Dr Ann Coats and Dr David Davies pictured, relaxing after the AGM at Greenwich. As our founder, Ann had done a tremendous job as Secretary since the inception of NDS in 1996 while David had done a huge amount to steer NDS as Chairman since 2005. Ann becomes Chairman and the new secretary is Peter Goodwin, see profile beyond on Page 8.

Breaking news – as we go to press, excellent news that the Spitalfields Historic Buildings Trust has just acquired the Grade 11* listed Dockyard Church at Sheerness for restoration! The Church had lain empty and derelict since a fire in 2001. A full report in our next issue.

Contents of this issue: 2 Editorial: Message from our new chair (Dr Ann Coats); Social Media; Dates for your diary; 3 Command of the Oceans (Nicholas Blake); 4 Antigua Dockyard (Paul Brown); 7 AGM and Conference Report (Dr Ann Coats); 8 New Secretary; 9 Indian Dockyard Adventure (Jonathan Fryer); Chatham Dockyard Historical Society Research Papers Review (Pt 1) (Dr Ann Coats); 12 Admiral’s House, Antigua (Dr Ann Coats); Mary Rose Museum (Celia Clark); 13 Defence Heritage 2014 Conference; New Docklands Book; The Society’s Archive (Dr Ann Coats); Brought to the Attention of the Board. . . Captain Cook (Sue Lumas); 14 Story of J.C. Froyne (David James); 19 The Welsh Connection – Japan & Pembrokeshire (David James); 24 Sinking of the Hirano Maru (David James) 28 Quiz (Richard Holme).
MESSAGE FROM OUR NEW CHAIR

... DR ANN COATS

My deepest thanks go to my predecessor Dr David Davies who made an exceptional contribution to the Society for eight years, not only in this rôle, but also as Dockyards Editor and Webmaster, displaying unswerving erudition and judgment.

I shall be a slightly different Chair (having decided on this form after considering the alternatives). It will require an internal shift of focus as I have always been the Secretary, and at times have also been Membership Secretary and Newsletter Editor, so have gained a holist view of the Society, but I am looking forward to having time to take the Society forward and expand its profile.

As David stated, I have a fantastic platform from which to progress. The membership is extremely loyal and supportive, shown by the fact that we lost very few members following our necessary subscription increase this year. I keep saying it, but given our size we are an extraordinarily effective and active Society. We produce a quality annual Transactions and biannual Dockyards, organise an innovative yearly conference and tour which often yield us new members, and achieve notable successes in opposing planning applications which involve dockyards. It is our brilliant and hard working Committee which delivers these products. My immense thanks go to the continuing officers and to Peter Goodwin and Richard Holme in their new rôles, creating a full complement. I have always seen our Committee as the Navy Board, working collectively to build, fit out and maintain the Society.

I should perhaps explain that over the years the Committee has evolved its functional structure. The Editorial Board, consisting of the Editor, Chair, Secretary and a Committee Member with expertise, ensures that publication tasks and actions are sustainable. The Advisory Sub-Committee of historical, architectural and technical expertise coordinates submissions to planning applications. We also have ex-officio officers who are appointed by the Committee: the Navy Board Project Coordinator, Transactions Indexer and the Examiner of Accounts (Auditor).

To help the Society gain new members and improve our finances and profile, Richard and Steven need items from you the members for Dockyards, Twitter and Facebook. Even if you do not engage with social media yourself, sending interesting items will stimulate interest. Judith the Membership Secretary and David the Treasurer need your subscriptions on time so that funds do not run low. We have worked hard through the winter to reduce our main item of expenditure, printing Transactions, so financially we shall be stronger. Judith has also volunteered to create an online index for Transactions, which is tremendous. Key words will be picked up online, stimulating further interest in the NDS and the volumes.

We have started off this year with a stimulating and provocative conference, attended by almost a third of our members and an equal number of non-members, which shows that we are relevant to the wider maritime community. The afternoon developed into a sizzling debate about how ‘the public’ could intervene in the complex planning situation at Deptford, part of which centred on what scheduling and listing would mean for future actions around the Double Dock - lots of ideas. We gained two new members, one of whom heard about the Conference on Thursday and flew down from Cumbria on the Saturday. Her day was rounded off by a walk to the Master Shipwright’s House, so was extremely enjoyable.

Thanks to everyone for more than doing their bit, here’s to attaining even more.

Ann

SOCIAL MEDIA

Steven Gray welcomes any news and snippets to expand our followers and tweets. The more interesting the NDS is online, the more interest we will generate which will hopefully mean more members. Please email sjgray86@hotmail.com or tweet (@navdocksoc) or facebook message https://www.facebook.com/pages/naval-dockyards-society/100 with any events, issues, news, stories, papers etc which might be of interest to members. Even if members do not use social media, it means we can disseminate information to the wider online community.

DATES FOR YOUR DIARY

6-9 September 2013 East Anglia Tour

29 March 2014 British dockyards in the First World War – our 2014 conference at the National Maritime Museum, Greenwich
‘COMMAND OF THE OCEANS’ AT THE HISTORIC DOCKYARD, CHATHAM

‘Hearts of Oak’, the first of four new galleries celebrating the Age of Sail, opened at the Historic Dockyard Chatham at Easter after a £300,000 refit, awarded by DCMS/Wolfson Museums & Galleries Improvement Fund. It replaced the ‘Wooden Walls of England’ gallery, an attraction since 1990. ‘Wooden Walls’ won awards and was innovative for its time, but was looking increasingly dated, and has been re-imagined in the Command of the Oceans project.

Chatham’s core function in the Age of Sail was to build ships of the third rate and larger (around forty per cent of the workforce were shipwrights) and ‘Wooden Walls’ was intended to explain how this was done by reconstructing the dockyard of 1758, focusing on the construction of the Valiant (74), built at Chatham by the Master Shipwright John Lock and launched on 10 August 1759.

‘Hearts of Oak’ imagines John North, her carpenter, returning in 1806 with his grandson. They meet the naval architect Robert Seppings, Chatham Master Shipwright from 1804, who explains how ships are designed, marked out and built. The new gallery uses ‘digital theatre’, life-size video projections of (real) actors whose tour interprets the reconstructed yard. Of particular interest is the mould loft, where the principles of templates are demonstrated.

The gallery begins in an anteroom where the familiar exploded-view diagrams of trees explain how they were reduced to components, and an entry room shows tools and techniques. Visitors pass through a reconstructed Chatham street before arriving at the dockyard gate, where the digital actors, who are life-size presentations onto the walls, are challenged by the marine sentry before being allowed in. There are several very realistic rooms showing how timber is prepared and converted and iron work forged before we go up to the mould loft, where actors are busy laying out a ship’s plan. Visitors then pass a 74-gun ship’s side as it’s being caulked before moving onto a gun deck in action, where, of course, the grandson is converted to the idea of a life of adventure at sea.

The final rooms are conventional museum galleries; of particular interest are the Victory sculpture, by Ian G. Brennan, ‘carved entirely from original oak timbers removed from the lower gun deck of Nelson’s Flagship during a restoration program’, and the Nelson triptych, by Alan Suttie and Adrian Purkis, which ‘depicts the great man circa 1800, visibly battle scarred and battle weary’.

The remainder of the Command of the Oceans project, which will cost £8.5m in total, will ‘preserve and interpret the Namur, the “ship beneath the floor” archaeological find’, and create two new free-to-enter attractions, a 4.5 hectare area ‘incorporating the 1696 south and 1702 north mast ponds’ and the Discovery Centre in the Wheelwrights’ Shop, providing visitors with initial orientation and ‘act as a hub for a network of “discovery trails”’.

Nicholas Blake
ANTIGUA DOCKYARD

A general view of Antigua Dockyard from the south with the wharf now dominated by charter yachts.

The former dockyard at Antigua, now known as Nelson’s Dockyard, occupies a small flat peninsula in picturesque English Harbour on the southern coast of the island. Closed in 1889 and restored from the 1950s onwards, it is part of a national park and has become a prominent tourist attraction. The dockyard site has been developed as a yacht marina and the former dockyard buildings have been utilised as hotels, cafes, offices, workshops, etc, whilst the Naval Officer and Storekeeper’s House is now home to the Dockyard Museum.

English Harbour was well positioned to become a naval base: its deep natural harbour is well sheltered with hilly shores, which it was thought would minimise damage from hurricanes; its narrow entrance could be fairly easily defended, and it sat opposite the French held island of Guadeloupe, allowing the monitoring of French ships in Guadeloupe Passage between the two islands. Antigua was settled in 1632 by English colonists from St Kitts, and soon became important for its sugar plantations. In 1671 the first recorded ship to enter English Harbour was a yacht, the Dover Castle. It was chartered to the King by a Colonel Stroude for the use of the Governor of the Leeward Islands when he visited the islands under his jurisdiction and “chased ye pirates.”

By 1707 it was being used by the Royal Navy, but the anchorage at English Harbour lacked any shore facilities until the 1720s when the navy – in response to planters who wanted protection for their commerce - established a careening wharf with a capstan house, stone storehouse and three wooden sheds for storing the careening gear. The yard was on land purchased by the colonial authorities at St Helena, on the east side of the harbour, and it became a royal dockyard in 1729, the year in which the first buildings were erected. Due to a shortage of building craftsmen at least two of the store buildings had their wood and iron ‘prepared and framed in England and sent over in freight.’ A water catchment with cisterns was added in 1733.

The dockyard was extended during the War of Jenkins’ Ear (1739-1743) with land on the west side of the harbour which was purchased in 1743 to become the site of the present dockyard. Buildings of simple design were erected over the next two years, including a mast house, boat house, a shed for anchor stocks, storehouses, a smith’s shop, sheds for workmen’s lodgings, a watchman’s house at the gate, plus boundary walls and a new careening wharf. Again some use was made of prefabricated buildings – with at least one coming from New England. The reclamation of land to provide further wharves was also started. In 1729 there were only three dockyard employees, increasing to 56 by 1748. Both African slaves and Spanish prisoners-of-war were engaged in the building of the yard. The slaves had been ‘cheerfully’ lent by planters but there was no improvement in their long hours, and conditions could be as brutal as on the plantations.

The Sawpit shed (above) dates from 1769. It covered two sawpits and has an incline in front up which logs could be rolled. The roof was supported by brick pillars with open sides but these have now been enclosed to accommodate a sail making business. The cabin to the right stored lead and coal and was used as a smith’s shop in the late 18th century.

