

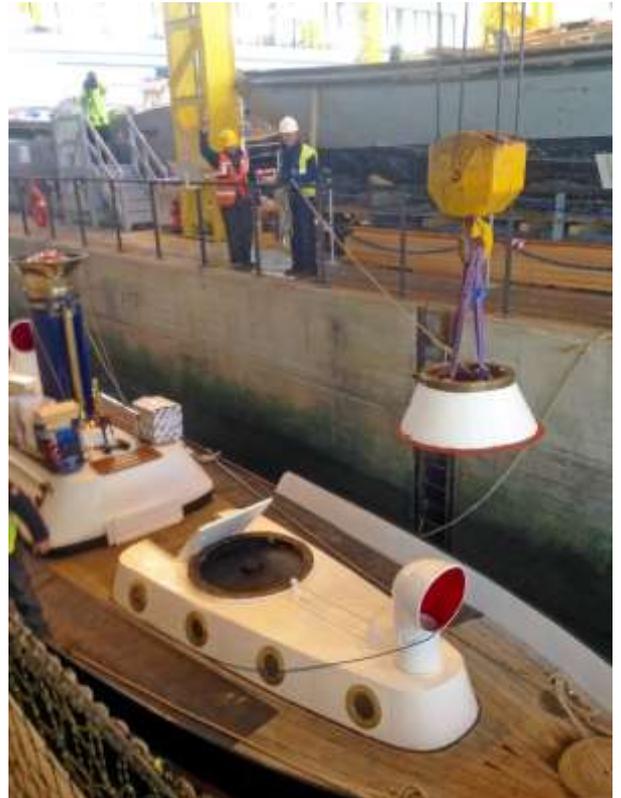
Steam Pinnace 199 – Newsletter – March 2017



Engineering Progress – the engineers report that the boiler has been filled with water and is holding a static level.

Gun Mount - During the latter part of 2016 when 199 was moored in the dock at BH4, significant rust staining began to appear at the base of the gun cone which also affected that area of the forecastle casing on which it sat. It was therefore decided to remove the cone and trace and eliminate the cause of the rust.

When it was disconnected, it was immediately obvious that the deck had rusted mainly in an area where moisture was being trapped behind the small doubling plate which forms part of the construction of the forecastle hatchway. An inspection of the interior of the cone, once it had been lifted ashore, revealed rust patches on much of the interior surface despite it having been comprehensively treated and painted with rust-proofing paint during the recent conservation project. As it is not only bolted to the deck but also sealed with mastic, as is the upper disc on which the gun sits, it was concluded that the problem was due to condensation rather than ingress of water from external sources such as rainwater seepage.



Initial thoughts of how the problem could be resolved concentrated on drilling small drain holes in the forecastle casing to allow condensation formed inside the cone to drain away. This proposal was rejected

as all it did was deal with the moisture rather than what was causing it. Internet research confirmed Alistair's subsequent flash of inspiration, and it was decided that after eliminating and treating all rust patches, the deck under the cone would be coated with a wax based sealant and the cone itself completely filled with single component expanding polyurethane foam.

Paul Woodman's pic (*above*) show the cone being lifted back onto 199 prior to the "foaming" process and attachment to the deck. Many thanks to Tiger (IBTC) and Diggory (PNBPT) for operating the crane.

The plan is to now remount the gun onto the cone within the next ten days.

Polishing – The Thursday crew at work on the brass (*left* - Andrew and Clive, plus Martin on the camera)



Training Day – as progress towards running again seems to be on track, it is proposed to hold a crew training day on Saturday 22 April. Details to follow but it will include the introductory talk below.

