

DATES FOR YOUR DIARY

MONDAY 21 JUNE

TALK: The History of the HMS Frigate Trincomalee 1817, Hartlepool
SPEAKER: Bryn Hughes, Project General Manager, HMS Trincomalee Trust

MONDAY 13 SEPTEMBER

TALK: National Historic Ships - UK Ships Heritage Database
SPEAKER: Robert Prescott, Scottish Institute of Maritime Studies, St Andrews University

MONDAY 25 OCTOBER

CLYDEBUILT ANNUAL GENERAL MEETING

and

RECENT DEVELOPMENTS - CHAIRPERSON OF CMT.

MONDAY 6 DECEMBER

TALK: City 2000 Project - Maritime Memories
SPEAKER: Daniel Robins, Curator Glasgow Museums Education

All meetings commence at 7.30pm. In the PUMPHOUSE, which has recently been acquired by the Clyde Maritime Trust to form part of the Clyde Maritime Centre.

MARITIME OUTING TO THE TYNE

It is proposed to organise in September an outing by minibus to Newcastle-upon-Tyne where there are two centres with maritime exhibitions, on the river that once rivalled the Clyde in shipbuilding.

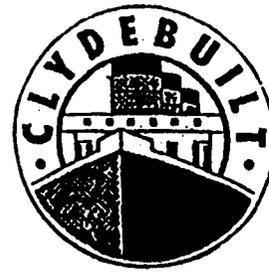
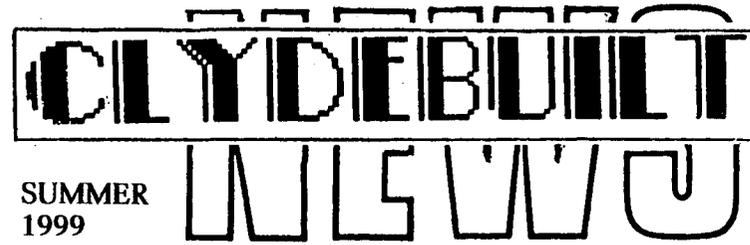
The Discovery Museum has the "Turbinia", once the fastest ship in the world, which revolutionised maritime engineering history. She is now docked in a new multi-media, "hands on" gallery which includes sections on turbine power, propeller design and the influence that Parson's Victorian invention has had upon the world we live in today. It also houses a Maritime Gallery with one of the finest collections of ship models in the country.

The other centre is the Trinity Maritime Centre which has a collection of model replicas of local shipping and quayside.

We are trying to find out if the last World War II destroyer "HMS Cavalier", destined for preservation at Chatham, is still on the Tyne.

The cost would be about £15 per head if we fill a 15-seater minibus. There is no admission charge for the Discovery Museum, and the Trinity Centre costs £1.00 (concessions 50p). If you are interested in joining this outing please phone Bill Black (Committee Member organiser) at 01360 440 740 for exact date and details.

CLYDEBUILT ASSOCIATION, s.v. Glenlee, Yorkhill Quay, Glasgow G3 8QA



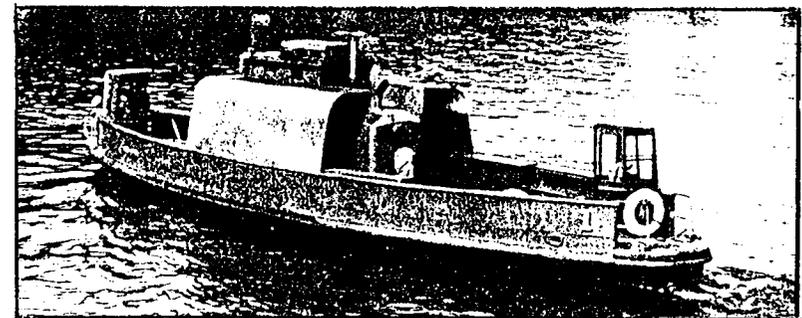
CLYDE FERRY JOINS MARITIME CENTRE FLEET

Ferry No.8, the Kelvinhaugh pedestrian ferry which operated from the Yorkhill Quay landing stage, has been acquired by the Clyde Maritime Trust from present owners Forth & Clyde Canal Society.

