

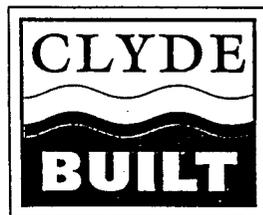
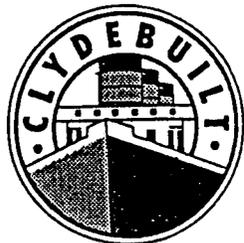
COMING EVENTS

CLYDEBUILT PROGRAMME 1995-6

- Mon 18 Sept 1930: CAL-MAC - PRESENT & FUTURE DIRECTIONS by C.S. Paterson, Director; at Strathclyde House 1, India Street, G2
- Mon 30 Oct 1930: ANNUAL GENERAL MEETING business & Committee election; Pearce Institute, Govan
- Mon 4 Dec 1930: LIVERPOOL MARITIME MUSEUM by Matthew Turner, Liverpool Museum Restoration Curator; Strathclyde House 1, India Street, G2
- Mon 15 Jan 1930: "CLYDEBUILT", THE TALE WE HAVE TO TELL by Chris Mason, CMT Chairman; Strathclyde House 1, India Street, G2
- Mon 26 Feb 1930: AMERICAN MARITIME MUSEUMS by Gordon Borthwick, CMT Trustee and Clydebuilt founder; Strathclyde House 1, India St., G2
- Mon 1 Apr 1930: THE SCOTTISH MARITIME MUSEUM - CURRENT & FUTURE, by Jim Tildesley, SMM Director; College of Nautical Studies, Thistle St.
- Mon 13 May 1930: "THE FOUR STACKERS" by Colin Castle, researcher for the CMT; College of Nautical Studies, 21 Thistle Street, G5

BON VOYAGE...

The stalwart "Wednesday Crowd" of volunteers continue their sterling work on the "Glenlee" week after week, month after month... and all our thanks go to David Ramsden, one of the regulars, for all his support in the past. We wish him well in his new home up north!



IF YOU HAVE ANY PARTICULAR TOPIC THAT YOU FEEL MAY BE OF INTEREST TO CLYDEBUILT MEMBERS PLEASE LET US KNOW

PLEASE LOOK AT OUR NEWSLETTER OR THE MONTHLY EDITION OF THE GREEN DIARY FOR UP-DATES

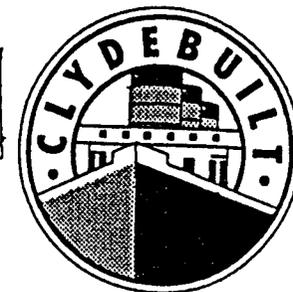
ON BEHALF OF THE CLYDEBUILT COMMITTEE PLEASE ACCEPT MY BEST WISHES FOR THE NEW 1995 96 SEASON. I DO HOPE THAT YOU WILL BE ABLE TO ATTEND ALL OF THE TALKS.

Published by CLYDEBUILT, 796 Govan Road, Glasgow G512YL
- the supporting group of Clyde Maritime Trust

CLYDEBUILT

NEWS

AUTUMN
1995



AS WE GO TO PRESS...

The Clyde Maritime Trust is receiving positive reactions from funding agencies to its applications for capital grants for the "CLYDEBUILT" Maritime Heritage Centre at Yorkhill Quay.

The European Regional Development Fund (ERDF) has indicated that it recognises the benefits that "CLYDEBUILT" will bring to the heritage and economy of the region, and want to be assured that the Trust will work in collaboration with the Scottish Maritime Museum at Irvine.

ERDF cannot make a final decision until the matter of site ownership at Yorkhill is settled, planning permission obtained and agreement secured on the balance of funding.

Meanwhile the Trustees of the Heritage Lottery Fund are visiting Clyde Maritime Trust at Yorkhill on Monday 18 September. Also, Glasgow Development Agency, the third funding agency for the project, have appointed a consultant to examine the CMT "CLYDEBUILT" proposal in detail.

Negotiations for site acquisition are proceeding with SEC Ltd and Clydeport plc.

Steady progress continues to be made on the preliminary stage of the restoration of the barque "Glenlee" at Yorkhill Quay. The Glasgow Works programme has been extended and the training company MIT have suggested a new programme to prepare the hundreds of detailed engineering drawings required for the restoration. GDA have agreed to support the work on the ship for the remainder of 1995 with an interim grant.