Building continued in the dockyard between 1755 and 1765 when quarters were built for the commander-in-chief on the site now occupied by the Officers’ Quarters. Additional storerooms, a kitchen, and a shelter for the C-in-C’s chaise were also built. The Seven Years’ War had further encouraged these developments and the harbour was very busy at this time. The early buildings were to be replaced in later phases, and the oldest structure in the dockyard today is the sawpit shed, the first part of which was built in 1769.
The next main phase came between 1773 and 1778 during the American War of Independence when the American colonists were backed by the French. The boundary walls were extended to their present position; the Guard House, Porters’ Lodge, two Mast Houses, Capstan House, and the first bay of the Cordage, Canvas and Clothing Store were built. Coad notes that by 1778 the base mustered, amongst other buildings, several storehouses, a large mast house, a double boathouse, armourer’s and smith’s shops, a saw pit and a small slip (probably for ships’ boats), together with houses for the commander-in-chief, storekeeper, master shipwright and yard porter. There was also a kitchen for feeding the crews of ships on careen. Of these the Guardhouse/Porters’ Lodge, Boat House and Joiners’ Loft, Capstan House (walls only), Cordage, Canvas and Clothing Store, Seamen’s Kitchen, and Mast House survive. There is also the Shipwrights’ Kitchen – later a bakery - which may be from this period. In addition, the first naval hospital was built outside the dockyard. The increased importance of the yard led in 1779 to the appointment of the first dockyard commissioner at Antigua, Captain John Laforey. He had difficulties with captains who were senior to him and in the following year was promoted commodore to help overcome this. In 1780 the yard had 209 employees including 53 shipwrights. By this time there were 38 skilled artificers (shipwrights, sawyers, carpenters, blacksmiths, and sailmakers) amongst 117 black employees.

Further buildings were erected between 1785 and 1794, of which the Pitch and Tar Store, with the Engineers’ Offices above (built in 1788, now the Admiral’s Inn), and the Copper and Lumber store, with seamen’s quarters above, (1789, now a hotel) survive. By 1792 the west side of the Canvas, Cordage and Clothing Store had been completed. The Blacksmith’s Shop also dates from this period. Nelson who, in the frigate Boreas, was based in Antigua from 1784 to 1787, and was latterly the acting commander-in-chief, may well have been involved in the planning of these works. As senior captain on the station he was also zealous in his enforcement of the Navigation Acts which barred American ships from trading with the British colonies, to the consternation of the local merchants. He married Fanny Nesbit on the island of Nevis in March 1787, two months before he left Antigua.
The Paymaster's office (c 1806) had a variety of uses during the working life of the dockyard, both as offices and - on the upper floor - as a signal locker.

The Napoleonic Wars brought new additions and were the heyday of the yard. The Sail Loft was erected in 1797 next to the Pitch and Tar Store, and around 1806 the Paymaster's Office was built. The Dockyard Commissioner's House was built on the eastern side of the harbour, overlooking the dockyard, and completed in 1806 (N.B. Coad states 1786 but Nicholson gives strong evidence for the later date. In 1856 it was leased to the Governor General of the island and is now the subject of a restoration project.) The yard was frequently overstretched with repair work and the issuing of supplies, and there was a great shortage of skilled labour. The dockyard commissioner was often in trouble from the C-in-C for not getting ships out of the yard fast enough. In 1798 Lt Lord Camelford, the commander of Favourite (16), made his servant horsewhip George Kittoe 'publickly on the wharf'. Kittoe was the Naval Officer and Storekeeper of the yard; he had refused to supply the Favourite with cordage in accordance with an order given by the senior officer, Captain William Fahie, of the Perdrix (22). Next day Kittoe withdrew from office appointing Archibald Dow, Clerk, to take his place. In 1804 Commodore Hood complained that ships at English Harbour were being so badly refitted the "they could not keep the sea in fine weather".

In 1815 there were 333 employees including five dockyard officers; thereafter, with peace, the dockyard was reduced and activity declined.

However, in 1821 the Officers' Quarters were constructed to accommodate the naval officers whose ships were being careened in the yard. All of the newer brick and stone buildings from 1797 onwards survive, as does the Naval Officer and Storekeeper's House which was built of wood in 1855 – following damage to parts of the dockyard in an earthquake of 1843 and the 1848 hurricane. It is sometimes referred to as the Admiral's House but the last admiral (Rear-Admiral William Fahie) left Antigua in 1821, and the base came under a new command, that of the Jamaica and Leeward Islands Station. The post of C-in-C of the Leeward Islands Station at Antigua had been extant since 1744, except during 1812-13 when it had come under the C-in-C North America and West Indies.

The Officer's Quarters (1821) were constructed over a water cistern with a capacity of 450 tons on a site that had previously been the C-in-C's house.

In the 1850s the yard developed into a coaling station, at first on the east side and later at the Capstan House on the west side. Warships also called for self-refits and for collecting stores. In 1889 the dockyard was formally closed, and Bermuda Dockyard – a more modern yard which also possessed a floating dock - and (until 1904) the old facility at Port Royal Jamaica, were left to support the southern part of the North America and West Indies Station. In 1906 the Admiralty transferred the ownership of Antigua Dockyard to the Government of Antigua. The buildings fell into disrepair, but in the 1930s some restoration efforts began, with the Officers' Quarters and the capstans being restored. Work resumed in the 1950s: in 1951 The Society of the Friends of English Harbour was formed and a repair fund was set up. The crews of the visiting HM Ships Devonshire, Enard Bay and St Austell Bay assisted in the restoration of the Admiral's House in 1953; 24 other ships' crews followed and other
buildings were restored. The dockyard was re-opened as a heritage site on 14 November 1961, and restoration work continued after this date.

**Paul Brown**

Sources:
- All photo credits to Paul Brown.

**2013 AGM & CONFERENCE REPORT**

Thirty-five NDS members attended the AGM at the National Maritime Museum on 20 April 2013. This is a record, just surpassing the thirty-four members in 2008. Thirty-four non-NDS delegates attended the Conference, making a total of sixty-nine, one of our higher attendances (Portsmouth Dockyard in the Age of Nelson in 2005: 82; Naval Surgeons in 2008: 105; Building Victory in 2009: 75). This was due undoubtedly to keen local interest in the ongoing Deptford Dockyard planning application, and conference publicity through Deptford Is and Greenwich History Society which both carry reports [http://www.deptfordis.org.uk/](http://www.deptfordis.org.uk/); [http://greenwichindustrialhistory.blogspot.co.uk/2013/04/todays-naval-dockyards-conference.html](http://greenwichindustrialhistory.blogspot.co.uk/2013/04/todays-naval-dockyards-conference.html)

Two delegates joined the NDS on the day, which was encouraging.

This AGM was notable for significant committee changes, as Dr David Davies, Chair for eight years and Dr Ann Coats, Secretary since 1996, both stepped down. David was thanked for having been an exceptional Chairman. He was also Newsletter Editor and Webmaster for the same period. Professional and engaged, he responded immediately to any issues, giving meticulous advice. His intellectual input into the Society has been unsurpassed. Ann was thanked for many years of hard work and service. Ann was subsequently elected as Chair, Peter Goodwin as Secretary, Richard Holme as Newsletter Editor and Webmaster and Steven Gray as Social Media Manager. The committee is extremely grateful to Peter, Richard and Steven for taking over these vital positions.

Dame Joan Ruddock, Lewisham Deptford MP for 25 years introduced the Conference, recalling that she first came to know the Dockyard through Samuel Pepys’s *Diary*, then through Graham Cornick’s successful campaign as Vicar of St Nicholas to erect the statue of Peter the Great. Throughout the planning applications she has been determined that the local community should regain access to the riverfront. Joan aims for complete access for all, a mix of jobs and homes (including affordable homes) and regeneration of the heritage. She would like the foundations of the Tudor storehouse to be conserved and visible.

Chris Ellmers, President of the Docklands History Group, in ‘Deptford private shipyards, and their relationship to Deptford Dockyard, 1790-1869’, emphasised the long and close links between the royal and merchant yards on the Thames. The function of the private yards was to relieve pressure on the naval yards during wartime by building new ships. During the French and Napoleonic Wars private yards built 48% of the total new tonnage and the majority of ships. Partnership between the two sectors concerned the launching and fitting out of naval ships and sharing of materials. It also led to an exchange of personnel, strikes and the eventual closure of many private yards, as they depended primarily on naval business.

Peter Cross-Rudkin, member of ICE Panel for Historical Engineering Works, in ‘John Rennie and the Naval Dockyards, 1806-1821’, outlined Rennie’s engineering record in both private and naval yards, showing how proposed innovative solutions to problems in civil works, such as cellular foundations for Grimsby, were applicable to naval dockyards (at Sheerness).

Philip MacDougall, Naval Dockyards Society Transactions Editor, in ‘Launch of the 120-gun Nelson - an exploration of Woolwich Dockyard based on a carefully executed print of 1814’, drew the attention of the delegates to Woolwich. He began by addressing its long term problem of the silting River Thames, which was addressed by Rennie’s solutions and by steam dredgers. Evolving funding policies eventually benefited this yard when the Admiralty invested in the steam yard in 1861.

He emphasised the value of heritage assets as catalysts for regeneration.

Duncan Hawkins, CgMs archaeologist for the Deptford site, in ‘Deptford Dockyard 2000-2012’, announced that the full archaeological report would be published in May 2013. The site’s geology had determined that the storehouses were built on the gravel headland, with the basin in the Orfleetditch. Using a wide range of maps and photographs he dated the survival of key buildings, many until the 1980s. The inadequacy of archaeological evidence was stressed as extending only to foundations and floors. However, archaeologists rarely find above-ground structures and usually have only robbed out foundation trenches and post-holes with which to work. In Deptford there is a wealth of precise floor-plan information supplemented by historic plans and representations. It is any archaeologist’s dream and this must be emphasised.

It was valuable that so many knowledgeable and dedicated people were present to contribute to the debate on Deptford Dockyard. While the assumption made by several speakers appeared to be that the earliest evidence was the most valuable and worth saving, the NDS aims to save any evidence which conveys the size and multi-period complexity. Among the most immediately identifiable features to an outsider are the lines of the changing perimeter walls.

Chris Mazeika and William Richards, of Deptford Master Shipwright’s House, in ‘The role of post-closure documentation in understanding the history of the dockyard officers’ terrace at Deptford’, showed what a detailed study of two domestic terraces can reveal. Imaginative realisation of the L-shaped plan in homes, which today would belong to millionaires, constituted an inspiring interpretation for the site. Other ‘blocks’ might replicate the floor level plan of excavated buildings.

NDS considers that preservation of the shape in the ground of the double dock is essential. It is also paramount to investigate the composition of the inner end. The assumption that it is concrete undermines the need to preserve it. Docks are enlarged and rebuilt - this is their story. The Tudor dock is most likely to have been consumed in the enlargement - this is the story. Failing to find physical evidence does not negate the site’s importance.

Deptford Dockyard must ‘survive’ visually on a number of levels, using planting, paths and roads for demarcation, new building which respects the form/size of dockyard structures and at least one replica terrace or storehouse to create luxury houses or loft apartments. A mixture of these would ensure that it can be appreciated as an entity.

Dr Nigel Rigby, Head of Research, is thanked for his ongoing support for NDS events at the Museum, as are Lizelle de Jager, Curatorial and Research Planner and Sophie Sheppard for their hard work in making the arrangements and attending on the day, and Ian Palmer for AV support.

Dr Ann Coats, with invaluable comments from Valerie Fenwick, April 2013

NEW NDS SECRETARY . . . PETER GOODWIN

As a marine engineer, Peter served in the Royal Navy in both surface ships and nuclear submarines. After this he worked as a consultant design engineer in Glasgow before completing an MPhil Degree at the Institute of Maritime Studies, University of St Andrews. Peter’s interest in 18th century ship construction began in his formative years building kits and wooden models. Combining his flair in technical authorship and history he has written a number of books on ship construction and the

Peter Goodwin. MPhil. IEng. MIMarEST. Assoc. member RINA.
Georgian navy and is widely acknowledged as one of the leading writers on the anatomy and technical aspects of the sailing man of war.