The last of the cross-river ferries which once carried over 7.6m passengers a year, the 57-foot diesel-engined vessel could transport 140 passengers at about 10 knots. Although some cosmetic alterations were made by the Society to attract passengers for canal cruises, the original Gleniffer diesel engine and gearbox driving propellers at both ends are still in working order and the general layout of the hull and deck area have been little altered.

Renamed the "Ferry Queen" when saved by the Society in the early 1980s, tribute to her pioneering role in the reopening of the canal is made in their current "Canal News": "It is a very good solution for the old boat which had become too much for the Society to look after in recent years. She is going back to where she came from on the Clyde... many of the Trust members are also Society members so the old girl will be staying in the family".

A plaque will be placed on board indicating the part the Society played in saving the historic Ferry No.8 which will remain on the Canal to lead the procession of boats on completion of the £75m Millennium Project to reopen the entire waterway to small boats. After restoration it is planned to use the ferry for river excursions.



"You wonderful people! You will never know what pleasure you gave to members of our heritage club on Wednesday when your guides took our members round s.v. "Glenlee". It seems they wanted to spend the rest of the day with you; your enthusiasm rubbed off on them".

- letter from WEA Padiham, Burnley, Lancs.

CLYDE *Scrapbook*

MILLENNIUM SHIPS *(we hope to publish the articles below in full in a future issue)*

In response to our Chairman's plea for nominations for Ships of the Millennium we have received several suggestions and hopefully more are to follow. John Herford of Glasgow nominates the "Mayflower" in which the Pilgrims or Quakers brought the Gospel to the colonies. Meanwhile Mrs Annie Daniels of Saltcoats sends details of Stephens' "Rathlin" (1936), built for Clyde Shipping Company's Irish run but gained the title of "Hero of the Clyde" for saving 634 lives as a wartime convoy rescue ship. She became Burns Laird's "Lairdsraig" in 1953.

Jim Paterson of Blackburn, Lancs., proposes the Stephens-built destroyer "HMS Matchless" which he came across in Queen's Dock on a "drekish" day in December 1957. He marvelled at seeing so close to home in familiar surroundings such a hero of the World War II Russian convoys - "even to the young inexperienced eye Matchless made a deep impression of a fighting ship".

Bill Henley submitted an interesting article on a wartime trip "doon the watter" when he watched humble puffers being used to load aircraft aboard the carrier "HMS Campania" prior to her escorting an Atlantic convoy.

WELDERS...WELDERS...WELDERS...

We are being taken to task for not mentioning the vital contribution our welders made in the "Glenlee" restoration now nearing completion. In fact metal cutting and welding have been undertaken on the ship since she first arrived from Spain in June 1993, and if memory is correct a welder was the first craftsman to be put on the payroll.

While many and various parts of the restoration work required welding, the most impressive aspect was that of rewelding the complete set of masts and spars which had been sectioned to fit the 40-foot containers used to transport them from Spain in March 1997. The job of grit-blasting, painting and preparing these was long and time-consuming, and the task of precisely aligning such massive steel sections prior to specialised welding required particular skill. The astonishment of the general public at the impressive scene in the welding bay was a highlight of open days at the time. "It is a sight worthy of the best traditions of Clydebuilt shipbuilding", said one visitor in a comment seen as a lasting tribute to the contribution of the welder to the restoration of the historic "Glenlee". (Pictures of the mast welding appeared in "Clydebuilt News" in summer and autumn 1997, but we reproduce another below).



The Cutty Sark Tall Ships' Races

GREENOCK 99



FRIDAY 30th JULY -
MONDAY 2nd AUGUST
~ 1999 ~



VOLUNTEERS REQUIRED

for "Glenlee" during the
Tall Ships Festival
at Victoria Harbour

If you want to be involved, please attend

GLENLEE/TALL SHIPS BRIEFING
Yorkhill Pumphouse, Saturday 3 July 10.00
or call Bob Layden 0141-400 2190

HOW TO GET TO THE TALL SHIPS? Car congestion is going to be a major problem so why not go by river... by "Waverley" to be precise. The schedule below shows that you can use the Glasgow-Greenock part (£7.95 return) giving several hours ashore or the whole cruise (£11.95). Highlights will be the Fireworks (Sun.) and Race (Mon.)

