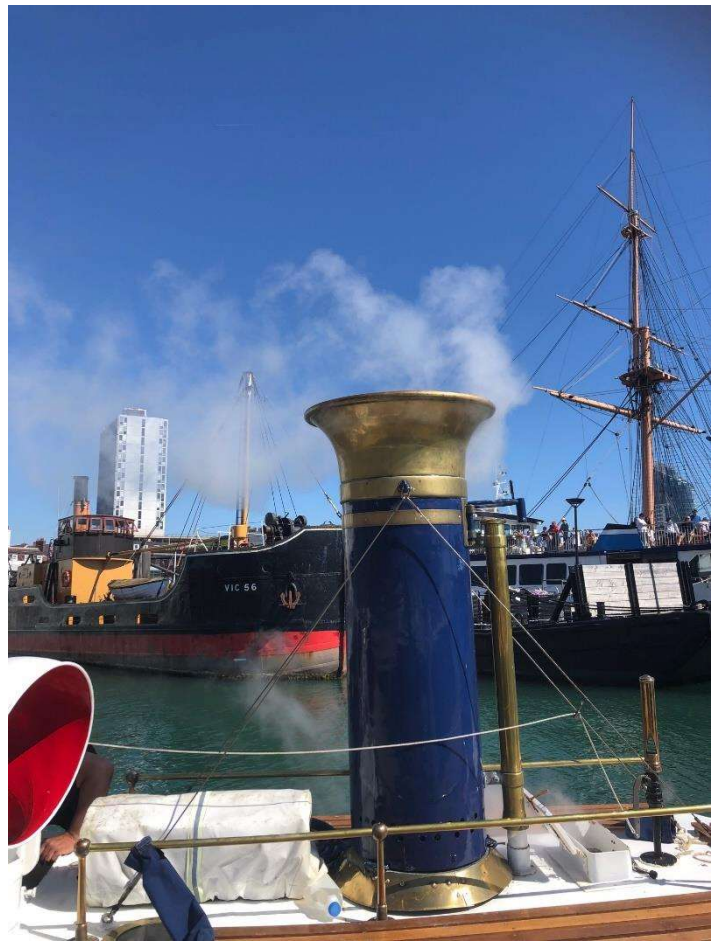




**Pinnacle Update - Successful Boiler Inspections and Steaming Trials after seven hours in steam**  
Frank Fowler reports: photo (right) showing the NMRN Steam Pinnacle undergoing the Boiler Inspectors Annual Internal & Full Working Pressure Examinations on 11 August in BH4 Marina. It shows the Accumulation Test where the maximum steam generated by the boiler cannot exceed the lifting capacity of the boiler safety valves, and the steam exhausts safely to atmosphere thereby keeping the machinery and personnel safe. Maximum Ambient temperature in the Boiler Room during the Inspections at 3pm yesterday was 75°C (167°F). The Engineering Team rotated in twenty minute shifts to achieve the successful outcome. The Boiler passed both Examinations. Now for the cold beer !



**Boathouse 4 Pontoon Open Day**

Paul Woodman reports: 13/14 Aug was a quieter weekend on the Pinnacle, probably due to the extreme heat, and so we cut down uniform to Whites (left). Martin Giles (who drives up from Kent!) turned up in civvies so we put him to work,



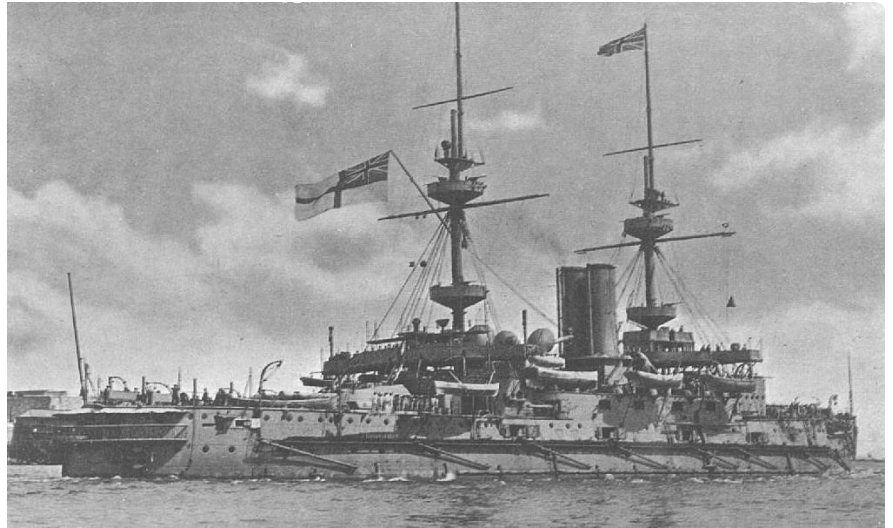
more polishing, as he was out of the Dress of the Day! (Right) **Over 900 visitors have stepped on board so far since monthly Open pontoon weekends started this year.**

Paul Slattery entertained two new friends –(left) for quite a while!!!! I think he was persuading them to join the deck crew.