Appointed the first Keeper and Curator of HMS Victory in 1991 he spent 20 years as historical and technical advisor for the development and interpretation of the Victory including her rigging, internal and external hull reconstruction. During this tenure Peter served as Secretary to the Navy Board appointed Victory Advisory Technical Committee. Also actively serving on the committee of the Nelson Society, he has been a member of the SNR (Society for Nautical Research) for thirty years and the NDS for some fifteen years.

As a private historical consultant, Goodwin most notably worked as advisor for the 20th Century Fox film, Master and Commander: The Far Side of the World; the TV adaptations of Hornblower, BBC’s Persuasion, and various TV and radio documentaries including Battleship and Wreck Detectives. He has also been advisor to two recognised ship restoration projects: the 1817 British frigate HMS Trincomalee and the 1845 Portuguese frigate Don Fernando II e Gloria. For expanding his knowledge he has worked as a topman in various square rigged ships including the replica of Captain Cook’s Endeavour and been trained by Royal Armouries to re-enact firing muzzle loading guns. Semi retired, Peter continues to research and write, working on publications for Conway Maritime Press and technical subjects for Haynes Books - manuals on HMS Victory and submarine HMS/m Alliance, while also working with the Deptford Dockyard revival project with its potential of building a replica Pepysian period ship (the 70 gun Lenox) and equally assisting in the project to save Britain’s oldest clipper ship the City of Adelaide. His wife Katy, also a member of the NDS, once an archaeologist, she is now Curator and Registrar at Portsmouth City Museum and Records Service.

The yard obviously covers a wide area. High walls prevent the outsider from getting anything more than a glimpse, mostly of luxuriant vegetation. Large numbers of personnel were evident.

The principal point of interest is the Lion Gate with a large carved lion sitting by the entrance. This and the adjacent Elephant Gate bear the date 1735. Unlike many places in the city they are well maintained and freshly painted. Several soldiers were pleased to have an opportunity to brandish formidable weaponry in response to my gaze. Numerous notices in Marathi (the local dialect) are displayed at all entry points which presumably indicate no general access. At the Lion Gate, a line of English stating “Trespassers will be shot” did not encourage approach.

Some 150 yards of the wall is freshly decorated with a fine mural depicting early Bombay with walls, towers and galleons from Portugal. Opposite this section is the still functioning “Scots Kirk” of St Andrew opened in 1819. It was securely locked at the time of my visit. There appears to be a Dockyard Church with tower, vane and a clock stopped at 1435. A door has been blocked up and windows are broken.

At first I could find no English speakers to obtain information. I returned to a main street to the habitual turmoil of hooting, cyclists, auto rickshaws, stray dogs and cows. Several sailors were observed near a tailor’s shop advertising naval accessories such as crests, ribbons and badges. I sat close to several young men. Astounded to find a foreigner, they attempted conversation. They were dockyard workers. A crowd collected and I was presented to two “seniors” with great formality. I was informed there were between 50 and 60,000 workers in the yard. (Bombay has a population well in excess of 20 million) Several reckoned there were 50 ships present but in what state or power I could not ascertain. An interesting interlude during a busy day.

Jonathan Fryer

INDIAN DOCKYARD ADVENTURE

Having visited Bombay’s renowned “Gateway to India” on a recent stay in that city I realised I was close to the Naval Dockyard, apparently India’s largest.

On the other side of a headland nothing could be seen of it. I was able to approach on the landward side and walk along the peripheral wall closely watched by security officers.

The CHATHAM DOCKYARD HISTORICAL SOCIETY RESEARCH PAPERS REVIEW PART 1

Peter Dawson, Series Editor and author/transcriber of many of these volumes, reminded me in December 2012 that they have not been mentioned in Dockyards. It is indeed remiss of me to neglect this valuable and accessible resource from a sister organisation. Now I am relieved of the Secretary’s duties I have more time to do this. I cannot do justice
to all of these titles listed in one article, so I shall take a few at a time from those in hand.

The papers are all A4, either stapled or perfect bound, depending on their length. Typically illustrated with photographs, maps and plans, they are rich in detail unavailable elsewhere, much from the CDHS Archive. As a starting point for any research they are very useful, and convey information which resonates within all dockyards.

One of the most recent, Apprentices & the Dockyard School/College, covers changes in apprenticeship at Chatham from the C16-20. Apprentices, also known as ‘servants’, represented the future, Peter asserting that ‘the embryo skilled worker carried the future of the ‘Yard in his toolbox’. (p. 1) He gives examples of how the ‘mystery’ of the varied crafts was passed on, most commonly through ‘Watch what I do and copy me’ (p. 4) when the apprentice had a master or mentor.

Apprentice training was formulated in 1664, with an entry age of 16 for 7 years. In 1765 the age was lowered to 15, then 14 in 1769, 15 in 1910 and 16 after the Second World War, when the indenture lasted 5 years. In his first year the apprentice was paid 1s 6d/6p a day, which he usually gave to his master (paid 2s/1d/10p a day), who typically housed and fed him. By his 7th year he was paid 1s 10d/9p a day. Changes implemented in 1801 by Earl St Vincent, First Lord of the Admiralty are only briefly noted (p. 9), removing the mentorship of one master, as boys were bound to the Principal Officers rather than one man. In 1816 a French naval engineer noted that Chatham officers for several years had been teaching the boys reading, writing, arithmetic and geometry in their own expense in the winter evenings. At Portsmouth Dockyard from 1811-1832 superior apprentices a 4th year Upper School place and funds for higher education or places as probationer draughtsmen in the dockyard. It comprises an alphabetical list of Whitworth prizewinners and biographical information obtained from the Whitworth Register. Some attained high professional and academic status or travelled far, such as Professor J. E. F. Diamond, R. G. Barden and A. J. Beare. Their stories demonstrate, as in Simon’s Town Dockyard - The First Hundred Years (reviewed in Dockyards, May 2011, 16/1, pp 24-31), that dockyard apprenticeship gave intelligent and hard working young men routes into higher education and the professions.

The most recent volume is The Naval Stores Department at Chatham, whose content covers victualling and timber supplies from the C16, the earliest recorded hired victualling storehouse dating from 1509. It includes a list of Chatham Storekeepers 1619-1960, describes the Clocktower, former HQ of the Chatham Naval Stores Department, and stores locations. Notable were the Fitted Rigging House and Wood and Metal Stores, but there were stores for every kind of item. In 1984, when the Dockyard closed, there were 242 stores. Recruitment to the trade was via civil service type examinations. In the late C20 stores were distributed overseas via RFA or a civilian shipping agency. Peter details the mechanisms whereby stores were returned or sold and containers returned, the updating of items to correspond with technology, the costing of stores and the department’s relationship with suppliers. Two-thirds of the book consists of extracts from the CDHS archive, for example, ‘General Duties of a Storehouseman’ (1927), ‘Returns of Stores’ (1927), ‘Receipt of Stores’ (1929) and very importantly, Rate Book (1943-44) and Authorized List of Naval Stores. For use at H.M. Dockyards at Home and Abroad and in H.M. Ships etc (HMSO, 1943). It ends with a list of suppliers noted in Volume 25 and four contractor’s letters, 1713-14, concerning supplies.
<table>
<thead>
<tr>
<th>Volume Title</th>
<th>Pages</th>
<th>Price</th>
<th>Author</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. The Royal Marines in Chatham</td>
<td>7</td>
<td>50p</td>
<td></td>
</tr>
<tr>
<td>2. Convicts in the Dockyard</td>
<td>11</td>
<td>50p</td>
<td></td>
</tr>
<tr>
<td>3. Chatham Built Submarines</td>
<td>7</td>
<td>50p</td>
<td></td>
</tr>
<tr>
<td>4. Naval Cannon</td>
<td>8</td>
<td>50p</td>
<td></td>
</tr>
<tr>
<td>5. Bugler Timmins R.N.</td>
<td>2</td>
<td>15p</td>
<td></td>
</tr>
<tr>
<td>6. HMS Chatham</td>
<td>-</td>
<td>50p</td>
<td></td>
</tr>
<tr>
<td>7. Naval Shipbuilding</td>
<td>7</td>
<td>50p</td>
<td></td>
</tr>
<tr>
<td>8. The Tudor Dockyard at Chatham</td>
<td>8</td>
<td>50p</td>
<td></td>
</tr>
<tr>
<td>9. Important Events in Dockyard History 1</td>
<td>-</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>10. Important Events in Dockyard History 2</td>
<td>11</td>
<td>50p</td>
<td></td>
</tr>
<tr>
<td>11. HMS Victory</td>
<td>6</td>
<td>50p</td>
<td></td>
</tr>
<tr>
<td>12. Commissioners in Residence, Admiral</td>
<td>16</td>
<td>50p</td>
<td></td>
</tr>
<tr>
<td>13. The Master Attendant's Letter Book</td>
<td>90</td>
<td>£2.00</td>
<td></td>
</tr>
<tr>
<td>14. Tenders (Admiralty Tugs)</td>
<td>-</td>
<td>50p</td>
<td></td>
</tr>
<tr>
<td>15. The Battle of the River Plate</td>
<td>7</td>
<td>50p</td>
<td></td>
</tr>
<tr>
<td>16. Riggers</td>
<td>7</td>
<td>50p</td>
<td></td>
</tr>
<tr>
<td>17. Coopers</td>
<td>7</td>
<td>50p</td>
<td></td>
</tr>
<tr>
<td>18. Workers of the Sail &amp; Colour Lofts 1800-1946</td>
<td>31</td>
<td>50p</td>
<td></td>
</tr>
<tr>
<td>19. John Rennie at Chatham</td>
<td>7</td>
<td>50p</td>
<td></td>
</tr>
<tr>
<td>20. Chatham Dockyard in the Second World War</td>
<td>20</td>
<td>£1.00</td>
<td></td>
</tr>
<tr>
<td>21. Admiralty Correspondence to Chatham Dockyard</td>
<td>102</td>
<td>£2.00</td>
<td></td>
</tr>
<tr>
<td>22. Chatham's Whitworth Scholars</td>
<td>10</td>
<td>50p</td>
<td>Peter Dawson</td>
</tr>
<tr>
<td>23. RN Barracks Chatham, HMS Pembroke</td>
<td>32</td>
<td>£2.50</td>
<td>Ian Graves</td>
</tr>
<tr>
<td>24. The Shipbuilding Family of PETT</td>
<td>36</td>
<td>£2.00</td>
<td>James H. Sephton</td>
</tr>
<tr>
<td>25. Admiralty Correspondence to Chatham Dockyard</td>
<td>111</td>
<td>£2.00</td>
<td>Peter Dawson</td>
</tr>
<tr>
<td>26. The Sawmills of Chatham Dockyard</td>
<td>17</td>
<td>£1.00</td>
<td></td>
</tr>
<tr>
<td>27. The Coast Watch</td>
<td>12</td>
<td>£1.00</td>
<td>Harold Bennett</td>
</tr>
<tr>
<td>28. HMS Southampton 1937-1941</td>
<td>25</td>
<td>£1.20</td>
<td></td>
</tr>
<tr>
<td>29. Patternmaking &amp; Patternmakers in the Dockyard</td>
<td>21</td>
<td>£3.00</td>
<td>Peter Dawson</td>
</tr>
<tr>
<td>30. The Building of HMS Victory</td>
<td>32</td>
<td>£4.00</td>
<td></td>
</tr>
<tr>
<td>31. Workers in the Expense Accounts Department</td>
<td>40</td>
<td>£1.00</td>
<td>R. Dawson/W. Rolfe</td>
</tr>
<tr>
<td>32. Admiralty Letters to Chatham’s Commissioner</td>
<td>82</td>
<td>£2.50</td>
<td>Peter Dawson</td>
</tr>
<tr>
<td>1708-1712</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>33. The Lead &amp; Paint Mill</td>
<td>17</td>
<td>£1.00</td>
<td>Peter Dawson</td>
</tr>
<tr>
<td>34. The Fitted Rigging House</td>
<td>17</td>
<td>£1.00</td>
<td>Harold Bennett</td>
</tr>
<tr>
<td>35. The Prince of 1670</td>
<td>36</td>
<td>£2.50</td>
<td></td>
</tr>
<tr>
<td>36. Chatham Dockyard in the First World War</td>
<td>25</td>
<td>£1.00</td>
<td></td>
</tr>
<tr>
<td>37. The Dockyard Church</td>
<td>25</td>
<td>£1.00</td>
<td>Peter Dawson</td>
</tr>
<tr>
<td>38. The Trafalgar Medal</td>
<td>20</td>
<td>£1.00</td>
<td></td>
</tr>
<tr>
<td>39. Chatham Figurehead Carvers</td>
<td>20</td>
<td>£1.00</td>
<td></td>
</tr>
<tr>
<td>40. A History of the Dockyard’s Police</td>
<td>40</td>
<td>£2.00</td>
<td>Peter Dawson</td>
</tr>
<tr>
<td>41. Apprentices &amp; the Dockyard School/College</td>
<td>48</td>
<td>£2.00</td>
<td>Peter Dawson</td>
</tr>
<tr>
<td>42. The Naval Stores Department at Chatham</td>
<td>44</td>
<td>£2.00</td>
<td>Peter Dawson</td>
</tr>
<tr>
<td>43. The Dockyard’s Railways</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Contact: Honorary Secretary, Museum of the Royal Dockyard, Chatham, Kent, ME4 4TZ, 01634 832028, www.dockmus.btck.co.uk/ for orders and postage costs.
ADMIRAL’S HOUSE, ANTIGUA