Talk on 199 There will be a talk on 199 in the classroom in Boathouse 4 of the Historic Dockyard, Portsmouth on Saturday 22 April 2017 "The History of Steam Pinnace 199" by the editor. Includes a general talk about steam pinnaces and picket boats, as well as 199 herself. Starts at 1100 and runs for about one hour. Lots of pictures. Entry is free but booking recommended as seating is limited:

<https://www.eventbrite.com/e/a-history-of-steam-pinnace-199-tickets-31996715036>

Whale II – a long blog about the restoration/ conversion of a steam pinnace into a family house boat – *photo below*. The owner/blogger Hannah Waite responded to a contact email trying to establish a link, to confirm that they had sold her to a couple in Bristol Docks. "We even went down to Portsmouth docks and spoke to a few people at the museums to find out more but on that day we were unable to view Steam Pinnace 199."

<https://thepinnaceproject.wordpress.com/> <http://www.nationalhistoricalships.org.uk/register/2800/whale-ii>

She appears to be another rounded stern version of a 40-foot pinnace?



Steam Pinnace 704

The wreck of this pinnace lies in Forton Lake. Those familiar with steam pinnace machinery will have noticed the three-drum boiler visible at low water (*left*). From her curved stern, she would also seem to have been one of the later, steel hulled versions.

The Maritime Archaeology Trust have undertaken a fascinating 3-D modelling exercise on her. The results with a description of her career can be seen at:

<http://forgottenwrecks.maritimearchaeologytrust.org/forgottenwrecks/casestudywrecks/steam-pinnace-704>

The Nautical Archaeology Society conducted a major survey of all the wrecks in Forton Lake some years ago and published a series of reports that may be of interest:

<http://www.nauticalarchaeologysociety.org/content/forton-lake-community-archaeology-project>

Portsmouth Naval Base Property Trust Secures LIBOR Funding for “Memorial Fleet”

In this article last month, it was reported that The First World War Armed Steam Cutter, “Falmouth”, will be restored. Falmouth served aboard the cruiser HMS Falmouth in 1916 and was present at the Battle of Jutland. She is one of only two known Jutland survivors to still exist today. Within the Memorial Fleet Falmouth will represent ships’ boats, without which no major fleet unit could operate.

Tim Hollins comments:

“Excellent news about the grant for S.C. Falmouth. She has had a long and chequered history, having been privately owned by one person from 1938 to 1972, by which time she had sunk in the mud in Brightlingsea. She was then raised by Derrick Mills and Bob Partis, two SBA friends of my father (*the late Peter Hollins MBE*). She passed to Graham Lindsay and had some repair work started on the hull, but then sat for about 25 years until passed to the Maritime Workshop, where some additional hull work was done. But without a major grant nothing more was possible. In about 2010 my father passed her to Tim Parr at the Maritime Museum in Falmouth, where a group was created to try to restore her. But this too fell through and, in early 2016 she was brought back to Portsmouth and came to the IBTC in Boathouse No.4, clearly as part of the Property Trust’s aim of creating its ‘Memorial Fleet’.

Photo courtesy of the IBTC website



Lightship for Sale - Commissioned by Mersey Docks and Harbour Board in September 1958 and named “PLANET” she was constructed of riveted steel. Launched on 24th May 1960 and delivered on 9th September 1960. From 1960 to 1972 she was used on Bar Station, Liverpool Bay. She was withdrawn from the Bar Station on 4th September 1972 and then sold to Trinity House, London. Renamed “LV 23”, she was positioned first at Kentish Knock Station, then Varne Station and subsequently Channel Station before being withdrawn from service and sold into private ownership in July 1991. She then returned to Liverpool in 1992 and was berthed at a number of different locations before arriving at Canning Dock in 2006. Since that time the Vessel was used as a café, bar and museum. Viewings are strictly by appointment only. Offers are invited over £100,000. Advertise/reported widely on the web.



Watercolour of H.M.S Conqueror Steam Pinnacle

Disappointed you were unable to bid for the watercolour of H.M.S. Conqueror steam pinnacle skippered by C.P.O Furneaux (January newsletter). Do not despair, there is a more up to date painting of Conqueror's pinnacle in the mast pond, painted by a local artist.

