellingtontrust.com; website http://www.thewellingtontrust.com/trust/news?pnum=1

**Friends of the Fleet Air Arm Museum**

Talks are held in the FAAM auditorium on the last Thursday of each month at 19.30. The entry price is £7.00. Non members are welcome. The price includes light refreshments, including a glass of wine. These are very popular events and numbers are limited. Tickets can be bought on the night as capacity allows. For any queries please contact the ticket box on 01935 842617. www.fleetairarmfriends.org.uk

**23 February 2017  The Life and Times of the Last Remaining Barracuda Aircraft  David Morris, Curator, Cobham Hall**

Members and friends of the museum will have an opportunity to hear of the progress being made on the restoration of the last remaining Barracuda. We may even have a quick visit to view this magnificent aircraft. (Members are advised to bring a warm jacket with them if they intend to visit the Barracuda during the lecture.)

**30 March  Navigating the Royals – HMS ‘Ark Royal’ and the Royal Yacht ‘Britannia’  Captain Peter Chapman-Andrews, Director of the Royal Institute of Navigation**

**27 April  From Scouse to Grouse: A Fighter Pilot’s Story  Sir Christopher Coville KCB FRAMES FCIIPD, Chairman of British Helicopter Association**

Sir Christopher traces his career, flying and Command Appointments, from Liverpool GS boy to the Air Force Board and a knighthood.

**SNR South**

The SNR(South) usually meet at 2 p.m. on the second Saturday of each month from October to May but check before you arrive. We meet in the Royal Naval Club, 17 Pembroke Road, Old Portsmouth (near the Cathedral). Meetings start at 14:00. Members may lunch beforehand in the Club (full lunch or bar menu) – and enjoy the view over Southsea Common and the Solent while doing so.
University Courses

University of Exeter

*MPhil and PhD courses in Maritime Historical Studies*

The Centre for Maritime Historical Studies is the oldest established centre for this specialism in a British university. The Centre seeks to promote research into economic, social, political, naval and environmental aspects of the British maritime past from the earliest times to the present day. The Centre holds termly research seminars (in conjunction with the Society for Nautical Research), an annual international Maritime History Conference and a twice-yearly Strategic Policy Studies Group symposium (with associated publication).

See the website of the Centre for Maritime Historical Studies.

University of Hull

*BA History with Maritime History; MA and PhD*

Maritime history is the study of humankind’s relationship with the seas and oceans. It is a subdiscipline of ‘history’ and cannot survive intellectually or philosophically without it. Since humans are terrestrial, the history of their encounters with the sea is implicitly an extension of the history of lands and their peoples.

The Department of History offers the BA History with Maritime History in the field of maritime historical studies. Maritime history modules are also offered to students registered on the History Department’s MA programmes, while supervision is available for those seeking to undertake a PhD.

For more information see:
http://www2.hull.ac.uk/fass/maritimehistoricalstudiesce.aspx

Portsmouth University

*MA Naval History, one year full time or two years part time distance learning*

What was the Royal Navy’s role in British history, and that of its empire? Why did Nelson become such a hero and how was he depicted? Through a unique partnership with the National Museum of the Royal Navy, this programme explores these questions in the context of 400 years of naval history. You will examine the importance of the Royal Navy to British and global history, while engaging with the life of the ordinary sailor in peace and war, the cult of the naval hero, and the navy – and its sailors – in popular culture. To do so, you will draw on a range of naval experts, curators, and primary sources, including the rich collections of Portsmouth’s naval museums. The flexible distance format allows you to learn from leading naval experts as well as the latest scholarship and debates in the field. For full details see:
http://www.port.ac.uk/courses/history-politics-and-social-studies/ma-naval-history/
University of Malta

MA Global Maritime Archaeology

In October 2016, the University of Malta will be offering a new international master’s programme in Global Maritime Archaeology. This 13-month intensive course is being offered in collaboration with the University of Western Australia and Western Australian Museum.

This MA in Global Maritime Archaeology is intended to expose students to a broad range of facets that fall within this discipline. Students will be able to start and develop their careers in the field of archaeology with special emphasis on the maritime and underwater sub-disciplines of the subject. Furthermore, students may use the skill garnered from this robust course to pursue careers that are not related to archaeology. Skills-sets acquired throughout the one year duration of this programme are multi-dimensional, flexible and most importantly, desirable to stakeholders and employers.

We would like to announce that we are offering a scholarship for the coming academic year. For further information see: http://www.um.edu.mt/icp/ma-marine-archaeology

Society for Nautical Research
Membership Report
1 October 2016 to 31 December 2016

New Members
P. Eric Flynn, Philadelphia, USA
Andrew Lyter, Delaware, USA
Romaine Grancher, Amiens, Somme, France
Richard Ellis, Milton Keynes, Buckinghamshire
Martin Wooller, Fareham, Hampshire
Dave Parham, Otterbourne, Hampshire
Augusto Conte, Murcia, Spain

Students
Matthew Pryce, Portsmouth, Hampshire
Stephanie Tornow Berkeley, California, USA
John Mann, Portsmouth, Hampshire

Reported Deaths
Ioan T. Hughes, Bromley, Kent
Martyn Heighton, Ubley, Somerset