



DOCKYARDS

The Naval Dockyards Society

Exploring the civil branches of navies and their material culture

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A view by Richard Endsor from the Shard, showing the proximity of the reconstructed *Lenox* to the other major attractions along the Thames Path, notably the *Cutty Sark* and the Old Royal Naval College, at Deptford and Greenwich. See 'The *Lenox* Project, Deptford', page 26, for news.

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DATE FOR THE DIARY

24 March 2018

AGM and Conference, National Maritime Museum, Greenwich:

The role of naval bases in maritime operations in the Mediterranean during the 18th century.

See Call for Papers, p. 28.

Dockyard Buildings at Risk

This edition of *Dockyards* demonstrates how the Naval Dockyards Society is gaining a larger profile following the last edition's lead story, on our letter of 17 February requesting the MoD to take remedial action to conserve and re-use key Buildings at Risk within Portsmouth Naval Base. Five structures at Portsmouth Naval Base have been on the Historic England Heritage At Risk Register since 2008 with almost no improvement in their condition.

We proposed a MoD Conservation Group or Heritage Partnership Agreement to take on responsibility for restoring them. *Portsmouth News* gave the story a four-page spread in its 7 March hard copy, an almost unprecedented coverage (contact me at avcoatsndschair@gmail.com for a pdf). See <http://www.portsmouth.co.uk/our-region/portsmouth/action-is-needed-to-save-historic-portsmouth-naval-base-buildings-from-rotting-1-7853533> for the online version.

Hampshire Buildings Preservation Trust immediately endorsed the letter by issuing a supportive press release, stating that it 'fully supports this proposal and would be happy to play its part in ensuring these nationally important buildings are properly conserved and brought to new life by appropriate new uses.'

Official responses

The Government Approved Contractor acting as Conservation Lead for DIO's Historic Estate at Portsmouth replied on 21 February, stating that 'we do have Conservation Management Plans and Condition Survey reports detailing the condition and proposed remediation to bring these building back up to prime condition.' They have also 'identified a programme for conservation of the PNB Historic Estate' and 'report to the MoD DIO Senior Adviser for Historic Buildings & Infrastructure, Historic England and Portsmouth City Councils' Local Planning Authority'.

The NDS has every respect for the Contractor's hard work in working with the historic estate at Portsmouth Naval Base. However, our point is that the Conservation Management Plan is ineffective in addressing the issues raised on the Heritage At Risk Register and that more needs to be done, new avenues explored. It would be helpful if the plan could be made available so that the heritage sector was more aware of the specific issues, remedies and timescales.

Vice Admiral Jonathan Woodcock replied on 27 February that 'we are looking at how best to optimise our estate and where possible to bring historic buildings back into use, the Old Naval Academy is an example where I expect to see future investment.'

The Chief Operating Officer, Ministry of Defence (Sutton Coldfield)/Defence Infrastructure Organisation (DIO), responded on 19 April: 'We . . . value your collaboration in seeking the best outcomes for the naval heritage estate and . . . will be in contact to continue this dialogue.' This is very promising, but no further dialogue has so far taken place.

Complementary routes

An extremely significant seminar, 'Sustainable Regeneration of Former Defence Sites', was organized by Royal Town Planning Institute and South East and Hampshire Buildings Preservation Trust at Bursledon Brickworks Museum on 13 October 2017. (<http://www.rtpi.org.uk/the-rtpi-near-you/rtpi-south-east/>; <http://www.hampshirebuildings.org.uk/>; <http://www.bursledonbrickworks.org.uk/>). Its panel discussion was chaired by Suella Fernandes, MP for Fareham. A draft list of proposals was drawn up: 'Defence Disposals: How to achieve locally beneficial regeneration?'

- Encourage regular meetings between local planning authorities and the MoD/Defence Infrastructure Organisation to discuss closures and redevelopments;

- At sub-regional level to involve The Partnership for Urban South Hampshire, to address economic aspects of Heritage Assets and how to finance their appropriate regeneration;
- At regional level to involve the Local Government Association and Historic England;
- Encourage the Defence Select Committee to seek a more orderly disposal process. Approach the Chair, New Forest MP Julian Lewis;
- Seek, by local and national media, to publicize the effects of defence cuts and redevelopment of defence sites on local communities – as well as examples of good practice;
- Share experience of post-defence between local authorities and local community groups – perhaps via a dedicated website or e-publication;
- Consider a national grouping of all sectors concerned – on the model of the USA Association of Defense Communities, which is funded by active and closing bases.