Looking further ahead, Glasgow Development Agency have informed CMT that they want the Trust to be involved in a future maritime heritage development at Govan Dry Docks to complement the Yorkhill project. (see inside)

THOUGHTS FOR THE FUTURE by the Vice Chairman

As you may be aware, John Wright, our Chairman, is recovering from a major operation. He has asked me therefore to assume his duties until he is fit again. I am sure that you will with me wish John a speedy recovery.

Recently I attended the Clyde Maritime Trust annual general meeting and was party to great anticipation and determination. That is, success later this year, we hope, in securing the Pump House at Yorkhill for "CLYDEBUILT" Maritime Museum. If all goes well, the target date for its opening is Easter 1997, therefore there is very little time to plan and prepare.

Clydebuilt as an organisation since its inception has successfully executed its informing and educational roles with sporadic bursts at campaigning and lobbying. But with "CLYDEBUILT" at Yorkhill pending, what does the future hold for our Clydebuilt association and its membership?

To have both meaningful and participatory roles with the new "CLYDEBUILT", to my mind we will require to re-assess our role.

Obviously we will require to tag onto Clydebuilt the word "Association" or another appropriate name for identification purposes. But there are a host of activities and ideas that we could be initiating to augment and promote the heritage museum.

Over the last year as part of my caravanning holidays with my wife and two springer spaniels, I visited three great English maritime museums and the one in Dundee.

- Bristol - "The Great Britain"
- Portsmouth - "The Warrior"
- Liverpool - Two smaller ships and a 3-4 storey warehouse converted into a museum depicting social history, ships, the Mersey and the sea, shipbuilding, the coastguards, piloting, customs & excise, etc.
- Dundee - "The Discovery" and maritime museum

As part of the sojourning of maritime museums my wife and I also travelled to Denmark where we visited two maritime museums and the Tivoli Gardens.

- Rosekilde - The Viking Museum (different types of long-ships raised from the seabed of a Danish fjord. Also the history of the Viking nation and empire)
- Copenhagen - Burnmeister and Wain Diesel Engine Museum.

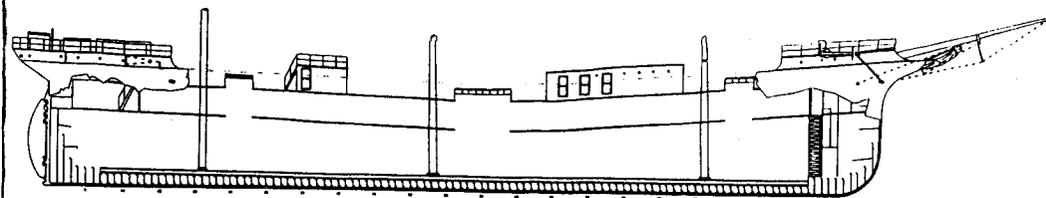
I was not only interested in the restoration work, been and being carried out, but I was also aware of: the themes which gave the museums and their communities identity; the technology used to highlight these themes; the marketing and publicity used to attract different nationalities and age groupings; and the roles played by staff and volunteers.

However, as vice-chairperson of Clydebuilt (Association) I saw my aim during the visits was to look for positive ideas to assist us in our relationship with "CLYDEBUILT", the museum. On reflection I now perceive three key areas for us to consider, which I hope we will have the opportunity to discuss over the ensuing months.

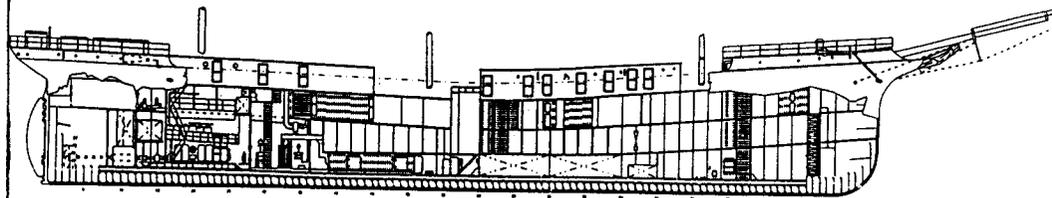
The new "CLYDEBUILT" will have educational, leisure and cultural programmes. As they are initiated we as an association must become an integral part of that structure. Those of you who have been members of Clydebuilt over the years will remember that we

