

Steam Pinnacle – Newsletter – May 2022



The weekend of 24/25th April was the Boathouse 4 pontoon open

house. The pinnacle was manned and dressed overall on both days. Photos here are of the Sunday team.

(Right) Paul Woodman showing some visitors around. Note the pinnacle's National Historic Fleet defaced red ensign flying.



The pinnacle had some 200 visitors on the Saturday and about 90 on the Sunday (courtesy of a recently acquired clicker-counter).

All photos by the editor or his camera.



Paul Slattery and Tim with the 3-pdr Hotchkiss gun

The Sunday team. L-R: Tom Glover, Paul Woodman, Martin Marks, Tim Stone, Paul Slattery
Apologies to the Saturday team Tom, Paul, Tim, Paul plus John Sheehan – no photos available.





(Left) Paul Slattery flag gazing.

Lynne Robbins (Volunteer Co-ordinator, Portsmouth Naval Base Property Trust) kindly distributed ice creams to the pontoon volunteers and Ellie supplied teas and coffees delivered at intervals. Great service and support!

(Right) Paul, Tim and Paul relaxing with refreshments.



Boathouse 4 have further open days on the pontoon planned which the pinnace will attend subject to any clashes with her own programme – e.g. she is due a lift out for antifouling and also a boiler test.

The next one open day is 14-15th May - for your diary.

Other craft: (below) – 1502, a seaplane tender. Her duties were to transfer crews, provisions and munitions to and from seaplanes. 1502 served with marine units at Bridlington in Yorkshire and at Alness, Scotland during the Second World War. Post-war she was converted to Mark 1A specifications and was deleted

from the navy list in December 1955 at Calshot, almost within sight of where she had been built, at Hythe in 1942.

In August 1999 she was presented to the British Military Powerboat Trust by her owner, Dave Wight. She was restored at Marchwood and re-



engined with two Ford Sabre diesels. She was accepted into the care of the Portsmouth Naval Base Property Trust on 25th August 2009. In 2018 she underwent a minor refit, and in recognition of the 100th anniversary of the Royal Air Force, was repainted in the colours of the RAF Air/Sea Rescue branch.

Royal Navy Loss List searchable database – the Maritime Archaeology Sea Trust web site has a link to this database. A trial search on “pinnacle” only produced three results? Some typos in the dates?

<https://thisismast.org/research/royal-navy-loss-list-search.html>

<u>Name</u>	<u>Type</u>	<u>Tonnage / displacement</u>	<u>Loss Notes</u>	<u>Cause of loss</u>	<u>Auxiliary Vessel</u>	<u>Count ry where lost</u>	<u>Date lost</u>	<u>Year built / acquired / launched</u>	<u>UNESCO signator</u>	<u>Investigation conducted</u>
Confidence	Pinna ce		wrecked in River Clyde alongside Lion's Whelp (9th)	wreck ed	-	UK	01/04/16 40	1628	No	No
Pinnacle, or Alderney Elizabeth an wreck	pinnac e 12		wrecked off Alderney	wreck ed	-	UK	01/01/15 92		No	Yes
Unnamed (attached to HMS Vernon)	Pinna ce		Accidenta lly torpedoed and sunk by HMS Undine off Weymout h	Friend ly Fire	-	UK	21/09/19 38		No	No

Commander Frederick Hare Hallowes (1888-1956) was awarded the Silver Medal of the Royal Humane Society for an act of gallantry at Portsmouth, 23/10/1909 when "during a strong gale from NW, the Antrim picket boat, when halfway from the harbour to Antrim dipped almost under, and two of the crew were swept overboard. Hallowes jumped in immediately and got to one of the men, just as he was sinking, and kept him (afloat) until assistance arrived".

He was born in Landport, Hants, the son of Rear-Admiral F. W. Hallowes. In February 1894 while a Midshipman in HMS Raleigh he served with the Naval Brigade at Bathurst, Gambia, during the punitive expedition against Fouli Silah, and received the GS Medal with the Gambia clasp.