[Image of Sketch of Admiral’s House, English Harbour, drawn in 1775 by Midshipman Matthew Buckle RN (1760-1837)]

Matthew Buckle, who joined the navy in 1774, was a nephew of the much respected and successful Admiral Matthew Buckle RN (1720-1788). In March 1775, during the American War for Independence, he joined HMS Portland, Captain Thomas Dumaresq, as a 15-year-old midshipman. Portland was the flagship of Admiral James Young, who commanded the Leewards Islands squadron. Sailing via Madeira, in company with the sloop HMS Pomona, Portland arrived in Antigua on 8 June 1775. Buckle drew the picture in his logbook on 17 December 1775.

Midshipman Buckle served in Antigua until 1777, during which time Admiral Young’s small squadron captured over 200 American merchantmen and 17 American privateers and warships. He returned home on one of the captured merchantmen, Beaver’s Prize, arriving at Spithead on 2 December 1777.

Matthew was then posted to HMS Superb, flagship of Admiral Sir Edward Hughes, sailing with a battlefleet and a number of Indiamen via Madeira and Cape Town to Madras, India. Here he was made Lieutenant. After serving as 2nd Lieutenant in HMS Coventry on a voyage to Mecca in the Gulf of Suez, he was given command of an armed ship in which he was captured by the French off the Indian coast. He spent several years as a prisoner of war on parole on Ile de France (Mauritius), being released when the war was over. He served again during the war against Napoleon but retired early in 1800 when he married his first cousin Hannah, a daughter of Admiral Buckle. This drawing and account was submitted by NDS member and Examiner of Accounts David Hilton. The Midshipman’s Logbook is in the possession of the Buckle family.

MARY ROSE – FIRST SIGHT . . .

Not until 2016 will we be able to appreciate how brilliantly Wilkinson Eyre’s ark-shaped museum wraps protectively round the ship’s half hull, echoing it with another curved hull which encloses lateral and bow and stern galleries. Then we will be able to see the seaward side - the new work and preserved hull together completing the ship. The initial cocoon of barrier walls will remain until then. For now, the ship is as before, visible from all three viewing decks through this barrier. The new decks correspond in position to the ship’s, even dipping downwards to the centre. The extraordinary collection of Tudor objects is brilliantly explained, closely related to where they were found on the ship. A few emblematic individuals: Gunner, Archer, Carpenter, confront us directly - as skeletons and as clothed reconstructions, the tools of their trades amazing conserved as vivid prompts to our imagining of Tudor shipboard life, down to tiny thimbles, containers for vinaigrette, violins, dice.... The block of pitch, dog's skeleton, lead lined cooking cauldron - 19,000 objects in all - and the story they tell - are so so engrossing that two or three hours pass before you long for daylight and a pause for reflection on what you’ve seen. Only the crew’s quarters and the VIP balcony overlooking No. 1 Basin and Victory's stern offer welcome light for those who work and entertain there, but not to the many thousands of visitors the museum will attract. Maybe the ambient light levels could be increased as you rise above the dock and ship's surface? The new skirt around the Cutty Sark has the opposite problem: too much light - and heat - up to 40 degrees.... The outdoor deck of the cafe has elegant and ingeniously designed ribbon metal picnic seats you don’t need to lift your leg over!

It’s an irony of history that such a sudden horrific national and personal disaster, leaving the ship, crew and their possessions resting on the seabed for so many years offers us in the twentieth and twenty-first century such an extraordinary face to face and minutely detailed experience of the Tudor navy’s world. But the graphic video of the sinking and drowning fatally distances us from the imagined event, because it has no sound. Surely it is not to upset children that we hear no roar of the sea, no screams, no gasps for air? Children love being frightened! I also missed the sensation of a sailing ship: timbers creaking, sails flapping and ropes snapping and the sounds of waves and wind - suddenly stilled. The top gallery has the ship’s fittings: blocks, unique mast top, anchors and heavy coils of rope, but not the feel of a sailing ship. The Landport Gate is unaccountably absent from the...
visuals of still standing structures in the Cowdray print, though the classical city gate we have now, designed in Nicholas Hawksmoor’s office, dates from a century later than the sinking. Glimpses of Dr Margaret Rule learning to dive and superintending the archaeological excavation on site duly honour her central role in recording and understanding the site. The portrait of Alexander McKee reminds us of the patient work of his team of divers rewarded by identifying the wreck. The yellow cradle constructed by the Royal Engineers at Marchwood on Southampton Water to lift the Mary Rose from her seabed grave reminds us of that sickening crunch as the wreck shifted as she entered daylight for the first time again.

As a Portsmouth loyalist I would love to learn in the first panel - rather than the third - that the ship was built nearby - and where the timbers came from. I missed the 3-D models I used to enjoy in Boathouse 5, but the huge reproduction of the Cowdray print is a marvellously detailed exposition of the dramatic event, King Henry VIII safely back on land after a hasty retreat on his other ship the Henry Grace a Dieu in the face of the advancing French fleet.

The long hard haul of the Mary Rose Trust, the fundraisers, many specialist conservationists, the architects and designers of the displays give us this extraordinary and unparalleled treasure to learn from, savour, and enjoy. See www.maryrose.org

**THE SOCIETY’S ARCHIVE - ROYAL NAVAL SUPPLY AND TRANSPORT SERVICE COLLECTION**

On 12 January 2013 the then Secretary was contacted by R. W. Plumtree, former member of the Royal Naval Supply and Transport Service (1968-2001), known as the ‘history man’ because of his interest in historical naval matters. He was presented with a variety of documentation and some pieces were his own unclassified work underpinning Defence Cost Study No 10 in the early 1990s.

The November 2012 Committee Meeting agreed that the NDS should accept material relevant to the NDS that would not have an obvious home elsewhere. In the long term the Society will contact an existing repository about storing material such as this. Mr Plumtree signed An Archive Deposit Agreement to warrant that he was not infringing any security or copyright regulations.

A list of items accepted is available on www.navaldockyards.org.

**VENICE CONFERENCE 2014...**

Celia Clark has drawn attention to an interesting looking Defence Heritage conference to be held at Arsenale Di Venezia Italy from September 17 to 19 2014. This is the second international; conference on defence sites, heritage and future. The cost of attending the conference is €890. [www.wessex.ac.uk/14-conferences/defence-heritage-2014](http://www.wessex.ac.uk/14-conferences/defence-heritage-2014).

**A SUMPTUOUS NEW DOCKYARDS BOOK BY JONATHAN COAD**

As we were going to press, a number of us were very pleased to receive Jonathan Coad’s 450 page volume “Support for the Fleet – Architecture and Engineering of the Royal Navy’s bases 1700-1914”. Published by English Heritage, this will be reviewed in full in the next issue of Dockyards but is heartily recommended by your editor.

**BROUGHT TO THE ATTENTION OF THE BOARD... CAPTAIN COOK AND THE ENDEAVOUR**

When listing 1772, we found Captain Cook sending requests to the Board as he prepared for his second voyage to the South Seas.

In January, he asked for additional stores for the Resolution as he would have been entitled to extra because of the length of the voyage and in particular he asks for larger seines of a superior quality to those usually supplied to the Navy. He pointed out that the soft loose twine soon decayed and had no strength for large fish. They were supplied him.

In February he asked for the great cabins of the ship to be filled with brass furniture instead of iron, for a top lantern and green instead of red baize. There is a list of caulking tools required by him. Caulking mallets and irons, treenails- sharp, crooked, horse, reare hooks and beadles.

In March he was informed that the Resolution was to be supplied with three seines of the same sort of twine as salmon nets but they were not received in
time. He observed that seines of any length made of 3 thread twine not inferior to salmon twine, which can be got from James Davidson, no 27 Fish Street, Hull as short notice. Foldover: Mr Cross ordered to purchase 2 of these nets of 60 fathom each for the Adventure. Mr Slade, the Purveyor, to purchase 3 seine nets for the Resolution, one of 50 and one of 70, one of 60 fathoms of the sort Captain Cook describes and 2 for 60 fathoms of the same sort for the Adventure – to go to Deptford.

In May the Resolution sailed for the Nore and if she returned and needed assistance it would be sent. Later on in May the order went out for 6 sawpits to supply Sheerness with seasoned stuff for lining the breadroom of the Resolution. A new lining was to be put in and the masts and yards of the Resolution were to be reduced as Captain Cook asked and she was to be issued with Mr Irving’s apparatus from Deptford to be issued to Resolution and the Adventure sloops. Later on there was an instruction to forbear setting up the cabin removed for getting the spare main mast out of the Resolution and a warrant to make sails for the Resolution agreeable to her masts and to supply her with stores.