(continued on page 7)

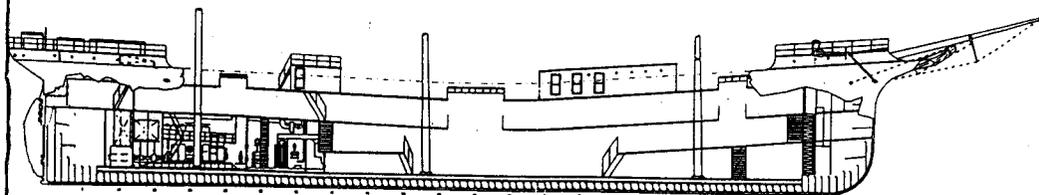
"GLENLEE" RESTORATION



SV. GLENLEE - CIRCA 1896.
Under the ownership of Starling And Company, Glasgow.



GALATEA - CIRCA 1965.
Under the ownership of Royal Spanish Navy.



A "tri-era" profile of the "GLENLEE" showing (top to bottom) the vessel as she was originally in 1896, fitted with accommodation for 200 cadets as a Royal Spanish Navy training ship about 1955, and as she will be when restored in two years time.

The bottom drawing shows deckhouses and main deck restored to the original layout, part of the engine-room retained, and the lower deck (which is not original) opened up to display part of the original hold area.

A small committee is now considering the future layout and display of the engine and generator rooms.

(NB. The above illustration is part of the current detailed submission to the National Heritage Memorial Fund for Lottery support. This application is now under active consideration by NHMF who propose to visit "GLENLEE" during September).



ALL PART OF THE CLYDEBUILT STORY...

- the five-foot-long model of John Brown's "Lusitania", currently on display at Harry Ramsden's restaurant (courtesy of a Clyde Maritime Trust director) with Mr & Mrs John Knox of Paisley whose aunt survived the liner's torpedoing in 1915. They are seen here with restaurant director Harry Davis who treated them to a fish supper to mark the occasion!

This graphic account of one of many voyages of our "GLENLEE" (then the "Islamount") first appeared in "Sea Breezes" in June 1952. We have been unable to trace the author.

South of the Cape

by Charles Fieldwood

ON Wednesday afternoon, June 5, 1912, the 3-masted, baldheaded, very square and heavily-rigged 1,488-ton barque *Islamount*, of Liverpool, was running with the wind free on the port tack. In the strong breeze she was making nine knots and steering a S.E.xE. course. The noon position by dead reckoning was 36 deg. 35 min. S. 17 deg. 41 min. E. which made the barque about 100 miles due south of the Cape of Good Hope. She was then 87 days out from the Thames bound for East London with a general cargo.

It had not been an easy passage by any standards. After being towed to Beachy Head, there had been 21 days of beating down-Channel in typical March weather, and this, of course, had added considerably to the passage. The *Islamount* needed wind to make her go. In addition to her master and two mates, the crew consisted of 10 A.B.s, five apprentices, carpenter, sailmaker, steward and cook.

During the afternoon of the day in question, came an increase of wind, accompanied by rain squalls, and a rapidly-falling glass gave indication of worse to come. The watch was kept busy taking in the light canvas, flying, outer and inner jibs, staysails, gaff topsail and spanker. At eight bells (4 p.m.) all hands clewed up and made fast the mainsail. During the earlier part of the day the watch on deck had been engaged hauling anchor cables from the chain lockers, through hawse-pipes, and shackling on to the anchors in the usual stowed position on the forecastle head. It was the practice on passage, when the vessel was clear of land, to take inboard and safely house the anchors on the

forecastle head until the near approach to land again, when the reverse procedure took place.

In the first and second "dogs" the watch was standing by the fore and main topgallant halyards whilst the squalls lasted, and at two bells in the second dog watch, the fore upper and lower topgallantsails were taken in, followed an hour later by the furling of the main upper topgallantsail. By this time an increasing gale was blowing, and the barque was maintaining an average speed of nine knots. At midnight the main lower topgallantsail was taken in. The main deck was now full up with cascading and swirling water as she rolled and pitched. All the accommodation on the main deck was awash. This was quite usual in these conditions, and except for a few curses, was accepted more or less cheerfully. The watch now, as was the practice, was standing by on the lee side of the poop ready for call.