Looks familiar, I'm not surprised, in 2005 at the request of the late Peter Hollins, Peter Clisby (a founder member of our group) undertook the task of researching and confirming the 199 story. Sadly only one pinnacle matched the facts, 209 which belonged to H.M.S. Conqueror (sister ship to Monarch) but no 199.

At the time it was deemed too sensitive to change the number and lose the 199 brand name as some doubted the findings. However, during the recent refit the engine was found to be stamped 209 (have a look next time you're on board).

Of course, we cannot be sure that the pinnacle skippered by C.P.O Furneaux was 209 as Conqueror carried two. We would also expect a midshipman to be in command assisted by an experienced Petty Officer. However, Percy John Furneaux did not match this criteria as he was not a long serving regular or experienced Petty Officer. Percy joined the navy as a reservist in 1909 and was attached to the London Division aboard H.M.S. Buzzard (see pic.)

Unlike most reservists he, at the outbreak of war, did not join an older warship or the Naval Brigade. Instead he joined the modern H.M.S. Conqueror whose Captain requested confirmation of his rank of Leading Seaman on joining. He was subsequently made up to Petty Officer and we must then ask why it did not stop there. After the Battle of Jutland he was recommended for advancement to Lieutenant, due to his part in that action. Was this possible? Yes, it was by a little known method.

In 1912 Lord Fisher/Winston Churchill introduced the new rank of Mate (equivalent to a Sub-Lieutenant) which enabled a few selected ratings to advance to an Officer (today's S.D). At the time the Admiralty did not think they would fit into an Edwardian wardroom. Consequently they were drafted to small ships wardrooms along with suitable Warrant Officers (Chief Gunners and Boswains).

However, we are not sure what his rank was when he commanded Conqueror Steam Pinnacle. Was he a Petty Officer coxswain having learnt sufficient boat handling skills on the River Thames (see pic.) or a Mate, which like Chief Gunners wore a ring and three buttons on their sleeve. Both Sub-Lieutenants and Lieutenants normally took command of Picket Boats when on petrol.

What a pity we had not chosen the Conqueror's identification, the connection may have brought more information.

Reg Hill
Coxswain

HMS Buzzard photo – overleaf – not Reg's original but a clearer version from the web.

Last word in penultimate para above is probably "patrol" not "petrol". Reg requested that his hard copy article "be fully included in the next newsletter" - so it is. The scanned "pic" of a "Steam pinnacle on the

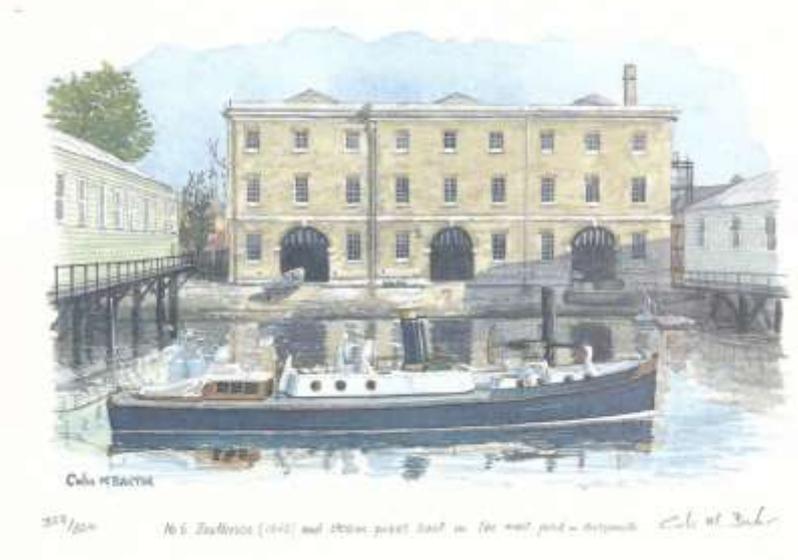
HMS Buzzard



River Thames near Percy Home, Fulham” referred to in the same paragraph was too poor though in the original hard copy, even before scanning again, to be used.