At the beginning of June the bottom of the boats of the Resolution were to be paid with Mr Hunt’s composition and to make the accommodations in the sloop agreeable to the Board’s warrant. The Resolution with Captain Cook and the Adventure with Captain Furneaux set sail from Plymouth on the 13th July 1772.

In September after they had sailed, Lieutenant James Gordon of the Endeavour at Woolwich reported the need of a fireplace in his cabin when he was in the Falklands and asked for one from store but it turned out the ship’s former fireplace had gone out with Captain Cook.

J.C FROYNE (1834 – 1917) CHIEF CONSTRUCTOR PEMBROKE DOCKYARD

John Charles Froyne came from an old Pembroke family and at the age of 15 in the year 1849, became an apprentice shipwright in Pembroke Dockyard. He was an able student and rose rapidly, becoming assistant constructor in Portsmouth Dockyard by 1872. Then, in 1881 he became Assistant Surveyor of Dockyards and finally in 1883 he was promoted to Chief Constructor of Pembroke Dockyard.

As a student, he was required to keep daily notes of his class work detailing the particular aspect of shipbuilding that he had been taught that day. His books refer to Fincham of whom I shall refer to later in this work.

The five surviving journals kept by Froyne during his apprenticeship in Pembroke Dock and Portsmouth Dockyards, now in the possession of the West Wales Maritime Heritage Society.

One of the earliest ships that he mentions is HMS Aurora which was launched on 22 June 1861 at Pembroke Dock. This was a wooden frigate with steam and sail propulsion weighing 2558 tons, further details in the appendix to this article.

What sort of education system existed and how would young Froyne have begun his career? To understand the educational methods used in the 19th century dockyards I searched back to the early 1800’s to the time of the formation of The School of Naval Architecture. Lord Barham, then the First Lord of the Admiralty, set up a Commission which, between 1805 & 1808 produced voluminous reports expressing concern about the poor education of workers in the Royal Naval Dockyards of the day.

Prior to 1801, the Master Shipwright in every Royal Dockyard and his Assistant were each allowed to take

OBITUARY – MICHAEL McGOVERN

A member since 2004, Michael sadly died in May 2013. He notably and very professionally transcribed the Index to the List of Workmen and Apprentices in His Majesty’s Dockyards in 1748. An alphabetical index transcribed from ADM106/2976 at the National Archive (Naval Dockyard Society Portsmouth 2002) which has been invaluable to both dockyard historians and family researchers. His son confirmed that he gained great pleasure from his interactions with the NDS and thanked the Society.
five premium apprentices. These were the sons of well off and influential men, lads who already had a good primary education. Working with Senior Dockyard Officials gave them a sound training in ship construction and were well placed for rapid advancement in the service. However this system was open to influence and patronage, even corruption, there were sometimes suspicions that by devious means, very occasionally, less able men rose to high office.

The Commission of Revision proposed that there be two classes of Apprentice, the ordinary, who would become tradesmen and the superior, those destined for more senior roles. The superior students would join a school attached to the RN College at Portsmouth which had been founded in 1773.

Entry to the school was by competitive examination. There were to be no nominations or patronage and ordinary apprentices could apply for superior class if they showed promise. These were novel ideas for the nineteenth century, and it is probable that this was the first time a major employer had set up a training scheme for those in its employ. One drawback was that sureties totalling £800 had to be given which would be forfeit should the man leave the service within ten years of qualifying.

The students would be paid £60 per annum, in their first year; rising to £140 in the last two years, of this £8 per annum was deducted to pay the tutor. Progress would be monitored by annual examination and on successful completion of the course the graduates would be employed as assistants to foremen in commercial yards until they were promoted.

One of the major drawbacks was the lack of suitable text books which were accurate enough to use for the instruction of the apprentices. Eventually two were selected, one was a Swedish book entitled *Architectura Navalis Mercatoria* written by Frederick Chapman, the English founder of an excellent school of Naval Architecture in Sweden. (By way of an aside, Chapman’s son, also called Frederick Chapman is buried in the churchyard of Cosheston Church in Pembrokeshire). The other book was an English treatise on the stability of ships by G Attwood.

Details of the school and the entry examination were published on 25 June 1810. Applicants for superior posts were required to produce certificates of health from two different surgeons or physicians and proof from their parish that they were aged between 15 and 17 years of age.

The course was arduous and blended theory with practice, the syllabus varying from time to time. Initially the students had theoretical studies in the mornings and spent the afternoons in the dockyard particularly in the mould loft. This was found to be impractical and the schedule was changed. All day on Mondays and Wednesdays were spent on theoretical studies while the other three days were devoted to practical work. The subjects studied included geometry, algebra, plane and spherical trigonometry and conic sections, mathematics and hydrostatics, fluxions and differential calculus, strength of timber, perspective drawing, draughting and laying off, both on paper, and full size on the mould loft floor.

In 1811 John Fincham was a Foreman, but one with outstanding ability, and his role was the practical training of students. They were required to keep a notebook in which they described and sketched the operations of laying off and building a warship. Special attention was given to the methods of
fastening and the way each part of the hull was arranged. They were required to “reason on these subjects, as there are always grounds for preference to use one mode over another”. Later in their training, students would work in the mast house and ultimately build ships designed in the school.

The 1840s was a time of great change, both technically and politically. The Navy Board found itself facing the new and challenging technologies of steam propulsion and the problems of filling a ship with machinery, boilers and coal bunkers, all leaving less space for guns, cargo (troops, horses, land artillery and military stores) and crew. This led to a considerable number of experimental vessels that had varying degrees of success.

The Board invited tenders for “an iron war steamer” in January 1843 which was to be the first iron ship ordered for steam ships driven by paddle wheels (technical details in the appendix) for the Royal Navy, although not the first to be completed. Ditchburn & Mare’s tender was accepted in April 1843, being completed in 1846 as Trident. She was classified as a sloop third class. Her initial armament consisted of two 10inch pivot guns and two 32 pounder carronades. She was driven by a Boulton and Watt oscillating engine of 350 NHP which gave her a speed of 9½ knots.

By 1846 Fincham had risen to the highest rank of his profession, being not only a Master Shipwright, but also on the Committee of Science. In 1846 he designed the Odin and in 1850, the Leopard, both these were wooden paddle wheel driven ships.

Fincham’s Obituary in The Times

"John Fincham - Naval Architect (died 1859) - Blyth quotes his obituary in The Times. - The death of this gentleman took place at his residence at Highland Lodge, near Portsmouth, yesterday morning, in his 75th year. The deceased gentleman will be best remembered by the general public as for many years Master Shipwright of Portsmouth Dockyard, and more especially as the builder of the celebrated Arrogant, the first screw frigate possessed by this country, and still looked on as one of the finest of her class. Much of his time and study was devoted to the introduction of the screw propeller into the British navy. For a long period he was Superintendent of the School of Naval Architecture at Portsmouth. His History of Naval Architecture, Outlines of Shipbuilding, a Treatise on Laying-off Ships, and on Masting Ships, are unequalled in the English language for the amount of research and professional knowledge they contain. As an acknowledgement of their merits the Emperor Nicholas of Russia presented Mr. Fincham with a snuff-box set with diamonds, and Mehemet Ali presented him with the order of the "Bey"."

Source Google books

It was into this rapidly changing world that young Froyne found himself, the old tried and tested wooden sailing ships were being superseded by the new steam driven, albeit still wooden ships. An able and intelligent lad, he is reported to have come first in every examination he sat, and subsequently led a brilliant career which saw him promoted to yard foreman, and in 1872 supervised work on HMS Thunderer in Pembroke Dockyard, before being appointed Assistant Constructor at Portsmouth Royal Dockyard in the same year, then Assistant Surveyor of Dockyards in 1881. In 1883 he returned home as Chief Constructor to Pembroke Dockyard, where he oversaw the building of several warships including HMS Nile, HMS Anson, HMS Repulse and HMS Empress of India.

He lived in Pembroke in Castle Terrace and during his retirement was an Alderman and Mayor of Pembroke Borough in 1897/98. He did a great deal for Pembroke and was a major benefactor of St Mary’s Church, commemorated by a plaque in the Lady Chapel.
Memorial plaque in St Mary’s Church, Main Street, Pembroke.

He was a major benefactor of St Mary's Church, Main Street, Pembroke, just a few yards from his home, as recorded by the above plaque in the Church. In addition to this when the church bells were augmented to eight in the year 1897 to mark Queen Victoria’s Diamond Jubilee he donated a new treble bell. It is inscribed:-

"PRESENTED BY J.C. FROYNE ESQ. JP 1897
D.W. JENKINS MA. VICAR
R.H. TREWEEKS, H.T PRATT, CHURCHWARDENS
SIX BELLS RESTORED AND TWO NEW ONES ADDED
QUEEN VICTORIA’S DIAMOND JUBILEE 1897
CARR OF SMETHWICK"

Carr’s of Smethwick were the bell founders and they carried out the augmentation.

In the photo above West Wales Maritime Heritage Society celebrates the acquisition of the Froyne Journals in the Society’s Boatyard in Front Street, Pembroke Dock. Valero and the Milford Haven Port Authority donated generously to enable the Society to purchase the books and bring them back to Pembrokeshire.

Sources of information
Linda Asman, Philip Rogers, (Captain Emeritus St Mary’s Belfrey) to whom I am indebted for their assistance. Also Before the Ironclad by D.K Brown, published by Conway Maritime Press.

Appendix
Some Fincham designed warships (Bm is builder’s measurement of tonnage)

16 Dec 1845   **Trident**   iron paddle sloop; 850bm; 180ft x 31.5ft; Ditchburn & Mare Blackwall; broken up January 1866.

24 July 1846   **Odin**   wood paddle frigate, 1326 tons bm; 208 feet x 37ft beam; armament, five 110 pounder; one 68 pounder; forty 40pounder; guns. Sold 1865 to Castle & Beech.

5 April 1848   **Arrogant**   wood screw frigate 1872 tons bm, 200ft x 46ft . armament 12x 8inch ; 2 x 68 pounder; 32 x 32 pounder; Built Portsmouth Dockyard, sold March . 1867 to Castle & Beech.

15 Dec 1849   **Argus**   wood paddle sloop; 981bm; 190ft x 33ft; Portsmouth Dockyard. Broken up October 1881.

5 Nov 1850   **Leopard**   wood paddle frigate, 1406 tons bm; length 218ft beam 37.5 ft ; armament five 110 pounder; one 68 pounder; four 40 pounder, eight 32 pounder guns; Sold 8 May 1867 to Marshall of Plymouth

22 June 1861   **Aurora**   built Pembroke Dock. Wooden screw propelled frigate 2558 tons, bm; length 227 feet by 50 feet beam. Armament one 100pounder; four 70pounder; eight 40 pounder, eighteen 32 pounderguns. She was broken up December 1881.
Pembroke Dock built warships during Froyne’s time as Chief Constructor

13 Oct 1883  
**Amphion**  
2nd class Cruiser, 4,300 tons, Length 300ft. x 46ft; Sold 15.5.1906, King, Garston.

28 April 1885  
**Howe**  
Admiral Class Battleship, 10,300 tons, length 325ft x 68ft.; 4 x 13.5in. 6 x 6in. 12 x 6pdr.10 Nordenfeldt guns, Sold 11.10.1910 Ward, Swansea; to Briton Ferry Jan. 1912 for breaking up.