Hallowes had a long career, including from 1901 to 1912, as commanding officer of torpedo boat destroyers Panther, Vulture, Wizard, Ranger, Hasty, Greyhound and Hasty (again), Sprightly and the cruiser Astræa as a Lt Cdr for about 6 weeks. He was then sent to work in the Coast Guard, spending two years at Deal, then three at Dover. Recalled to duty on the outbreak of war,

In July 1917, he was appointed as Assistant to the Captain Superintending the Torpedo Boat Destroyers being built. A/Cdr Oct. 1919; retired as Cdr, 1920.

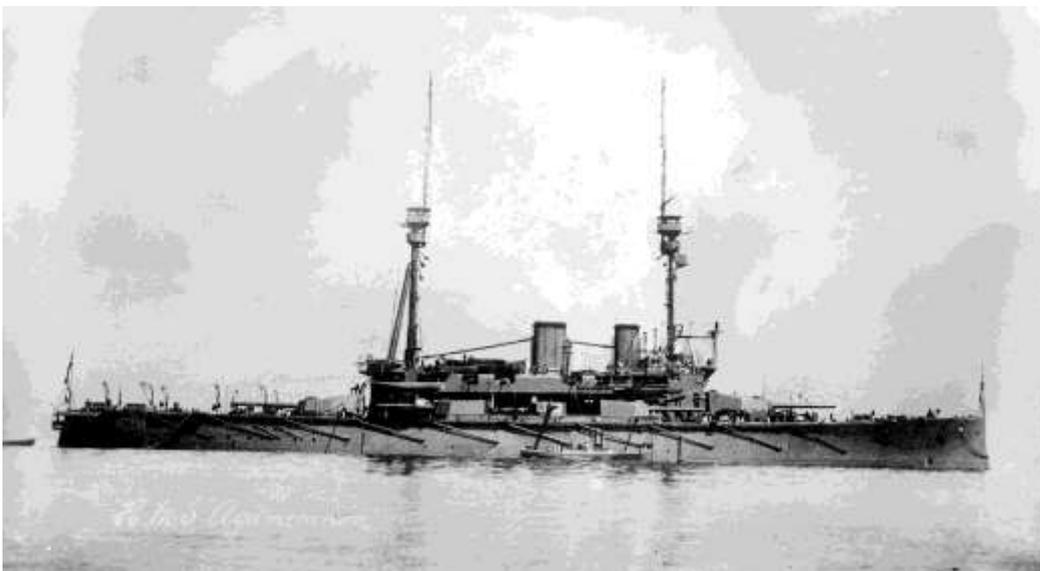
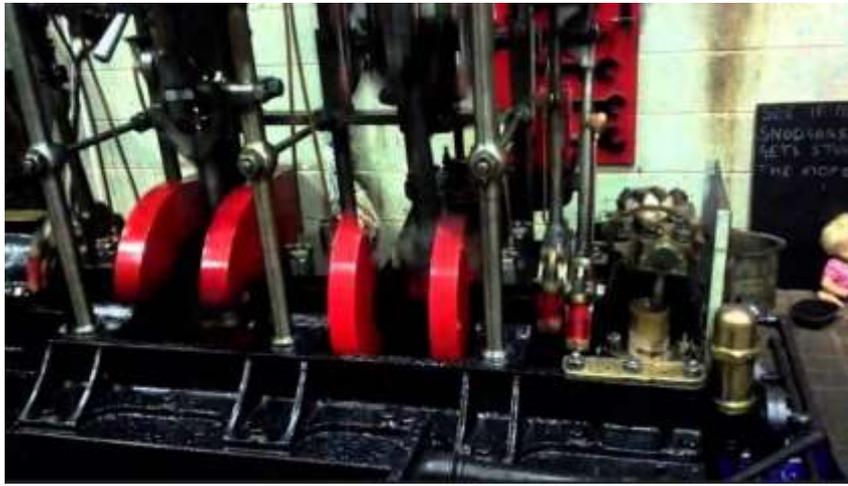
A **compound marine engine built in 1906** by John Samuel White & Co, East Cowes, Isle of Wight – *right* - the link below shows a short video clip of the engine running:

<https://www.youtube.com/watch?v=Y7e8TJB00z4>

It was originally installed in a 56ft steam pinnace attached to the 16,500 ton battleship HMS Agamemnon. In 1924 the engine was installed into a Thames River steamer called 'The Grand Duchess', which was owned by Salter bros. Of Oxford. The engine is currently on loan from The National Maritime Museum, Greenwich to the Markham Grange Steam Museum. Oddly this is not mentioned in the video information.

Work had started on it by Wednesday 23 January 2002. It was completely dismantled, examined and assessed for wear etc. All bearings were adjusted, as necessary, to take up wear. New brass bushes made

and fitted to piston rod glands and new pipe work fitted from the oil wick boxes to the main bearings and big ends etc. Some adjustments were made to the valve port openings to overcome starting problems. After rebuilding, it was successfully steamed at the museum in 2004.



<https://commons.wikimedia.org/w/index.php?curid=3413459> HMS Agamemnon (above) by unknown photographer, Public Domain

The Grand Duchess

Some of the engine Info was published in a much earlier newsletter but without the video.



More engine details: http://www.markhamgrangesteammuseum.co.uk/s_white.html

Markham Grange Steam Museum is just off the A1 and A1(M) (Jn. 38) between Wakefield and Doncaster in South Yorkshire. They have some 18 steam engines and pumps which were operated on steaming days. Sadly defects on their boiler that powered the systems have become so numerous and expensive to repair that it has had to be taken out of service permanently. They are looking for alternative ways of “achieving motion”. Steam engine enthusiasts will understand the problem. The site is also a garden centre – perhaps an enticement for other family members..

<http://www.markhamgrangesteammuseum.co.uk/engines.html> a list of their engines



HMS AGAMEMNON
Picket Boat

The Steamboat Association of Great Britain has announced events in May and June that may be of interest to readers to view. Some are too far for a day trip from the Portsmouth area where the bulk of readers live, but in case you are in the area:

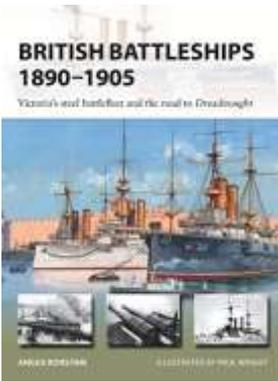
1. Basingstoke Canal Society 30th Anniversary 14 May 2022, Location - Canal Centre, Mytchett
<https://basingstoke-canal.org.uk/30th-anniversary-of-the-restoration-of-the-canal/>

2. The President's Rally 4th June - 03 Jun 2022 07:30 to 06 Jun 2022 19:00 near the Falkirk Wheel.
<https://steamboatassociation.co.uk/event-4620832>

3. Fal Steamboat Rally 10 Jun -13 Jun - Mylor Yacht Harbour near Falmouth
<https://steamboatassociation.co.uk/event-4501537>

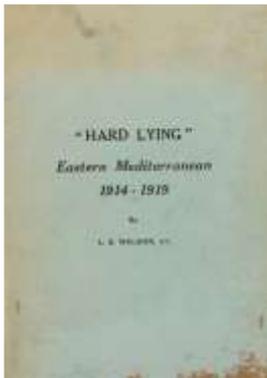
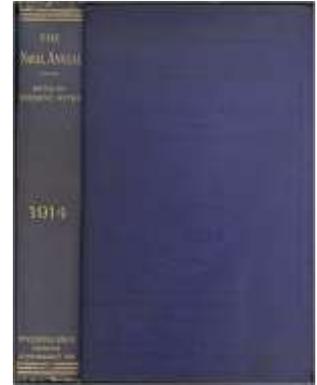
4 & 5 There are events on Windemere from 12 and 26 June.
<https://steamboatassociation.co.uk/page-1039467>