**Programme** - The crew have completed/planned two alongside training days and have two dates shortly for live steaming and handling practice.

## HMS Majestic

HMS Majestic was a Majestic-class pre-dreadnought battleship of the Royal Navy. Commissioned in 1895, she was the largest pre-dreadnought launched at the time. She served with the Channel Fleet until 1904, following which she was assigned to the Atlantic Fleet. In 1907, she was part of the Home Fleet, firstly assigned to the Nore Division and then with the Devonport Division. From 1912, she was part of the 7th Battle Squadron.



When World War I broke out *Majestic*, together with the rest of the squadron, was attached to the Channel Fleet during the early stages of the war before being detached for escort duties with Canadian troop convoys. She then had spells as a guard ship at the Nore and the Humber.

In early 1915, she was dispatched to the Mediterranean for service in the Dardanelles Campaign to open the Turkish Straits, and she departed early that month under the command of Captain H. F. G. Talbot to join the Mediterranean Fleet. Upon arriving at Malta, she was fitted with what was termed "mine-catching" gear so that she could serve as a "mine-bumper". She joined the Dardanelles force on 24 February 1915, and on 26 February 1915 departed Tenedos to bombard the Ottoman Turkish inner forts at the Dardanelles that morning.

On 26 February 1915, *Majestic* and battleships HMS *Albion* and HMS *Triumph* became the first Allied heavy ships to enter the Turkish Straits during the campaign, firing on the inner forts from 0914 until 1740 hours. *Majestic* took a hit below the waterline but was able to continue operations and patrolled the area again on 27 February 1915. She supported the early landings, shelling the forts from 1125 until 1645 hours on 1 March 1915 and again while patrolling on 3 March 1915. She arrived at Mudros on 8 March 1915.

Majestic steaming out of Mudros harbour with several destroyers

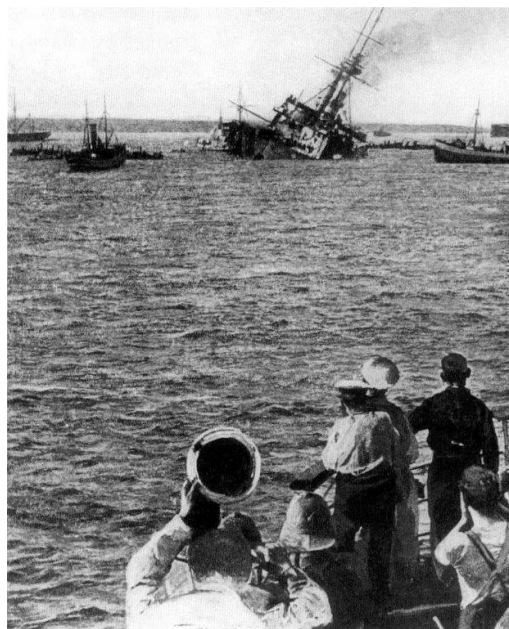


On 9 March 1915, *Majestic* circumnavigated the entrance to the Dardanelles and bombarded Ottoman Turkish positions from 1007 until 1215 hours. She returned to Tenedos on 10 March 1915, patrolled off the Dardanelles again on 15 March 1915, and again returned to Tenedos on 16 March 1915.

*Majestic* participated in the final attempt to force the straits by naval power alone on 18 March 1915. She opened fire on Fort 9 at 1420 hours and also engaged Turkish field guns hidden in woods. She shelled Fort 9 while the fort fired on the mortally damaged battleship HMS *Ocean*, not ceasing fire until 1835 hours. *Majestic* was hit four times, twice in her lower tops and twice on her forecastle and returned to Tenedos at 2200 hours with one dead and some wounded crew members.<sup>[8]</sup>

*Majestic* returned to patrol duties on 22 March 1915. She shelled Turkish positions on 28 March 1915 from 0950 to 1015 and from 1250 to 1340 hours and again opened fire on 14 April at 1458 hours. On 18 April, she fired on the abandoned British submarine *E15* aground near Fort Dardanos and in danger of being captured; two picket boats, one from *Majestic* and one from *Triumph*, destroyed *E15* with torpedoes, although the boat from *Majestic* was itself sunk by Turkish shore batteries while retiring. *Majestic* returned to Tenedos on 21 April 1915.