3 Dec 1885  
**Thames**  
Second Class cruiser, 4,050 tons, Length 300ft. x 46ft; 2 x 8in. 10 x 6in guns. Depot ship 1903; Sold 13.11.1920 renamed **General Botha**, Training ship, The Cape; Renamed **Thames** accommodation ship 1942; scuttled 1 3.5.1947 Simons Bay.

17 Feb 1886  
**Anson**  
Barbette Battleship 10,600 tons; length 330 ft.x 68.5ft; 4 x 13.5in. 6 x 6in. 12 x 6pdr guns. Sold Clarkson, broken up at Upnor.

23 Oct 1886  
**Forth**  
Second Class cruiser, 4,050 tons, Length 300ft x 46ft;
2 x 8in. 10 x 6in. 3 x 6pdr; Was to have been renamed **Howard** 12.1920. Sold 8.11.1921 Slough Trading Co. Broken up Germany.

28 Oct 1887  
**Aurora**  
Armoured Steel Cruiser, 5,600 tons, length 300ft x 56ft.
2 x 9.2in. 10 x 6in. guns; Sold 2.10.1907 Payton, Milford Haven.

27 March 1888  
**Nile**  
Battleship Turret, twin screw, 11,940 tons; length 345ft x 73 ft; 4 x 13.5in. 8 x 6pdr guns. Sold 9.7.1888 Ward, Swansea & Briton Ferry.

22 June 1888  
**Peacock**  
Composite Screw gunboat, 755 tons; Length 165 ft. x 30ft.; 6x 4in guns. Sold 15.5.1906 Ellis, Chepstow.

5 Sept. 1888  
**Pigeon.**  
Composite Screw gunboat, 755 tons; Length 165 ft. x 30ft.; 6x 4in guns. Sold V.Grech 15.5.1906.

18 Oct 1888  
**Plover**  
Composite screw gunboat, 805 tons, Length 165 ft x 35 ft; 6 x 4in guns. Boom defence vessel 1902; Gunboat 1915; Depot ship 10.1915; Sold Duguid and Stewart.

15 March 1889  
**Magpie**  
Composite screw gunboat, 805 tons, Length 165 ft x 35 ft; 6 x 4in guns. Boom Defence vessel 1902; Gunboat 1915; Depot ship 10.1915; Sold Duguid and Stewart.

25 April 1889  
**Redbreast**  
Composite screw gunboat, 805 tons; Length 165ft x 31 ft. 6 x 4in guns. Sold 1910.

13 June 1889  
**Redpole**  
Composite screw gunboat, 805 tons; length 165ft x 31 ft. 6 x 4in guns. Sold 15.5.1906 Cox, Falmouth.

9 Aug 1889  
**Wigeon**  
Composite screw gunboat, 805 tons; Length 165ft x 31 ft. 6 x 4in; 2 x 3pdr. guns. Sold 15.5.1905 Castle Charlton.

6 Sept 1889  
**Blanche**  
3rd. Class Composite Cruiser, 1,580 tons, Length 220ft. x 35 ft. 6 x 4.7in 4 x 3 pdr. Guns; Sold 11.7.1905 Ward, Preston.

22 Oct 1889  
**Blonde**  
3rd Class Composite Cruiser, 1,580 tons; Length 220ft x 35 ft. 6 x 4.7in. 4 x 3pdr guns. Sold 11.7.1905; Broken up Bo’ness.

20 Jan 1890  
**Mayflower**  
Wooden Training Brig.

28 July 1890  
**Pearl**  
2nd Class Cruiser, 2,575 tons; length 265 ft. x 41ft. 8 x 4.7in. 8x 3pdr guns . Sold 7.1906 Simonstown; Broken up Cohen Felixstowe. Ship sunk Nov. 1913 target Start Bay.

29 Feb 1892  
**Repulse**  
Battleship, 14,150 tons, length 380ft x 75ft; 4 x 13.5in; 10 x 6in. 16 x 16 pdr guns. Sold 11.7.1911 Ward, Morecambe.
HMS Empress of India, built by JC Froyne in Pembroke Dockyard  
Launched 7 May 1891. Battleship, (originally to be called Renown, renamed 1890) 14,150 tons, length 380ft x 75 ft. 4 x 13.5in. 10x 6in. 16 x 6pdr Guns. The Duke and Duchess of Connaught came to Pembroke Dock to perform the launching ceremony and the Mayor Cllr SB Sketch was presented to them. A choir led by T G Hancock sang to the visitors. Ship sunk Nov 1913 as a target, Start Bay.

<table>
<thead>
<tr>
<th>Date</th>
<th>Ship</th>
<th>Type</th>
<th>Dimensions &amp; Details</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>29 Feb 1892</td>
<td>Repulse</td>
<td>Battleship</td>
<td>14,150 tons, length 380ft x 75ft; 4 x 13.5in; 10 x 6in. 16 x 6pdr guns sold 11.7.1911 Ward, Morecambe.</td>
<td></td>
</tr>
<tr>
<td>21 Nov 1893</td>
<td>Flora</td>
<td>2ND Class Cruiser</td>
<td>4,360 tons, length 320 ft. x 49.5 ft; 2 x 6in. 8 x 4.7in. 8 x 6pdr. Guns. Training Ship by 4.1915, Indus 11; Sold 12.12.1922 Broken up Dover.</td>
<td></td>
</tr>
<tr>
<td>17 Feb 1894</td>
<td>Hazard</td>
<td>Torpedo gunboat</td>
<td>1,070 tons; length 250 ft. x 30.5ft. 2 x 4.7in. 4 x 6pdr.5 torpedo tubes. Staff Surgeon Maillard won VC of Crete on this ship, Sunk 29.1.1918 collision in English Channel.</td>
<td></td>
</tr>
<tr>
<td>8 May 1895</td>
<td>Renown</td>
<td>Largest sheathed Battleship in the world, 12,350 tons, Length 380 ft x 72 ft. 4 x 10in. 10 x 6in. 14 x 24pdr guns. Sold 2.4.1914 Hughes Bolckow, Blyth.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>28 April 1896</td>
<td>Hannibal</td>
<td>Battleship</td>
<td>14,900 tons, length 390 ft. x 75 ft. 4x 12in. 12 x 6in. 18 x 12pdr guns. Sold 28.1.1920 M. Yates; Broken up Italy.</td>
<td></td>
</tr>
</tbody>
</table>

Sources
- Ships of the Royal Navy by J.J. Colledge, published by Greenhill Books
- Down the Slipway by David James

**THE WELSH CONNECTION**

**JAPAN AND PEMBROKESHIRE**

Just before Christmas 2012, I was invited to the Fleet Surgeon's House in the Old Royal Dockyard in Pembroke Dock. There I was to meet a Japanese diplomat who was making an unofficial visit to Pembroke Dock. He is a friend of John Evans of the Sunderland Trust which is also based in Pembroke Dock.

The story begins like this, some time ago I built a scale model of the Hiei, one of the first warships in the Imperial Japanese Navy which had been built in a private shipyard in Pembroke Dock and launched in June 1877. She was commanded by Lt Heihachiro Togo, who rose to become the Founding Father of the Imperial Japanese Navy and is respected in Japan just as we British honour Admiral Lord Nelson.
The diplomat travelled by train from his base in Brussels to see the ship model and have a chat about her and the link with Wales. During the conversation I told him about the sinking of the Japanese merchant ship Hirano Maru torpedoed by a German submarine off Ireland and how the bodies of his countrymen were washed ashore in Pembrokeshire and were given a proper burial. Other links also exist and are told in detail below.

Source wikipedia

Marshal Admiral Heihachiro Togo 東郷平八郎;

The Hiei Story....

My father told me, as a small boy, of a Japanese warship called Hiei (which translates as "Sacred Mountain"). The story began when Edward J Reed (later Sir Edward) former Chief Constructor of the Royal Navy had political ambition, and decided to stand as the Liberal candidate for Pembroke Borough. He promised, if elected, that he would build a private shipyard in Pennar, Pembroke Dock offering to employ many of the workers recently made redundant from the nearby Royal Dockyard. His opponents vociferously protested, but the incentive on offer persuaded sufficient people to vote for him and he was returned to Westminster with a majority of 29 in February 1874.

True to his word he opened a shipyard in Jacob’s Pill, Pennar, Pembroke Dock and set up the Milford
Haven Shipbuilding and Engineering Company. (Pill is local dialect for a small tidal inlet; this one owes its name to Jacob Jenkins who once owned the land, upon which the shipyard was built, he lived nearby and his descendants still do). Just 19 months after his election the keel of Hiei (also spelled as Hi Ye) was laid down, one of the first three ships for the embryonic Imperial Japanese Navy. She was originally barque rigged and built entirely of iron and launched on 19 June 1877, she was one of the Kongo class Armoured Corvettes.

Sir Edward was a prolific warship designer and is reputed to have designed the Royal Yacht Osborne, launched Pembroke Dockyard on 12 December 1870. Ships built to his designs sailed in the Russian, Turkish and Greek as well as the Japanese navies.

He also tried to make the new technologies relating to iron ships propelled by steam into a science. The size and power of guns had increased from 1865 to 1890 and Reed influenced the design characteristics after his appointment in 1863 as Chief Constructor to meet this challenge. He had exceptional influence and ability, was a poet and an author, and was remarkably accurate in his predictions regarding the future development of ironclad warships. He designed the small wooden ironclads, Enterprise, Research and Favourite, which introduced the central or box battery. The premise being, that with large heavy guns, fewer could be mounted on a ship of given displacement. Therefore it was better to mount such weapons in a central armoured position, surrounded by thicker armour.

Wooden ships had been built by rule of thumb, but with the arrival of much larger iron ships, the old methods did not work anymore. Thus the Royal Naval official policy was briefly a “let’s build it and see what happens” scenario often with disastrous results such as the capsise and sinking of HMS Captain off Cape Finisterre in a gale. A Captain Cowper-Coles designed and built HMS Captain a ship with two revolving turrets amidships and low down, only a few feet above the waterline. When she ran into a gale, sea water flooded under the turrets in an irreversible torrent and sinking her.

The disaster was observed from the bridge of HMS Inconstant, a composite frigate of sixteen guns which was also built in Pembroke Dockyard in 1868, and was despatched on 8 September 1870, with the official news of the disaster to the Admiralty.

HMS Captain was not one of Sir Edward Reed’s designs and he had predicted, by calculation, her instability. Such was the strength of his feelings about the poor design and the “lets build it and see attitude” of the Admiralty that he had resigned from his position as Chief Constructor of the Navy before the disaster in 1870. However his reputation was marred by his activities after leaving the Admiralty, mainly for his accurate criticisms of official policy at the time, which were overstated and occasionally wrong.