On 27 October the NDS made a submission to the All-Party Parliamentary Group on Industrial Heritage, identifying two critical Industrial Heritage issues identified by NDS within the naval dockyards owned by the MoD: Portsmouth and Devonport:

1. The MoD is applying budgetary restrictions to the maintenance of historic buildings which are on the Heritage At Risk Register (HARR)
2. The RTP/IBPT meeting was told that that Local Planning Authorities cannot serve repairs notices or other enforcement notices on the MoD. This makes a nonsense of the removal of Crown Immunity from Planning Acts in 2006.

NDS suggested government actions to improve the MoD's maintenance of its historic buildings: five structures at Portsmouth Naval Base and two buildings at Devonport which have been on the Historic England Heritage At Risk Register since 2007/8:

- Enforce the power of Local Planning Authorities to serve repairs notices or other enforcement notices on the MoD, following the removal of Crown Immunity from Planning Acts in 2006.
- Direct the MoD to set up a MoD Conservation Group or a Heritage Partnership Agreement to resolve future investment for remediation and management by receiving more of the operational naval base budget, with a higher level of annual maintenance than at present.

The NDS knew this would be a gradual process. Any further suggestions from members, please contact the chair: Ann Coats, avcoatsndschair@gmail.com.

News from Chatham

Machine Shop 8

'Machine Shop 8 will become a leisure centre after planning permission was granted by Medway Council', reports the *Medway Messenger* (7 September 2017). The Grade II listed building will be repaired and stabilized then 'a new frame will be built around it and covered in cladding. New images show plans for a climbing wall and trampoline area inside.' Peter Everest, the outlet centre owner, said: 'Some say it's iconic but to me it's an oddity and looks wrong – a bit like in the recession when builders on a building site went bust.' The application was submitted by Covell Architects.

Machine Shop 8 was originally the slip cover roof no. 6 at Woolwich, designed by the architects Fox, Henderson in 1844–45, possibly from dimensions specified by William Thomas Denison, the supervisory officer of the Royal Engineers at Woolwich. The columns, beams and frames are cast iron and the components wrought iron; the original cladding and roofing material was corrugated galvanized iron. Its design and construction are detailed in 'The Iron Slip Cover Roofs of the Royal Dockyards 1844–57', Duncan Hawkins with Caroline Butler and Andrew Skelton, in *Treason's Harbours* (*Transactions* 9), pp. 65–81.

Nicholas Blake, NDS Print Manager



Photographs: CDHS

Fitted Rigging House Refurbishment

The Historic Dockyard Chatham has been awarded significant funds to preserve and refurbish the Fitted Rigging House on Anchor Wharf (see ‘Not Flashy but Solid and Reliable’ – the Fitted Rigging House, *Dockyards*, 22(1), June 2017, pp 7–8).

Just a couple of days ago the first set of external scaffolding (see pictures) went up at the north end. This is where the normal visitor entrance to the Steam, Steel and Submarines gallery is situated. The Trust intend closing the gallery at the end of October and works will then run through until Easter 2018. Chatham Dockyard Historical Society is involved in discussions with Chatham Historic Dockyard Trust about minor rearrangements of the SSS exhibits, displays and artefacts.

Clive Stanley, Chatham Dockyard Historical Society Webmaster

The Dockyard Church, Sheerness

Visiting the former naval dockyard at Sheerness today it seems strange to think that, just ten years ago, the future of its splendid Georgian buildings seemed bleak. The grand houses in its 1820s residential quarter (mostly Grade II* listed) were largely empty and decaying. And the monumental dockyard church, burnt out in 2001, seemed to symbolize the broken fortunes of the Island's heritage.

Since then, however, the outlook has changed dramatically. The residential quarter has been lovingly revived by owner restorers, with the buildings and landscape now looking immaculate. The future now looks bright for the great Dockyard Church too.

In 2015 the Sheerness Dockyard Preservation Trust was founded by a small group of enthusiasts, united by a passion for the great late-Georgian architecture of Sheerness and by a determination to bring the battered hulk of the Dockyard Church back to life. The following year, with seed-corn funding from the Heritage Lottery Fund (HLF), the Architectural Heritage Fund, Historic England and others, the trust began to develop proposals for the rescue and reuse of the building – with a view to putting in a major HLF grant application. Gradually a proposal emerged for a mixed-use building, including an events space, a social enterprise centre for the benefit of local young people, and, perhaps most exciting, a new permanent display space for the great Dockyard Model. The model, made in the early nineteenth century, is the largest and most ambitious of its kind. It was rescued heroically from the port by dockyard historian Jonathan Coad in the 1970s and its many components now sit on shelves in an English Heritage store near Gosport. When fully assembled this beautiful object is over 40ft square – its return to Sheerness is long overdue and will provide the town with a nationally important visitor attraction.