Friday July 30	
Glasgow	1000
Greenock	1130
Dunoon	1220
Rothesay	1305/1415
Dunoon	1510
Kilcreggan	1530
Greenock	1545
Glasgow	1730
Glasgow	1800
Greenock	1930
Kilcreggan	1945
Dunoon	2005
Rothesay	2050
Greenock	2200
Glasgow	2330

Saturday July 31	
Glasgow	1000
Greenock	1140
Helensburgh	1205
Kilcreggan	1220
Dunoon	1245
Greenock	1315
Greenock dep.	1400 & 1600
View The Tall Ships from the Sea	
Greenock arr.	1500 & 1700
Greenock	1815
Helensburgh	1845
Kilcreggan	1905
Dunoon	1930
Greenock	2000
Glasgow	2145

Sunday August 1	
Glasgow	1000
Helensburgh	1200
Greenock	1230
View & Visit Tall Ships	
Greenock	1400
View The Tall Ships from the Sea	
Greenock	1500
Greenock	1600
Helensburgh	1630
Glasgow	1830
Evening Showboat & Fireworks	
Book now	£19
Glasgow	1915
Tall Ships & Fireworks	
Glasgow	midnight

Monday August 2	
The Great Day! Escort The Tall Ships	
Book Now	£75
Glasgow	0900
Helensburgh	1100
Largs	1230
Parade of Sail	
Largs	1800
Helensburgh	1930
Glasgow c	2015



Tel: 221 8152

SHIPS v CHIPS?

(Computer)

Future historians will marvel at an island race that deliberately destroyed its merchant navy, largest in the world, and now the industry that built it

Isn't it strange how the headlines of doom for the Clyde have disappeared since the elections? But whatever one thinks of the cynical ploys of politicians, the problems of shipbuilding will not go away.

One of the mysteries of the recent spate of news reports and articles on the subject was the impression given that the Clyde's lack of orders was part of an international shipbuilding depression. But nothing could be further from the truth. According to reports of the latest figures from Lloyd's Register ("Ship's Monthly", April 1999), a worldwide boom is in progress with the orderbook totalling a staggering 57,700,000 mgt—a rise in tonnage of 7.2mgt over the previous quarter last year. Japan and South Korea continue to dominate the market with almost 35% of the world orderbook.

However it is in the lucrative and expanding cruise ship market – high-value ships in which the Clyde once specialised – that the most interesting comparisons can be made. A grand total of 40 cruise-ships are on order for the 1999–2004 period, totalling 2,769,000 gt in tonnage. Of these exactly one-third will be built by the partly state-owned Fincantieri yards in Italy (954,000 gt) while a fifth will come from Finland (534,000) which has a smaller population than Scotland. The Finland figure includes the largest in the world, the 142,000 gt "Explorer of the Seas" (Royal Caribbean Line) – almost twice the size of the "Queen Mary"?

Just why a war-ravaged country and one on the periphery of maritime economics came to dominate the postwar shipbuilding market at the expense, nay collapse, of Britain and the Clyde in particular is a subject for much debate – if only the British government and media were interested.

Just how disinterested – and disinformed – even the Scottish media are was revealed in a recent conversation with two Glasgow journalists who were unaware that the carrier "HMS Ocean", at 21,750-tons the Royal Navy's largest ship and much in the news of late, was launched at Govan just a couple of years ago. Or that from the same yard came recently the unique satellite-launch control ship, built for a U.S.–Russian–Japanese consortium and now reported to be on trial in the Pacific. Final insult was the description by the once-respected "Herald"

Death on the Clyde

How we missed shipbuilding boats

In a thought-provoking article in "Scotland on Sunday", John Hatfield argued "Why we should be chipbuilding" – the chips being computer ones, of course. Suggesting that Glasgow's theme tune should really be "I get knocked down but I get up again", he maintained that the city and the Clyde owed more to its flexibility in adjusting to new ideas and techniques than to any inherent craft skills.