All hands were called on deck immediately before eight bells (4 a.m.) to take in the fore and main upper topsails. It was by now blowing very hard, the wind was whistling through shrouds and taut backstays, and heavy seas crashed on board. On Thursday, June 6, the 88th day of the passage, the heavy gale continued and the *Islamount* laboured heavily. The barque, now under two lower topsails and foresail, still braced up on the port tack and steering "clean full", made an average speed of five knots; the wind had shifted, and at noon she was making a N.E.xE. course. The position by dead reckoning was 36 deg. 51 min. S, 22 deg. 7 min E.

The next day, Friday, June 7, the

gale continued, with heavy rain and hail squalls; speed was about five knots, and we were making a course of N.E.xE. until midnight. The decks were continually full up and the forecastle and half-deck awash all the time. The wind had shifted a further couple of points, and at daylight all hands were called on deck to check in on the weather braces, a wet and dangerous job. The bulwark rail on a square-rigger was usually about 4-5ft. above the deck, so that when a heavy sea came over it was head high and dropped like a large waterfall, sweeping all before it, usually into the lee scuppers. The galley had been washed out during the early morning watch, so no food was available other than "Harriet Lane" and "hard tack".

The steward boiled some water on the only fire aight, which was in the master's saloon, and managed to make a bucket of tea for each watch during the morning. How well it tasted after being so many hours without anything hot to eat or drink! Such conditions can only be appreciated by those who have experienced them. It was always a source of wonderment to me, why the galley was placed in the waist of the ship—unless it was so placed to save grub in bad weather when none could be prepared or cooked! Soft bread was always "off" in these conditions and only hard tack served. Each man had merely three small cobs of bread during the week when baking was practicable.

At about two bells the mizzen stay throat seizings carried away, causing the stay to hang loosely, and all hands were called to rig a heavy double block tackle as a preventer stay. At this time, during a very heavy squall, the fore lower topsail started to split at the weather clew. However, the sail was successfully taken in and all hands commenced to take in the foresail. Violent squalls were breaking down at frequent intervals, but the barque was snugged down by seven bells (3.30

a.m.) and the starboard watch went below until eight bells (4.0 a.m.).

The *Islamount* had been running before the gale whilst the foresail was being taken in, and for some time afterwards, the master awaiting a lull before bringing her to the wind again. She was now hove-to under a single main lower topsail. At 4.0 a.m. the wind increased in violence with terrific squalls screaming and tearing through the rigging, and at two bells (5.0 a.m.) the main lower topsail, a new sail of No. 1. (storm) canvas, blew clean out of the boltropes. The *Islamount* was then under bare poles and lay in the trough of the sea; a weather cloth was placed in the mizzen rigging, to help keep her head up. The vessel was now taking a severe battering and only the tops of the deck houses were to be seen through the seas breaking aboard.

It appeared at this stage that anything was likely to happen, and the master ordered the watch below to be called. Shortly afterwards attempts were made to lash the spanker around the mizzen mast, midway between boom and gaff, and the foot hauled out on the sheet. During the whole of Saturday, June 8, the 90th day of passage, the hurricane raged, and all accommodation, including cabin under poop was flooded. On the following day, the hurricane continued, but it was now from the N.W. and the *Islamount* still hove-to under bare poles.

Engaged in the sail locker, the forenoon watch was preparing number two main lower topsails ready for bending. An attempt was made to unbend the boltropes of the blown out main lower topsail, but the task had to be abandoned, there being too much water on deck. During the afternoon the wind eased a little and all hands were called to make another attempt to get a sail on her. The boltropes remaining from main lower topsail were got down on to the after deckhouse, and

the sail being ready for bending, was hauled up the foredeck, and on to the forward deckhouse. Gantlines were rigged, and led along the deck to one of the two forward capstans. The sail was hauled up, stretched out, bent and set by 5.30 p.m. The wind had now shifted round to W.S.W. and the noon position by D.R. was 35 deg. 49 min., S. 25 deg. 3 min, E.