After a year in development, the Trust submitted its Enterprise Grant application to the HLF in December 2016. In May this year news came that the bid had been successful with £4.75m allocated to the Dockyard Church project. The total project costs will be over £8m so there is still much work and some serious fundraising to be done, but the momentum now seems unstoppable. In November this year, the scaffolding will go up and the first repairs undertaken to the battered fabric of the building. By summer next year we hope the project will commence in earnest with the new Dockyard Church opening in 2021.

William Palin, Chairman Sheerness Dockyard Preservation Trust

For more information, and to support the Trust, visit: <http://sheernessdockyardpt.org.uk>

All pictures courtesy Sheerness Dockyard Preservation Trust unless otherwise credited in the captions.



Aerial View of Sheerness Dockyard c.1970 prior to demolition of the Quadrangular Store.



Naval Terrace and Dockyard Church captured in this rare photograph from the 1870s.



The heroic construction of the Royal Dockyard, Sheerness, from 1811.



Dockyard Church, designed by George Ledwell Taylor and completed in 1829.
Photo credit: Matthew Andrews.



Cupboard detail from a house in Naval Terrace.



Local blacksmith Lee Rough supervises the reinstatement of historic railings at Naval Terrace in 2009.



Dockyard Church from the west.



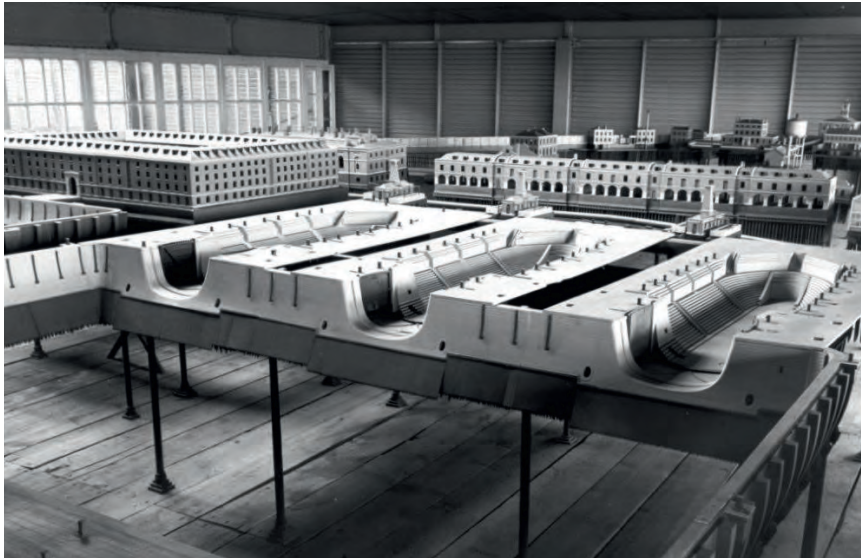
Community Reminiscence Project at Dockyard Church.



**Scaffolded and unloved –
Dockyard Terrace in 2006.**



**Restored houses in Dockyard Terrace in 2017.
Photo © Matthew Andrews.**



**The remarkable Dockyard Model prior to its removal from
the port of Sheerness in the 1970s.**



Dockyard Church interior c.1890.



**One of the proposals for the rebuilt interior
of Dockyard Church by Chris Balme of
Ferguson Mann Architects.**



Norwich Sea Cadets pay homage to Admiral Lord Nelson

Norwich Sea Cadets visited the 'Nelson and Norfolk' exhibition at Norwich Castle on Thursday, 10 August 2017 to pay their respects to Norfolk's most famous son.

Based on the TS (Training Ship) *Lord Nelson*, berthed on the River Wensum in the heart of Norwich, the sea cadets' visit celebrated Norfolk's seafaring history which continues to thrive today.

The exhibition 'Nelson and Norfolk' was 'a once-in-a-lifetime' opportunity to see many of the most important objects associated with Lord Nelson gathered together for the first time in their history. It was on view at Norwich Castle until 1 October 2017.