Editor’s comment: Thanks Reg - the Conqueror watercolour you mention was auctioned in 2014. The “more up to date” painting is by Colin Baxter (*below*).

There has been pressure from certain volunteers to renumber 199 since Peter Clisby did his research. If 209 is stamped on the engine, then it could prove the boat isn't 209, as we know this engine came from HMS Sultan when Peter Hollins restored her. Whatever number she is (and I do not propose to try and argue that here), she is no longer what she was - she is now a picket boat with a gun for'd and an admiral's barge with the lovely wooden cabin, aft. The two would never have been found on the same pinnacle in service. She is, however, a lovely example of aspects of this class of boat, a hundred plus years on. Group 199 doesn't own her anyway and if the owners, NMRN, want to change her well established and publicised history that's a matter for them.



All Day Visit to Buckler's Hard – Society for Nautical Research (South) - Thursday 13th July 2017. The day will begin at 10am with coffee and an introductory talk by Kevin Croll, the curator of the Maritime Museum. There will then be ample time to look around this modern and well-presented museum which tells the story of the 18th century shipbuilding village. Displays feature such aspects as the three ships built in the shipyard that saw action at Trafalgar, the role of Buckler's Hard in WW II, the voyage of Sir Francis Chichester, the sinking of the P&O liner S.S. Persia in WWI with the 2nd Baron Montague aboard and the life and times of Henry Adams, Master Shipbuilder and his village contemporaries.



Buckler's Hard - a watercolour by E.W. Haslehurst (1866-1949)

After lunch there will be a guided tour of the replica 18th century workshop in the Shipwright School, then an opportunity to visit the Chapel and the other period buildings in the village street. Finally, a cruise on the River Beaulieu, with commentary.

The cost will be £25 per person, including a picnic lunch. A limited number of lunch places will be available at the nearby Master Builder's House Hotel at extra cost.

Buckler's Hard is a couple of miles south of Beaulieu and there is ample car parking. Sat nav: SO42 7XB. Car sharing will be arranged where possible if required. All members and their guests will be very welcome to come on what will be very interesting and enjoyable day at one of Hampshire's top maritime heritage attractions. The visit is also open to members of all other maritime/naval heritage societies, associations and groups. To book a place(s) or for further information call David Baynes on 02392 831 461 or email baynes.david@btinternet.com.

Model pinnacle at the Royal Museum, Greenwich. From their website: "A diminutive model of a 56-foot



pinnacle, complete with working steam plant. It is not much larger than the steam pinnaces seen on some of our larger shipbuilder's warship models. A great piece of modelmaking and model engineering, it featured in a 1939 Faber & Faber publication, 'The Model Shipbuilders' Manual of

Fittings and Guns', by A. P. Isard. The entire deck forward of the wheel lifts off to access the space for the engine and boiler. We can see when the deck is taken off, that the hull has been carved from a solid piece of wood and is roughly finished inside. Most of the deck fittings have been made in metal. The pinnacle is well armed with a quick firing gun at the bow and several other small guns. The two torpedo holders are empty but the mechanism for lowering the torpedoes into the water actually work. The engine has traditionally always been displayed alongside the boat as an interesting model in its own right."

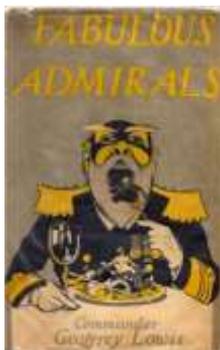


<http://collections.rmg.co.uk/collections/objects/67218.html>

Nothing to do with Steam Pinnaces – Kirk Douglas, who recently turned 100 years, has a son Eric, who pursued a career as a stand-up comic which came unstuck at the Comedy Store in London. Angered by the hostile audience reaction to his dire routine, he lost his temper and shouted "I'm Kirk Douglas's son!". To this one audience member stood up and shouted "No, I'm Kirk Douglas's son!" followed in turn by a succession of others.