On 27 May 1915, while stationed off W Beach at Cape Helles, *Majestic* became the third battleship to be torpedoed off the Gallipoli peninsula in two weeks. Around 0645 hours, Commander Otto Hersing of the German submarine *U-21* fired a single torpedo through the defensive screen of destroyers and anti-torpedo nets, striking *Majestic* and causing a huge explosion. The ship began to list to port and in nine minutes had capsized in 54 feet of water, killing 49 men. Her masts hit the mud of the sea bottom, and her upturned hull remained visible for many months until it was finally submerged when her foremast collapsed during a storm.<sup>1</sup>



In October 2021, Turkey opened the Gallipoli Historic Underwater Park, an underwater museum off Canakkale accessible to scuba divers. The park includes a number of wrecks from vessels sunk during the Dardanelles and Gallipoli campaigns, including *Majestic* and the battleship *Triumph*. The wreck of *Majestic* now lies at a depth of 79 ft and it is largely intact.

There are a range of excellent photographs of *Majestic* at:

[http://www.maritimequest.com/warship\\_directory/great\\_britain/battleships/majestic/hms\\_majestic.htm](http://www.maritimequest.com/warship_directory/great_britain/battleships/majestic/hms_majestic.htm)

Ref: From Wikipedia and Wikimedia Commons.

**Brasso** – “If anyone ever wondered why we hate Brasso in museums so much, please read on! The images (*right*) show RML 497's builder's plate in 1987 when still attached to the boat when she was a working ferry, and now, having had a further 30 years or so of polishing. Barely any text left on this really important piece of RML 497's history. Can this really be worth the shine?

Clare Hunt, Senior Curator (Hartlepool) · National Museum of the Royal Navy”



*By editor* – for those not familiar RML 497 is a former Royal Navy Fairmile B motor launch from



World War II. She was named *Western Lady III* on her entry to civilian service, as a passenger ferry. In June 2022, NMRN Hartlepool announced a major expansion project, taking over the adjacent retail park and developing it into brand new visitor galleries. These will include a permanent dedicated

home for a refurbished RML 497. <https://www.nationalhistoricships.org.uk/register/307/rml497>

**Steamboat engineering for non-engineers** - Dave Thorpe, the builder of the steamboat Wicwas, describes the workings of his steam engine during the 2010 Steamboat Rally at Lee's Mills, Lake Winnepesaukee, New Hampshire.

<https://www.youtube.com/watch?v=ovRE12ohlOo>

### Steamboat Gisela



She is propelled by a dual expansion oscillating engine dating from 1870. Photo above: Haeferl, CC BY-SA 4.0 <<https://creativecommons.org/licenses/by-sa/4.0/>>, via Wikimedia Commons

<https://www.youtube.com/watch?v=Pb8myoy7EJU&t=312s> The video shows the operation of this magnificent piece of machinery built 150 years ago.

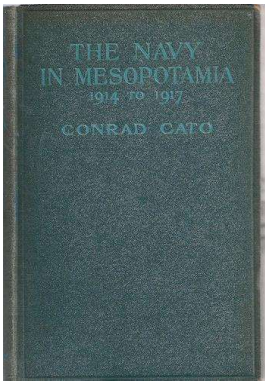
<https://www.youtube.com/watch?v=Pb8myoy7EJU&lc=UggDbPINYLzfXngCoAEC> for more views of the engine and explanation of its operation. Some duplication from the other piece of film but engineers will be able to smell the steam!!