Japan, meanwhile, was recovering from the Satsuma Civil War and, seeking to build a modern navy, turned to Britain to fulfil this ambition. The Japanese were very conscious of the fact that both Russia and China had steam navies, the ships of which were mostly built in British shipyards. Alarmingly, China and Russia were both hostile to Japan, who, without a modern navy, felt very vulnerable. Thus the Japanese Emperor and Government to meet this perceived threat, wished to bring Japan from a medieval feudal state into the nineteenth century as rapidly as possible and approached Britain to achieve this aim.

Samurai families sent their sons to Britain to study in the Royal Naval College, located at the time in Greenwich. One such young man was Heihachiro Togo, who graduated as a lieutenant and was sent to oversee the construction of the vessel that came to be known as Hiei in Pembroke Dock. One other ship of this class was built, the Kongo, whose keel was laid at the same time by Earls Shipbuilding Company of Hull. The third ship (of a different class) to be built in Britain for the embryonic Imperial Japanese Navy was the Fuso but she too was built elsewhere. All three ships were designed by Sir Edward Reed.

Hiei’s design was based on the British Gem and the Russian General Admiral classes of Corvettes (both of which were designed by Sir Edward Reed) and was originally barque rigged although this was changed during a refit in 1895. Both Hiei and Kongo displaced 2200 tons and were propelled by a steam plant delivering 2500 ihp, which gave them a top speed of 14 knots.

Hiei was fitted with Krupp’s breech loading 150 mm and 175 mm guns and several four and five barrelled Nordenfelt machine guns. She had 308 crew.

Returning to Pembroke Dock, the launch of Hiei on 9 June 1877 attracted many dignitaries of the time and created great interest and excitement among the population of Pembroke and Pembroke Dock. His Excellency Jushie Wooyeno Kagenori, Envoy Extraordinaire and Minister Plenipotentiary to his Imperial Majesty the Mikado of Japan and members of the Japanese Embassy attended, together with Dr. and Mrs. Schliemann (discoverer of Troy), Baron
Reuter (founder of the news agency), Prince Hachisuka as well as former Ministers and Embassy Senior Staff, including the Consul General. Also attending were the British Admiral, the Right Honourable Lord Clarence Paget, Chairman at the time of the Milford Haven Shipbuilding and Engineering Company and his Board of Directors, Pembroke Dock Mayor and numerous others.

Celebrations began when the Japanese Ambassador and his party arrived by rail into the Royal Dockyard where they were wined and dined by the Captain Superintendent of the Royal Dockyard. The Ambassador was presented to the Mayor of Pembroke Dock at Hobbs Point at 3.00pm and then proceeded on a serpentine tour of Pembroke Dock. While passing along Bush Street, the procession arrived at the house of Mr H. A Jones-Lloyd, a solicitor where a pleasing and novel reception awaited the Ambassador. A beautiful arch had been erected and upon a dais six or seven young girls in traditional Welsh costume presented an address of welcome to Lady Wooyeno.

There was a pause at the Barrack Hill to hear a song of welcome sung by local schoolchildren. Up the hill to the site of the new Bethany Baptist Chapel in High Street where Miss Rose Reed (Sir Edward’s Daughter) laid one of the foundation stones. After which another choir sang the Hallelujah Chorus.

Turning the corner into Hill Street, Bufferland another arch had been erected over the street surmounted by a dragon made of liverucks (wild iris) leaves, a plant which abounded in the nearby marshy areas. It served equally well as it represented the dragon of Wales, though its colour was green and not red, while it served as a delicate compliment to the Ambassador and attendants by symbolizing the allegoric good luck emblem of the East.

Eventually the procession reached Lower Pennar at 5.30pm in good time for the 6.00pm launch.

After the successful launch, the Ambassador and his party attended a banquet after which there was a grand general illumination consisting of thousands of Japanese lanterns, balloons, peacocks and giraffes. The banquet was held in the Victoria Hotel, situated at the top of Pembroke Street, Pembroke Dock, quite the most opulent hotel in the town at the time. Eventually the Ambassador and his party were taken to Pembroke Dock railway station when the Japanese national anthem was played prior to their departure for London.

When Lieutenant (later Admiral of the Fleet) Togo arrived back in Japan aboard his ship Hiei, one of his first actions was to send a Ginko tree back to Pembroke Dock, to be planted in the garden of the house in the Royal Dockyard in which he had lodged as a mark of his appreciation of the kindnesses shown him during his stay. It still flourishes to this day.
Hiei played a major role in the naval engagements, which saw the rise of Japanese naval power. The most notable of these was the Battle of Yalu on 17 September 1894, during which she was severely damaged by Chinese battleships. Casualties were 20 dead and 34 injured. She was repaired and removed from the operational fleet, but she was used as a coast defence and survey vessel until she was sold in 1911.

Heihachiro Togo later became a national hero and a driving force behind the creation of the Japanese Navy eventually becoming Commander in Chief of the Japanese Grand Fleet and the founder of the Imperial Japanese Navy.

He destroyed the Russian Pacific Fleet while in harbour at Port Arthur in 1904 in a surprise attack, declaring war on the following day. The Japanese Army laid siege to Port Arthur from the land while the Japanese fleet blockaded the port entrance.

The Russian Baltic Fleet was despatched to become the Second Pacific Fleet under Admiral Rostestventsky to meet this threat in 1905. This poorly organised, but numerically superior force met the Japanese fleet in the straits of Tsushima, which lie between Japan and Korea. The ensuing one sided battle led to the catastrophic defeat of the Russians. Admiral Togo entered Tokyo on 21 October 1905, the centenary of the death at the battle of Trafalgar of the British Admiral Lord Nelson, upon whom Admiral Togo had modelled the Japanese Navy.

After 235 days, the port fell to the attackers and HMS Andromeda, of the British Pacific Fleet was despatched from the Chinese port of We Hai We with medical supplies, surgeons and nursing staff for the relief of the survivors. As the harbour was mined, the Japanese would not allow her to enter. HMS Andromeda was a Cruiser built at Pembroke Dock in 1897.

One of Admiral Togo’s duties was the education of the late Emperor Hirohito, and on the death of that Emperor’s Father he committed Junshie (a form of ritual suicide)

In 1909 a British marine engineer called Graves (a native of Porthmadog in North Wales) was on honeymoon in Japan. At the same time an American warship was paying a courtesy visit to the country. Unfortunately the visit was prolonged by the fact that the ship had broken down and the Americans were too embarrassed to ask for assistance and the Japanese were too polite to show they knew something was wrong!

Thus the arrival of an experienced engineer was a godsend to the Americans and they secretly invited him aboard to get them back to sea again, which he was able to do. During their prolonged stay in Japan the crew made many lady friends and when the ship left these ladies were very tearful. The composer Puccini heard the tale and used it as his inspiration for the opera Madam Butterfly.

The Japanese were aware of the help the British engineer had given to the Americans and as soon as their ship had sailed he was invited to assist them repair a Japanese ship. He stepped aboard and to his surprise he saw she was none other than Hiei built in Pembroke Dock! Again he was able to direct repairs and get her back to sea. I am afraid there is no record of his bride’s feelings about all this activity on her honeymoon.

I understand that a later Hiei is part of the Coast Protection Force of Japan, so the name lives on today.

**David James**

---

**THE SINKING OF THE HIRANO MARU**

**4 OCTOBER 1918**

The Hirano Maru. Owned by the Nippon Yusen Kaisha (NYK) Line, she was torpedoed by the German submarine UB 91 200 miles south of Ireland while on a voyage to Yokohama.

Early in 1915, with the land war bogged down in the unspeakable misery and horror of the trenches, Germany declared the seas around the British Isles to be a war zone.

Japan at the time, was a staunch ally of Britain and the Imperial Japanese Navy defended the Indian and Pacific Oceans, which also explains why Japanese merchant ships were helping the British war effort.

The German High Command hoped that by attacking merchant shipping, Britain’s imports of food and war materials could be drastically reduced, forcing Britain to negotiate a surrender. Initially, the German submarines would surface and declare an intention to attack, giving the crews and passengers the opportunity to take to the lifeboats and escape before their ship was sunk by gunfire. The British response to this was to arm merchant ships, called Q ships, so that when a submarine surfaced it was fired upon and sunk.

As a result of this policy any ship, naval or merchant, those flying flags of neutral nations, or even no flag at all, would be sunk without warning by prowling U boats.

The flying of the flags of neutral nations by combatants had always been a *ruse de guerre* and thus such flags did nothing to encourage a U boat commander to hold his fire.

Hirano Maru left Liverpool on the evening tide of October 1st 1918, bound for Yokohama via Durban. The following morning she joined the southbound convoy OE-23. She was a 7,936 ton merchant ship, built by the Mitsubishi Dockyard Nagasaki (Nagasaki) in 1908. By all accounts she was a fine
ship, rated A1 at Lloyds, twin screws powered by triple expansion steam reciprocating engines giving her a service speed of 12.5 knots.

At the time of her sinking she was owned by the Nippon Yusen Kaisha (NYK) Line. She had a mixed cargo of unknown nature together with 320 crew and passengers and a Scottish captain, Hector Frazer. Frazer had worked for the NYK line for twenty five years and had been awarded the Medal of the Rising Sun for his contribution to the Japanese people during the Sino - Japanese and Russo - Japanese wars.

Hirano Maru and the rest of convoy OE23 were escorted by several warships, one of which was an American destroyer the USS Sterrett (commanded by Cdr A Farquar, USN), to give protection against attack by submarines. USSR Sterrett DD27 had been built at Fore River USA launched on May 10 1910. She was armed with three five inch guns, six triple torpedo mountings, depth charge launchers and rails. She was propelled by twin screws giving her a top speed of 29.5 knots and had a crew of 86, length overall 293 feet and was of 887 tons.

She had sailed from Queenstown (now Cobh) in southern Ireland to join the convoy. When the convoy was 200 miles south of Ireland it came into the sights of UB91 a Class III German submarine, commanded by Capt Wolf Hans Hartwig. She was a coastal submarine with 34 crew, built in the Vulcan yard in Hamburg in 1917, 656 tons with diesel and electric motors giving her a surface speed of 10-12 knots and a submerged speed of 6-8 knots. Armed with four torpedo tubes forward, one aft and one 10.5 centimetre gun on the fore deck.

UB91 sighted the convoy at 05.05 on the fourth of October. It was a very stormy night, wind speed at force 6 to 7, with a heavy swell and a rough sea. As she was a large ship two torpedoes were fired, both hitting the Hirano Maru which sank in seven minutes, going down so quickly that her few undamaged lifeboats could not be launched.

At 07.05 the USS Sterrett have to, picking up survivors, which was a severe test of seamanship in endeavouring to launch boats in heavy seas from a ship so narrow-gutted that it was said she would roll on to her beam ends in a gale. During World War II, during the lease lend programme, these same four funnelled ships were disliked by British sailors who said they would “roll on wet grass”.