Book List 144



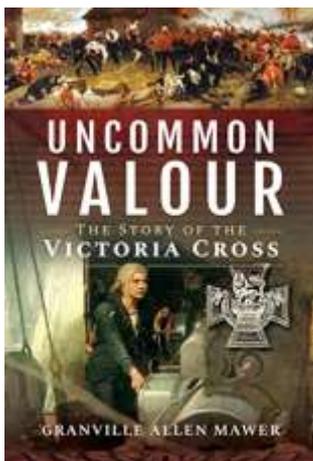
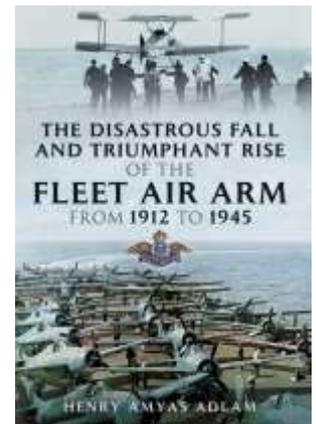
British Battleships 1890–1905: Victoria's steel battlefleet and the road to Dreadnought Angus Konstam and Paul Wright (artist); Osprey Publishing 2021; 48 pages; ISBN-10 : 1472844688 ISBN-13 : 978-1472844682. The Royal Navy's battleships at the turn of the 20th century were the most powerful battlefleet in the world and embodied one of the key periods in warship development - the development of the dreadnought battleship. A former naval officer, he has worked as a museum curator in the Royal Armouries, Tower of London and the Mel Fisher Maritime Museum in Key West, Florida.

The Naval Annual. 1914. Edited by Viscount Hythe and John Leyland; William Clowes and Sons Limited, 1914; ASIN : B000VQ0VGG. Major articles inc: right of capture in maritime war; Wireless telegraphy in the Navy; British & foreign aircraft; The German dockyards. Also plans of British & foreign ships & estimates for 1914-15 for the RN, the French, German, Austro-Hungarian, Italian, Japanese, Russian & US navies.



"Hard Lying" Eastern Mediterranean 1914-1919 Weldon, L.B.: 200 pages. Illustrated with two B&W vignettes, frontis and title page "H.M.Y. Managem" & "H.M.S. Anne." The diary of a WWI naval officer. Unpublished.

The Disastrous Fall and Triumphant Rise of the Fleet Air Arm from 1912 to 1945 Henry Amayas Adlam; Pen & Sword Aviation 2014; Pages: 256; ISBN: 9781473821132; In this critique of the Fleet Air Arm's policy across two world wars, former FAA Fighter Pilot Henry Adlam charts the course of its history from 1912 to 1945, logging the various milestones, mistakes and successes that characterised the service history of the Fleet Air Arm. Offering criticism on the service hierarchies that made up the Fleet, backed up by his having served in six Carriers and flown from them in all five theatres of sea warfare during five years of the Second World War, Adlam presents a highly entertaining and potentially controversial study which is sure to appeal to a wide array of aviation enthusiasts.



Uncommon Valour The Story of the Victoria Cross Granville Allen Mawer; Pen & Sword Military 2019; Pages: 282; ISBN: 9781526755384. A history of the Victoria Cross, the highest award in the British honours system for gallantry in the presence of the enemy. This is the first analytical account of the institution of the Victoria Cross, and it is a fascinating study of the ethics of rewarding bravery. It explores in dispassionate detail the thinking behind the creation of the award, the reasons why individual awards were given and how the system has developed and changed. The author compares individual actions that led to a Victoria Cross and considers the circumstances in which they took place and the reasons given for making the award.