"The enduring ability of Glasgow was not engineering but the knack of identifying a rising sector and colonising it. That possibility exists again with digital technologies, screen-based industries and optical electronics. Glasgow can succeed again, and converting the derelict docks and basins of the Upper Clyde into vibrant hubs for those named sectors is the way to go. If we're going to be prey to our own myths, let's make sure they're the right myths

"The deeper undercurrent of Glaswegian commercial tradition has been the ability to identify emerging industries and exploit new technologies. In the last century it was Watt's steam engine and Neilson's blast furnace. These days it's widescreen imaging, pioneered by Vistatech in Cathcart, or PC-based state-of-the-art digital animation by DA. It's just a question now of finding a way to make a computer graphic cartoon image stir the soul in the way a "Queen" sliding down the slipways of John Brown's once did. It's time to get up again".

Much of John Hatfield's argument has the ring of historical truth – the city and its river did adapt constantly to the demands of tobacco, cotton, coal, iron and steel, plus two world wars.

It could also be argued that new opportunities lie in the fields of leisure and recreation, some would say our only growth industry! Tourism, predicted to be the world's largest industry soon – already in Scotland? – obviously depends more on history and heritage than in weather in Glasgow. This is the root of much of the thinking behind the idea of a maritime heritage centre for the Clyde which hopefully will at last see its realisation in the Clyde Maritime Centre at Yorkhill Quay.

2000
yard
job
shipbuilding on the Clyde
Crisis on the Clyde

Shipbuilding gets heaven

of the "Glenlee" (a tall ship larger than the "Cutty Sark" and which had been round Cape Horn 15 times) as "a barge"!

"Herald" industrial reporters of the past must be revolving in their graves, but seriously is it not symptomatic of a national malaise which favours non-productive service industries and speculative finance to industries which *actually make things and create real wealth*. Future historians will marvel at an island race, dependant on its sea arteries for the lifeblood of food, supplies and defence, which deliberately destroyed the largest merchant navy in the world and now the industry which built it.

The debate continues – what do you think? – but one suspects that it comes too late for the Clyde. And yet, in Scotland, the times are a changing...

GORDON BORTHWICK

How we missed shipbuilding boats
Axe p...
to fall
Govan's
aerne
Great River Clyde



A Jaunt from Canal to Leven

Several members of Clydebuilt Association are also members of the Forth & Clyde Canal Society who are now of course jubilant that, after campaigning for many years to have the canal opened up to small boats, it is soon to be an accomplished fact. Restored from Bowling on the Clyde to near Grangemouth on the Forth, it will also connect at Falkirk with the Union Canal to Edinburgh. (see also front page).

At the western end, much work has already been done and now with a full working sea lock to the Clyde many boats are berthed in the large Bowling Basin. Visitors are welcome and to reach it take the first lane on the left on entering Bowling from the Glasgow side. It is a twisting road for a car down below the railway but keep going and you will get to the car park at the canal office and toilets. One can then walk all round the area with open views up and downriver.

Moving further down the north bank of the Clyde, there is much more of interest. The first is the large Esso oil terminal at the western end of Bowling which has been virtually dismantled and no longer exists but the site is still guarded by Esso. Some of us gained permission to visit the site to inspect the old ruin of Dunglass Castle on its strategic point above the shore. Not much left of it now but, having sailed past it every year on my way down to Gourock, my friends and I wished to view it at close quarters, and also to see there the first monument to Henry Bell of "Comet" fame.

We were surprised to learn that behind the ruin there is a house built in 1812 (the year of the "Comet") but our guide would not allow us to enter as it is in a dangerous condition. Esso are however committed to restoring the whole area for public use although they say this will take some years. I was given a written history of the castle and, while it seems to date from 1380 and various kings had a hand in it, suffice it to say that when the artist Talwin Morris became a director of Walter Blackie, the publishers; in 1893 he took up residence at the castle and it became a centre of what is now known as the 'Glasgow' style of Art Nouveau.

After Morris sold the castle, a daughter of the new owner, artist Margaret Macdonald now becoming famed in her own right, married architect Charles Rennie Mackintosh who was then asked to redesign the interior. He did so to such a good purpose that he was then recommended to design a house for the Blackie family, the result of which is The Hill House in Helensburgh, a popular property of the National Trust for Scotland which is well worth a special visit. Moving on down river, either by car or as I have done on the cycle track (in spite of age) another castle fills the skyline, Dumbarton Rock. Before that we pass the Milton animal home often featured on Channel 4 "Animal Rescue" so if you are looking for a pet...