Heavy rain now set in, and with the wind and sea falling away all topsails and foresail were quickly set. The cook had by now cleared the galley, got a fire going, and prepared a hot meal, the first for three days. At four bells (8-12 p.m.) the flashing light of Alga Bay was seen on the port bow and before midnight all sail had been made. Although it was only about 140 miles to East London from that position, it was not until the following Saturday, June 15 the 97th day out, that owing to light winds, not always fair, the *Islamount* arrived off the Buffalo river, picked up her pilot and tug, and ended an eventful passage.

It is now many years since I left sail, but memories of making port after long passages are still vivid in my mind. Only those who have served in square-riggers can envisage the thrills of returning to strange sights, sounds and the sweet scent of vegetation in the air. Such an experience is unforgettable. Seamen of those days lived on coarse food and received poor wages. When signing on in this country, £3 per month was usual.

For those interested in the later life of the *Islamount* she was sold to Italian interests in 1920 and renamed *Clarastella*. In 1922 she was fitted with two auxiliary engines, sold to Spain, and attached to the Spanish Navy as a training ship, being re-named *Galatea*. She was armed, and listed in "Jane's Fighting Ships", being last recorded in 1949. A point of interest, is that evidently the Spaniards found, having fitted her with a full head to the spanker,

that she needed more head sail and fitted her with a fourth jib; she previously had a short, or half-headed spanker. This was done by adding a further stay to the three already fixed to the head of the foretopmast, the flying jib being in its accustomed place on the bowsprit to topgallant masthead. After discussing this added jib to her rig with an old shipmate nearing his 80s, he informed me that he had been "shipmates with four jibs" over 60 years ago, naming them as flying jib, outer jib, inner jib and jib. The foretopmast staysail was, of course, rigged as usual. During the period of 25 years the *Islamount* was under the Red Duster, the spanker she carried was cut with a short or half-head, it being found that it was all she needed, when a gaff topsail was also used.



NOW, WHO IS THIS?

- Anderson
Rodger, ship-builder
of Port Glasgow,
who built the "GLENLEE"
and apparently named it after
his house above the town (top)

SKY-HIGH CONTRACT?

An interesting aerial view of a tanker under construction at Kvaerner (Govan) where the yard is hoping for a novel contract to build a rocket transporter for the Russians.

Costing about £66m, the vessel would carry satellite rockets to an ocean launching platform in the Pacific, and would be a joint venture with American, Russian and Ukrainian companies.

Kvaerner, who recently announced £163m half-year profits, say that productivity at Govan was "not yet acceptable" in their terms although it matched European standards.



picture by Phil Rider, "HERALD"

(continued from page 2)

had two sub-committees - Education (exhibitions, archive, etc) and Publicity. These will require resurrection, expansion and development.

Secondly, there is the large and important area of voluntary work. To be effective and provide consistent and visual contact with the paying customers, volunteers will require to be recruited, trained and supported. The generally accepted characteristics (*) of voluntary work are that:

- . it is qualitatively different and complementary to the work of paid staff
- . it is undertaken by choice
- . it aims to be of benefit to the volunteer, to the organisation, the communities they serve, and the greater social environment
- . it is not undertaken in return for wages

Therefore strong collaboration between the new "CLYDEBUILT" and our association is imperative in creating a strong pool of volunteers.

Lastly, and it refers to a point often made by John Money, member of our committee, that "CLYDEBUILT" must retain a dynamic function. It must be seen to be "living", that is active participation from our committees, volunteers, supporters and other agencies through meetings, workshops, projects and developments. Also there requires to be liaison at national and international levels with other maritime museums to ensure that "CLYDEBUILT" is worthy of "the River, its Ships and its People". The Clyde built the best and therefore our Maritime Heritage Centre must maintain that standard and proud reputation.

The Clydebuilt (Association) with the depth of its members' experience, expertise and excellence has a lot to contribute. Thus formal channels between ourselves and "CLYDEBUILT" would require to be established to ensure the "best" is maintained.

These are my thoughts for the future: nevertheless, we would like to hear yours. Please write to "Clydebuilt News", c/o David Paterson, 101 The Wickets, Paisley PA1 1TD. Or you may wish to put your views forward at the annual general meeting.

As John recovers and takes over the helm again I'm sure that he will be thinking about this new chapter in our history.

*Volunteer Development Scotland

David Paterson, Vice Chairman