These include the impressive portrait of Admiral Lord Nelson by William Beechey, completed in 1801, which presides over the exhibition.

Another notable item is an 1805–6 black silk velvet funeral drape with water-gilded letters spelling TRAFALGAR. This semi-circular drape hung on Nelson's funeral car below the coffin and between the wheels. In most depictions of the car the side with this drape is shown, since the name Trafalgar conjures up the death of Nelson.

Amanda Stücklin

Photographs: Jordan Bacon for Norwich Museums Service

See the previous article related to *Nelson and Norfolk*, 'The Oldest Surviving Tricolour Flag?' *Dockyards*, 22(1), June 2017, pp. 27–8.

Conference Report: 'Dutch Raid on Chatham Dockyard in 1667: its Anglo-Dutch Context and Legacy', 23–24 June 2017, Amsterdam

Known in the Netherlands as Tocht naar Chatham (Expedition to Chatham) or De aanval op Chatham (Attack on Chatham), this Dutch expedition's 350th anniversary has been extensively commemorated by the British and celebrated by the Dutch to interpret its significance. Instances include the 'Battle of Medway' exhibition and 'Tocht naar Chatham' Symposium at the Rijksmuseum; Den Helder Marine Museum's 'Zeeslag (Sea Battle) Tocht naar Chatham (1667)'; '350 jaar (year) Tocht naar Chatham' at Zeeland Maritime Museum Vlissingen (do view the excellent Dutch videos at <http://www.muzeum.nl/nl/programma/350-jaar-tocht-naar-chatham>); Historic Dockyard Chatham's 'Breaking the Chain' exhibition; Dutch tall and naval ships visiting the Medway; '1667 The Dutch Raid on the Medway' exhibition at Upnor Castle; Medway Council's 'Medway in Flames' festival; and finally the University of Kent/Chatham Historic Dockyard Trust conference, 'The Dutch in the Medway – 1667

Anglo-Dutch rivalry in its global context'. The raid is perceived as one of the Dutch Navy's most successful naval actions. Jonathan Coad described it in the 2017 Upnor Castle guidebook: 'The 1667 raid on the Medway was an extraordinary display of Dutch seamanship, courage and daring, and a humiliation for England.'

This outstanding international conference, devised jointly by the Vrienden van De Witt and the Naval Dockyards Society, and sponsored generously by the Society for Nautical Research, Vaderlandsch Fonds ter Aanmoediging van 's-Lands Zeedienst, Royal Dutch Navy and the Dr Ernst Crone Fellowship of Het Scheepvaart Museum, mustered leading scholars to explore new knowledge and meanings (<http://www.vriendenvandewitt.nl/agenda/conference-chatham-1667-2017/>). On Friday, 23 June 2017, delegates were welcomed by Christian Melsen, Chairman of the Vrienden van De Witt, and an opening address was given, fittingly, by Brigadier-General Frank van Sprang, Commandant Royal Netherlands Marine Corps.

Day 1 Papers

Anglo-Dutch relations in the seventeenth century: causes of the Second Anglo-Dutch War, Dr David Onnekink (Utrecht University)

Johan de Witt's battle fleet/naval organization, Dr Marc van Alphen (Netherlands Institute of Military History (NIMH))

The Stuart Navy, Dr Richard Blakemore (University of Oxford)

Dutch naval dockyards/stores/facilities/provisioning, Dr Alan Lemmers (NIMH)

English dockyards and coastal defence, Dr Ann Coats (University of Portsmouth)

The Second Anglo-Dutch War in Asia and the Atlantic, Prof. Emeritus Henk den Heijer (Leyden University)

Day 2 Papers

Early modern naval warfare – state, technology and tactics, Prof. Louis Sicking (Leyden/Free Universities)

Dutch amphibious tactics/execution of Chatham Raid, Dr Adri van Vliet (NIMH)

English defence response to Chatham Raid, Dr Philip MacDougall (Author, historian)

Chatham as De Witt's finest hour – ideology, Dr Gijs Rommelse (Dr Ernst Crone Fellow, Het Scheepvaartmuseum Amsterdam)

Chatham and the Stuart monarchy – political and ideological damage, Dr David Davies (SNR and NRS)

Britannia rules the Waves – British naval empire, Dr Chris Ware (University of Greenwich)

The Royal Netherlands Navy commemorating Chatham, Anselm van der Peet (NIMH)

Summing up and conclusions: Prof. John B. Hattendorf (Naval War College, Newport, Rhode Island)



Dutch Raid on Chatham Dockyard in 1667: audience (above left) and David Davies and Gijs Rommelse, conference organizers (above right). Photographs: A. Coats.