Dumbarton Castle makes a nice afternoon jaunt and, although a charge is made, the booklet gives the rock's history. On a clear day, magnificent views along the Clyde and Leven and to Ben Lomond can be enjoyed.

The Rock can be a bit of a climb but if taken easily the top will be reached, the buildings are interesting and the indicator at the flagpole will tell you what you are seeing. Some of the history can be read without going in; you will learn that the first "helicopter" flight in the world took place around here prior to World War I but was never developed.

While in Dumbarton do not miss the maritime exhibit at the Denny Testing Tank just beyond the side road down to the Castle. Among other things you can still see the old machine (made in Johnstone) which shaped the model hulls for optimum performance. Have a snack at the Cat Head Cafe which has various ship models on display. Finally go down to the riverside behind the shops, have a seat, look at the boats, feed 100 swans - and marvel at the many famous ships which had their birth here including the famous "Cutty Sark" (which is of course the name of the adjacent hostelry where you can find further sustenance!)

IAIN MORRISON

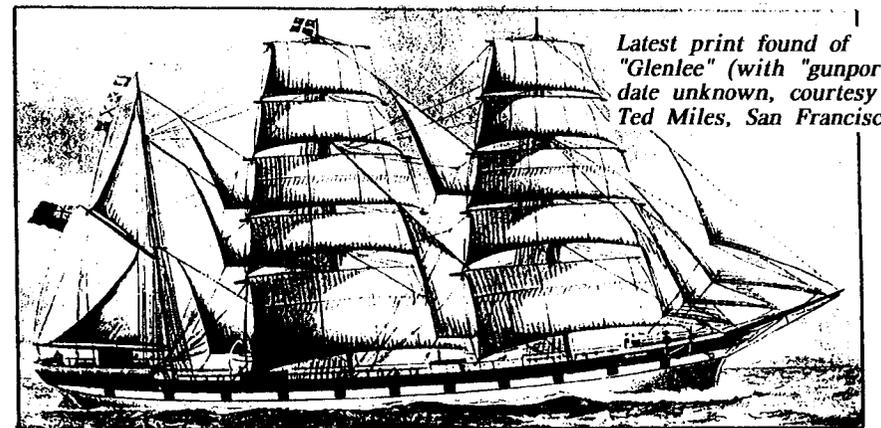
Flicking through the pages of "Merchantman Rearmed" by Sir David W. Bone, CBE, LI.D., Master Mariner, I was interested to read how Gourock and Greenock were utilised during World War II. I knew from stories told by my father of the importance of the two towns, but it was only on reading the book did I begin to visualise how they were used from a Naval Control perspective. Combining the book's descriptive exploits with my father's experiences as a Naval Intelligence Officer on the Clyde, it brought home the strategic importance of the Clyde in past days.

The river, Gourock and Greenock have had times of greatness since those dark days of the 1940s. But no greater, I believe, than July this year when the Cutty Sark Tall Ships Festival takes place at Greenock when it is estimated that 100,000 visitors will be attracted to the four-day event.

What a great opportunity for our Association, not only to be involved with the "Glenlee" as she sits berthed at Greenock, but the opportunity to show her off to the world. Therefore I would urge you, short of "press-ganging", to give some of your time during 29 July-1 August as a volunteer on the "Glenlee". There are many jobs and duties to perform - see details on next page. As a volunteer you will be responsible to Bob Layden, Ship Superintendent, and his crew, not Clydebuilt Association.

In volunteering, each of us is motivated by something. To me it is my father's stories and years of boating on the Clyde. For you it may be memories of those war years on the Clyde or a love for the sea from years of maritime activity. Whatever it is, I hope to see you for at least some of the time on "Glenlee", resplendent in her new coat of paint.

DAVID PATERSON, CHAIRMAN



Latest print found of "Glenlee" (with "gunports") date unknown, courtesy of Ted Miles, San Francisco