During the rescue operation, torpedo tracks were spotted and she immediately got under way to attack UB91 and closed at high speed dropping depth charges in the area, however UB91 escaped damaged by diving deep. She tried to escape but in the heavy swell she surfaced momentarily and was again spotted by the USS Sterrett which immediately attacked again forcing her to dive deep again. Rising to periscope depth for the third time, their last torpedo was fired at the USS Sterrett, which saw the track and avoided it and once again depth charged the submarine causing minor damage. Having used all his torpedoes, Captain Hartwig returned to his base in Heligoland by sailing up the west coast of Ireland and to the north of Scotland. A period elapsed before USS Sterrett could return to pick up survivors. Most of those in the water had no time to put warm clothing on and this, allied to the length of time they were in the rough water meant that most of them succumbed to hypothermia, which at the time was not fully understood and was described as death by exhaustion.

At 0758 the Sterrett’s captain bravely returned to the area of the sinking and it was reluctantly decided to recover the whaler and call off the search for survivors. Of the 320 souls on board Hirano Maru, only 29 survived.Among the passengers that perished was the London branch manager of the Yokohama Specie Bank, S Ujie, his wife and three sons as well as a bank employee Takashi Aoki and his wife Sueko.

Survivors landed at Queenstown
The list of survivors of the Hirano Maru makes no reference of children or women, neither gender nor age is referred to in this list. However at least three of the crew picked up were described as being ratings aged about 15 years of age.

Passengers
Dr Van Der Verken (Belgian) died on board USS Sterrett
Louis Dumont (Belgian)
M Stroo (Dutch)
Adolf A.B Aslakson (British South African)
Captain T J Butler (British Army)
F.W Reseler (Dutch)
Clemens Klyberg (Dutch)
Yip Kwai (Chinese)
Luang Chinda Rakse (Siamese)
R.R Young (British)

Japanese Crew
Kazuma Hamada (First Engineer)
Talanao Hatori (Apprentice Engineer)
Shinichiro Osawa (Fireman)
Kaleathu Kesomi (Cook)
Wong King (?)
Z Yamashi (Fireman)
T Uchido (Oiler)
M Honda (Apprentice Officer)
I Iwamoki (Waiter)
T Koyasu (Waiter)
G Matsumoto (Fireman)
S Tanimoto (Fireman)
S Tsayitu (Fireman)
Miika---- (Coal passer)
U Susuki (Cabin Boy)
G Kowoa (Deck boy)
I Awasaki (Cabin Boy)
K Naito (Steward)
Sato Hedeji (Cook)
Manousaka Chisi (?)

A survivor’s report (Source Dutchy Holland)
Captain T.H. Butler of Bath, late of the Kings Shropshire Light Infantry, stated that from the information he received before he embarked he believed there were about 200 passengers on board, made up of saloon, second cabins and thirds. The crew probably consisted of over 100 men. Among the passengers were a number of women and children. At the time the steamer was torpedoed he was fast asleep in his cabin; it was about 05.30 on Friday morning, as his watch stopped at 05.35 when he was in the water. The shock of the impact was most violent and awakened him, and without waiting to dress himself, other than to hastily pull on a pair of pants and a coat, he rushed up the companionway to the boat to which he had been assigned in case of accident. He was convinced that the vessel had been torpedoed, and took the precaution to carry with him a lifebelt. This he put on the upper deck, but as there was no attempt to lower any of the boats he deemed it advisable to get down on the lower deck. He had just arrived there, and was in the doorway leading out onto the deck, when the steamer gave a lunge forward and went down bow first. He was down in the great suction the steamer made when sinking, but soon he found himself on the surface of the sea. The sea was by then a mass of struggling humanity swimming about. A gale of wind was blowing, and there was a big sea rolling. He clutched a piece of floating wreckage and this helped keep him afloat. Gradually the cries of the drowning ceased, and it became a fight for those who still clung to wreckage to hold out until assistance came. He saw several men swept off the wreckage to which they had clung. Eventually an American Naval vessel (USS Sterett) came along and picked up the survivors.

Among a party of five Belgian officials proceeding to the mines in the Belgian Congo, the only survivor is Mr L Dumont, administrator of the Union Mine, Hants, Katanga. He had a terrible experience, being some time in the water with only his shirt and pants on. He clung to a door. Seven others who, from time to time also clung on, were all washed off and drowned.

Dale
An Irish newspaper reported that nothing was known about the eight bodies that were washed ashore between 4 and 29 November and recorded in the burial register in Dale Parish Church. Local eye witnesses of the time remarked that some of the bodies looked Oriental. Because of the uncertainty of their identity, the War Graves Commission were unable to maintain the graves. However the good people of Dale erected a memorial cross over the graves.

Billy Bevan, a much respected elder citizen of Dale recalled being told about this by his mother who had seen the interment taking place when she was a young girl. She related that the bodies were of “Chinese” men and women and also that it was rumoured that the women had been buried still wearing their jewellery. The grave had been lovingly cared for by a local lady from the village who had died a few years ago, since when the grave had been unattended.

The cross in Dale Churchyard erected over the graves of Japanese and British sailors whose bodies were washed ashore after the Hirano Maru was torpedoed on 4 October 1918.

Angle
Other bodies were washed ashore at Freshwater West and were given a burial in Angle churchyard.
The Register of Burials there records that nine burials are from the Hirano Maru, varying in age from about twenty four to forty years of age. All were male, except for one female washed up at St Ishmaels. One body was positively identified as being Shira Ohosaki, a 24 year old steward. On the 9th November 1918 the last body was laid to rest.

“Dutchy” Holland, a coastguard based at St Anns lighthouse near Dale, has done considerable research on this tale and I am grateful to the Coastlands Local History Group for allowing me to see the story he wrote.

Dutchy wrote a letter which was published by the Western Telegraph on 6 October 1989 requesting further information. Mrs Violet Wisbey replied saying that the last time she had visited the Angle grave there was a red posy on it. On 25 October 1989 the Telegraph reported that an 87 year old war veteran, Mr Rees Lloyd of Milford Haven was visited by the Japanese Ambassador, Mr Kazuo Chiba to personally thank him for what had become an annual ritual of placing a posy on the grave.

The Rev J.J. Thomas also replied and recalled seeing, as a 10 year old child, the funeral of the victims. The funeral had been attended by some prominent Japanese officials who erected a plain white painted wooden post inscribed with Japanese letters as a memorial.

**Solva**

The Pembroke County Guardian newspaper reported on 15 November 1918 that the village of Solva had buried two unknown sailors, one of whom is thought to have been Chinese, the article reads

A small number of villagers met together to show respect to these two unfortunate men. A short and impressive service was held at Lower Solva it went onhe well known hymns ‘Yn y dyfroedd mawr a’r tonnau (literal translation in the Big Waves of the sea) and Jesus Lover of my Soul were sung with feeling.

The following inscription In Memory of Unknown Sailors was placed on the breast plates of the grave. The final words in the article described the occasion giving rise to a general feeling of sympathy.

The same newspaper carried an article of an unknown woman washed ashore under the St Elvis Cliffs near Solva. The burial took place in the village of Whitchurch reporting the following touching and fitting verse inscribed on the breastplate of the grave:

> Somebody’s darling saved from the wave  
> Think of her kindly, give her a grave  
> A sister of ours; some day we’ll see  
> How nearly related to you and me.  
> Lay her down tenderly, handle with love,  
> Our Father is watching us now from above.

This sums up exactly the feelings of people who had endured the loss and terrible slaughter of loved ones on the battlefields of France, in other foreign fields and the world’s oceans. These words are particularly poignant, written just five days after the signing of the Armistice.

> “Verily the horrors of this terrible war are being brought vividly to these peaceful minds of Solva and district folk in these last few days”  

By today’s standards and values these simple words and phrases may appear to be somewhat over sentimental, but to those villagers they were exactly right for the time and genuinely reflected their grief, sadness, simple faith and the innocence of the time.

**Milford Haven**

There is one grave in Milford Haven cemetery, this marks the last resting place of Signalman Alec John Lee z/7269 RNVR aged 19 years SS Hirano Maru, son of William Edward and Annie Martha Lee of 12 Foots Row, Sleaford Street, Battersea, London.

It is not known why a junior RN sailor was aboard a Japanese merchant ship, was he there for signal liaison work or more likely en route to a RN base in South Africa?

Source Dutchy Holland

**Tale of the Carmarthenshire**, built by Long & Company, Shipbuilders Water Street Pembroke Dock

Launched in 1865 weighing 812 tons, Dimensions 174.6 feet x 32.7 feet x 20.5 feet of composite
construction, wood on iron frames & beams, One Deck. Hull grey. Built for the Shire line, this being the third ship ordered by David Jenkins (who was born in Haverfordwest) of London, it was clear he was naming all his ships after Welsh Counties.

(NB Mrs Peters, History of Pembroke Dock 1905 suggests Richard Allen was the builder of this ship, While the Shire Line records show Long as the builder, certainly Allen and Long briefly went into partnership in 1868 for two or three years)

The Shire Line fleet records show she was the first ship to enter Yokohama harbour being escorted by two British frigates. Carmarthenshire had a cargo of 1250 tons of Cardiff coal.

Her skipper, Captain Hemsworth, took his wife and daughter along on the trip, they were said to have been the first English women the Japanese had ever seen. The crinolines of England, were so different to the Madam Chrysanthemum’s kimonos, that curiosity overcame the natural politeness of the Japanese. The attention thrust on the western visitors was somewhat embarrassing. It is quite in accordance with the extraordinary progressive spirit of these wonderful people of the Land of the Rising Sun that within a few days of the visit of the English they were offering dainty little china cups bearing representations of ladies dressed in the English fashions. (Mrs Stuart Peters 1905) The Carmarthenshire was wrecked in 1885 off Terschelling Island, Netherlands while en route Bangkok to Bremen.

David James

The Carmarthenshire, one of the “Shire Line” ships owned by David Jenkins of London, sailed to Yokohama with a cargo of coal.

OUR QUIZ – WHICH DOCKYARD/ BASE IS BEING REFERRED TO?

1. Morice Yard is found here?
2. Bungalow City East and Bungalow City West adjoin.
3. The destroyer HMS Kent was a static training facility here in her latter years.
4. No 2 Dry Dock was started here in 1823.
5. A Stalker is seeing out her final days north of here.
6. Metal Industries broke up ships here after 1914/8 war.
7. The largest flying boat base in the world was here in 1939/45 war.
8. Vestas threatened heritage in this Dockyard recently
9. A base for the West Africa squadron initially with a green mountain and useful in a recent conflict.
10. Great Keyham Extension was begun here in 1896.
11. HMS Hood was scuttled here to block one entrance.
12. A coaling depot was established here in 1896 by a Camber and the names of three ships are marked out in stones on the hillside above.
13. ‘Captain Mainwaring’ was stationed at barracks up on the hill above this dockyard in 1939/45.
14. The only surviving intact 18th century slip from a royal naval dockyard is here.
15. A family man from Python and Ripping Yarns lives in a Terrace here.
16. HMS Eagle was laid up here in the 1970’s.
17. Scamp designed a cathedral here but not in the Dockyard.
18. French Creek ...but not in France.
19. A renowned boat store built in 1858 in a dockyard owned by the Peel group.
20. A Victorian gunboat is displayed here.

Answers please to the editor: Richard Holme, 7 Cedar Lodge, Tunbridge Wells, Kent TN4 8BT or richardholme@btinternet.com by September 30 2013. Incomplete sets of answers welcome!