Themes addressed the causes and course of the second Anglo-Dutch war (1665–7), early modern naval warfare and ideologies, Dutch and British navies and dockyards, Dutch amphibious tactics and British responses, state formation, and wider commemoration and legacies. Dr David Onnekink and Professor Henk den Heijer were stimulating keynote speakers, while Professor John Hattendorf provided a critical summary and conclusions.

To give a brief background to the raid, in autumn 1666 the financially straitened Charles II began slow peace negotiations to end the Second Anglo-Dutch War. In 1667 only small squadrons would be prepared and privateers licensed to attack Dutch trade. The fleet would be laid up in the Medway, protected by a gun platform at Sheerness Point, and the 42-gun guardship *Unity* (the former Dutch *Eendracht*, captured in 1665) stationed off Sheerness. Further guardships and fireships were to be prepared, with first and second rates moored upstream of a boom and chain below Gillingham. However, in June 1667 Sheerness fort was not complete, fireships were not ready and the chain had only just been refurbished.

On 7 June Admiral Michiel de Ruyter sailed into the Thames estuary with approximately ninety ships in three squadrons, accompanied by Cornelis de Witt (brother of Grand Pensionary Johan de Witt), member and deputy of the States of Holland and West Friesland. On the same day Cornelis revealed to the commanders his secret instructions from the States General, written on 20 May. The fleet reached the Nore on the 10th, when Colonel and Lieutenant-Admiral Willem van Ghent led an amphibious force of ships and marines to attack Sheerness. *Unity* was unable to repulse the Dutch squadron and withdrew up the Medway, leaving Sheerness with a minimal garrison. Chatham Commissioner Peter Pett appealed to the Navy Board and removed his ship models and plans. On 10 June Charles II instructed Admiral George Monck, Duke of Albemarle, to take charge at Chatham. Sir Edward Spragge's squadron was sent to defend Sheerness, but its fort and naval stores were destroyed on 11 June. As well as Albemarle, former Navy Commissioner Sir William Coventry and Navy Commissioner William Viscount Brouncker were in the Medway area from the 11th, aiming to save the fleet and Chatham Dockyard.

The Dutch breached the chain at midday on 12 June and three ships upstream were set alight. *Royall Charles*, which had not been moved upstream by Pett, as ordered, was captured. *Mary*, *Royall Oake* and *Loyall London*, moored close to Upnor Castle, were burnt on the 13th. Above them *Royall Katherine* had been sunk in the channel. On 14 June the Dutch towed away *Royall Charles* and regained *Unity*. Commissioner Pett was imprisoned in the Tower on the 17th and questioned by the Privy Council on the 19th. The Dutch did not leave the Thames Estuary until the Treaty of Breda was signed on 31 July.*

Several causes of the raid were argued, the foremost being revenge for Sir Robert Holmes's destruction of around 150 Dutch merchant ships sheltering in the Vlie Roads (West Frisia) in August 1666 and sacking and burning houses and storehouses on Terschelling. Losses amounted to £1 million, and the Dutch perceived the actions ashore as breaking an acceptable code of behaviour. For his part, during the Medway Raid de Ruyter gave strict orders that no civilian property was to be plundered or destroyed. A second theory was that the raid would accelerate peace negotiations. What is certain is that the Dutch deliberately targeted *Royall Charles* (the former Commonwealth-built *Naseby* which, renamed, had restored King Charles to England in 1660), towing it away under the Dutch flag with the English flag flying upside down. The ship was then moored at Hellevoetsluis for several years as a deliberate insult to any British Continental travellers.

Another debate was whether Jan van Brakel broke or sailed over the chain (or boom) – clearly Dutch ships penetrated beyond it. A further unresolved question is whether the door of St James's Church on the Isle of Grain was repaired by the Dutch after Willem van Ghent's Dutch Marine Corps supposedly damaged it. Peter Pett's actions came under scrutiny: did he commandeer ships' boats to remove his models and plans? An esoteric argument was made that 'republican' was an inaccurate term to describe de Witt supporters in the contemporary 'Stadholderless' Netherlands because the

* England used the Julian or Old Style (OS) calendar at this time, the Dutch used the Gregorian or New Style (NS) calendar, so English dates were ten days before Dutch dates, hence the differences between English and Dutch accounts.

rival Orangists were also republicans. However, David Onnekink asserted that it was used in contemporary pamphlets. The discussion continues about how many ships were destroyed in the raid, and who by. The final debate focused on how serious a setback the raid was to the Stuart navy. David Davies argued that Charles II had rebuilt or replaced the lost ships by March 1672, in particular the 90-gun second rate *St Michael*, signifying ‘the avenging archangel against evil’, built at Portsmouth in 1669, therefore the raid was not a serious material setback for the navy.