Seen in The Times

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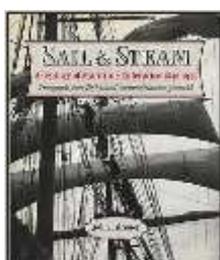


Fabulous Admirals and Some Naval Fragments Commander Geoffrey L. Lewis; S.R.Publishing 1959, new edition 1972 ; 292 pages; **ISBN-10:** 085409752X **ISBN-13:** 978-0854097524.

Now the guided missile age has swept away the rest of it: so, the author has thought to preserve, while some can still remember them, something of the legend and the glory that hung around those fabulous admirals - not the deeds that made them famous in history, but the words and habits which kept their memory alive in wardrooms and messdecks.

Historical Architecture of the Royal Navy Jonathan Coad; Gollancz 1983; 160 pages; ISBN-10: 0575032774 ISBN-13: 978-0575032774.

Focusing mainly on the Georgian navy, the book gives an excellent overview of the services that the dockyards provided, the work that was done within the specific buildings, and a history of their development.



Sail & Steam: A Century of Maritime Enterprise : 1840-1935.

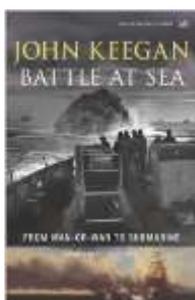
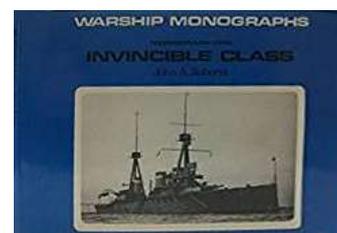
Photographs from the National Maritime Museum, Greenwich John Falconer; David R Godine 1993; ISBN-10: 0879239956 ISBN-13: 978-0879239954.

This is the story of a unique period in Britain's maritime history, from 1840 to 1935, told through photographs selected from the extensive archive at the National Maritime Museum, Greenwich. These images help to recreate a now-vanished world of romance, endeavour and hardship at sea.

Invincible Class John Roberts; Harper Collins Distribution Services 1972; 58 pages;

ISBN-10: 0851770517 ISBN-13: 978-0851770512. By our own Scuttlebutt editor. The three Invincible class battlecruisers completed in 1908 and 1909 were the first ships of their type.

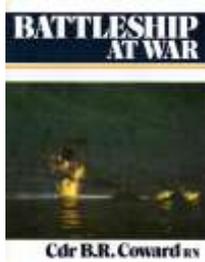
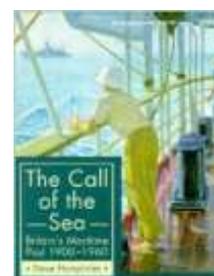
Can be downloaded in pdf at: <http://booktoday.ru/Invincible-class-John-A-Roberts/1/dbaahcd>



Battle at Sea From Man-of-War to Submarine John Keegan; Pimlico 2004; 304 pages; ISBN-10: 1844137376 ISBN-13: 978-1844137374. Battle at Sea deals with the development of naval warfare from the wooden battleships of the gunpowder age to the nuclear subs of the present.

The Call of the Sea Steve Humphries; BBC Books 1997; 224 pages; ISBN-10: 056338722X ISBN-13: 978-0563387220

Offering a nostalgic evocation of Britain's maritime heritage (military, commercial and leisure) during the first half of the 20th century, this book presents the testimonies of men and women who lived and worked on the sea when Britain was the foremost maritime nation in the world.



Battleship at War Cdr B R Coward; Ian Allan Ltd 1987; 128 pages; ISBN Number: 0711017409 / 9780711017405. Illuminating accounts of midshipmen, signalmen and engineers, gunnery ratings and store clerks who describe 'what it was like to be there'.