**Oscillating Steam Engine of Riverboat Marie 1878** for a better view, this is a link to a similar engine turning in the Deutschen Technik Museum in Berlin - <https://www.youtube.com/watch?v=Q3WF0EY0cvY>

*Thanks to Brian Aitchison who found the video online.*

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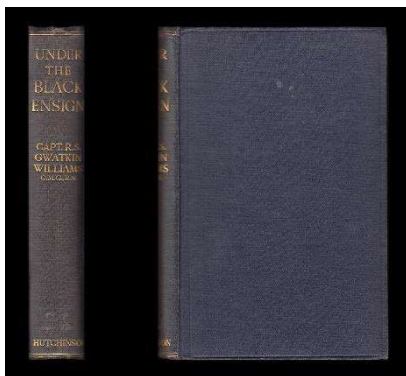
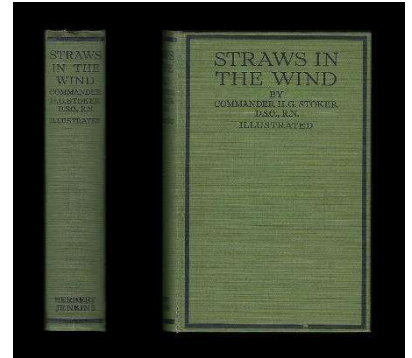


**The Navy in Mesopotamia 1914 to 1917** Conrad Cato (Pseudonym of Cyril Cox, Assistant Paymaster R.N.R.); Constable and Company Ltd 1917; Written by an officer who took part and who cross-checked narratives of Naval officers with Official Despatches in an attempt to guard against inaccuracy.

Read online at

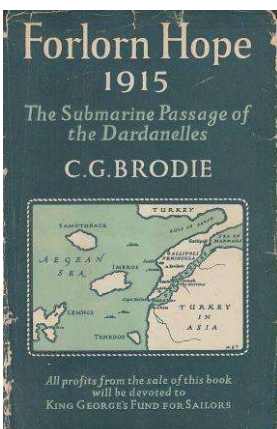
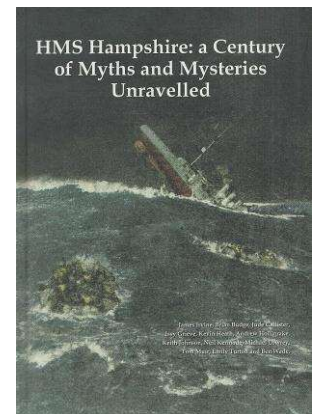
[:https://www.naval-history.net/WW1Book-NavyinMespotamia00.htmto](https://www.naval-history.net/WW1Book-NavyinMespotamia00.htmto)

**Straws in the Wind** Commander H. G. Stoker D.S.O., R.N.; Herbert Jenkins 1925; 315 pages; ASIN : B000WBQVTG .A First World War Royal Australian Navy submarine commander in the Gallipoli Campaign The submarine is sunk and the crew all become prisoners of war of the Turks.



**Under the Black Ensign** Gwatkin-Williams; 1922; Sagwan Press reprint Feb. 2018; 264 pages; ISBN-10 : 1376861615 ISBN-13 : 978-1376861617.. “Under the Black Ensign ” is a phrase intended to embrace in one heading all those little ships of the WW1 Navy — destroyers, tugs, trawlers, boarding steamers, and the like. These, though officially exalted to the status of ships entitled to wear a White Ensign, yet in actual practice rarely did so, but flung to the breeze a banner as Black and tattered as their own grubby and insignificant piratic selves.

**HMS Hampshire A Century of Myths and Mysteries Unravalled** Various Contributors; Orkney Heritage Society Aug. 2016; 120 pages; ISBN-10 : 0953594572 ISBN-13 : 978-0953594573. On 5 June 1916, HMS *Hampshire* left the Royal Navy’s anchorage at Scapa Flow, Orkney, bound for Russia. The Secretary of State for War, Lord Kitchener, was on board as part of a diplomatic and military mission aimed at boosting Russia’s efforts on the Eastern Front. At about quarter to nine in the evening, in stormy conditions and within two miles of Orkney’s northwest shore, she struck a mine laid by German submarine U-75. Only twelve survived. To help commemorate the centenary, twelve authors with local knowledge have pooled their expertise to sort fact from fiction with an objective review of the many books, press cuttings and copious unpublished records now available.



**Forlorn Hope 1915, Submarine Passage of the Dardanelles** C G Brodie; Frederick Books 1956; 91 pages ASIN : B0000CJMF8. As a submariner, Lt. Cdr Brodie was assistant to Commodore Roger Keyes during the period of the Dardanelles Campaign and had first-hand knowledge of all activities that involved submarines, He felt unable to write his book earlier as his brother (Lieutenant Commander Theodore Brodie) was skipper of E15 that undertook the first attempt by a British boat to complete a passage of the Dardanelles through to the Sea of Marmara. Sadly, this attempt failed and he was killed along with 6 others of his crew. He states that he wrote the book mainly for other submariners, so that they might have a better understanding of many aspects of this campaign.