As in all the best conferences, time to converse with speakers and other delegates was an additional benefit. The programme, excellent surroundings and food provided by the Royal Dutch Navy allowed plenty of opportunities. One of the most common Dutch questions was ‘Why would you commemorate it?’ They could not understand why so many British historians were actively researching this humiliation. I responded that failure always provides valuable lessons. (The second was ‘Why are you leaving Europe?’ I couldn’t answer that one except with a shrug of incomprehension.) We had a marvellous conference dinner in De Waag in Nieuwmarkt, formerly St Anthony’s Gate, built in 1488 as part of the medieval city walls, which in the seventeenth century became a weigh house for goods entering Amsterdam and home to several guilds. It is a shame so few British delegates attended this ground-breaking conference, when its fee was so low and travel/accommodation no more expensive than visiting a UK location. NDS contributed fourteen delegates/speakers, including one student, to the impressive total of seventy-five. Many of the audience were Vrienden van De Witt members, who were very lively questioners.

Conclusions

By assembling such expert international specialists, this conference explored new hypotheses and focused the lens innovatively on particular events. In one sense the Raid failed – to reach Chatham Dockyard and its stores – but otherwise it was a magnificent success – it undermined English confidence in the monarchy, administration and navy, and advanced the Peace of Breda. It also exposed mismanagement and chaos. For deeper findings and conclusions, look out for *War, Trade and the State. Anglo-Dutch Conflict 1652–1688* (forthcoming, 2018), editors David Ormrod and Gijs Rommelse, also sponsored by the SNR.

Dr Ann Coats

Conference Report: ‘The Dutch in the Medway 1667 – Anglo-Dutch rivalry in its global context’, 30 June–1 July 2017, Historic Dockyard Chatham

Organized by the University of Kent and Chatham Historic Dockyard Trust as the British twin to the Dutch conference, this conference took place in the historic Royal Dockyard Church, transformed into a smart lecture theatre by the University of Kent and the Chatham Historic Dockyard Trust. It was attended by international, national and local historians: around fifty people attended on the Friday evening, and at least thirty were present on Saturday 1 July.

The programme was wide-ranging: to address the naval, strategic, political, ideological, economic and legal aspects of the Anglo-Dutch wars at local, national and global levels. There was also a discussion of how they contributed to historical commemorations and public history, naval archaeology, material culture studies and the visual arts. Speakers were: Dr Elizabeth Edwards (University of Kent); Richard Holdsworth (Historic Dockyard Chatham); Dr Martine van Ittersum (University of Dundee); Dr Jaap Jacobs (University of St Andrews); Professor David Ormrod (University of Kent); Dr Gijs Rommelse (University of Utrecht); Dr Pepijn Brandon (Free University/The International Institute of Social History, Amsterdam); Dr Paul Seaward (History of Parliament Trust); Jeroen van der Vliet (Rijksmuseum); Dr Chris Ware (University of Greenwich); and Dr Nuala Zahedieh (University of Edinburgh).

Jeroen’s visually rich presentation focused on evidence gained from the several paintings of the Raid held at the Rijksmuseum Amsterdam, notably by Willem Schellinks (who had visited England in 1661–5), Romeyn de Hooghe, Ludolf Backhuysen and Abraham Storck (*Royal Charles* at

Hellevoetsluis), and maps by Michiel Comans II. The Chatham raid represents the high point of both Dutch sea power and the political success of the de Witt brothers. Johan de Witt was State Pensionary (Prime Minister) and Cornelis was a deputy of the States General. Pepijn analysed the complex logistics and professionalism of the Dutch political and naval sectors and Paul provided a valuable critical historiography of the English causes of the Second Anglo-Dutch War. Chris incisively analysed the political and social disarray which caused the English defeat, and Elizabeth evaluated the long term political significance of the war for the Dutch. Gijs depicted a Darwinian struggle between the English and the Dutch, between a monarchy and a republic, for control of the North Sea. Nuala introduced the symbiotic model of the Dutch Atlantic trade, which challenged English royal, naval and commercial interests, while Martine and Jaap traversed the complex international legal mine-field which underpinned Anglo-Dutch maritime rivalry. David gave us a pictorial presentation of the last forty years of commemorations, rich with sociological and political undertones, and Richard asked why we should commemorate a defeat.

Together, these two conferences created and re-forged new theories, evidence and research links which will produce new ideas and data.

Dr Ann Coats

Tour Report: Dutch Naval Base at Den Helder, Fort Kijkduin (part of the Dutch Defence Lines) and the award-winning Kaap Skil Maritime Museum on the Texel

On 25 June, following the Amsterdam conference, the party of six travelled by train (1.25 hours) to Den Helder and registered in the Hotel Wienerhof, located near the main shopping streets, museums and railway and bus stations. We were able immediately to enjoy Sail Navy at the Marinemuseum, visiting some of the museum ships (<http://www.saildenhelder.nl/>; <http://www.marinemuseum.nl/>) and then watching the parade of ships from the dike.



Sail Navy parade, from the dike



Fort Kijkduin

On Monday 26 June in the morning we travelled by minibus to Fort Kijkduin (<http://en.fortkijkduin.nl/>), about fifteen miles away at Huisduinen, where we explored its extensive defences, tunnels and artefacts, from the eighteenth to the twentieth centuries.

We then visited Den Helder Marinemuseum/Willemsoord naval dockyard (<http://www.willemsoordbv.nl/>), taking lunch on the preserved ironclad HNLMS *Schorpioen* (1860s). Our guided tour included the historical exhibits and the submarine HNLMS *Tonijn* (1966). We then met Michiel Tegelberg, Chair Museum Port Willemsoord Den Helder, for a convivial discussion outside one of the re-purposed dockyard buildings, now an attractive canalside pub.

Finally, on Tuesday 27 June, we boarded the ferry to the Texel, an island of dunes and dikes where in the seventeenth century over half the adult men earned their living from the sea. We had booked a bus to Oudeschild to see Mecanoo's spectacular Kaap Skil maritime museum (<http://www.kaapskil.nl/museumvisit/>; <http://www.mecanoo.nl/Projects/project/51/Kaap-Skil-Maritime-and-Beachcombers-Museum/t/O>). We saw the Reede van Texel/Texel Roads model of seventeenth-century naval and commercial ships waiting in the anchorage, social history exhibits and artefacts recovered by local



Den Helder Marine Museum/Willemsoord naval dockyard

fishermen and divers from the many ships wrecked by storms. One such exhibit, a high-status dress, had just been removed, see <https://www.kaapskil.nl/garde-robe-eng.html>.

The federal Dutch navy was organized into five Admiralties, a system adopted by the United Provinces in the 1580s/90s: Amsterdam, South Holland (Rotterdam), the North Quarter (Hoorn and Enkhuisen), Zeeland (Vlissingen and Middelburg) and Friesland (Dokkum, later Harlingen). Each had its own navy, admirals, seamen and dockyards, financed from taxes and customs collected at the ports to protect Dutch trade, and by federal subsidies for war.

The importance of the anchorage and the Marsdiep sea-gate between Texel and Den Helder increased as Amsterdam rose in importance from the last quarter of the sixteenth century onwards, after the blockade of Spanish-held Antwerp led to the sudden decline of that port. The sea-gate had been created in the devastating All Saints' Day flood of 1170, when the sea broke through and turned a fresh-water lake into the salt-water Zuiderzee.

Large seagoing vessels could not get in and out of the waters of the Zuiderzee because of the Pampus shoals. Therefore, cargoes were transhipped between barges and seagoing vessels lying in the anchorage behind Texel and off Den Helder. Thus the anchorage became something of a Dutch equivalent of the Downs, with large merchant fleets often lying there for weeks, awaiting their cargoes and a fair wind. It was an important location for the Dutch East India Company, the VoC.

The Texel Roads also became a major assembly point for the Dutch naval fleet. Three of the five independent admiralties were based in the north of the country – Amsterdam, the Noorderkwartier or North Quarter of Holland (based at Hoorn and Enkhuisen), and Friesland (based at Dokkum until 1645, when it moved to Harlingen because of the silting of Dokkum harbour). The Texel was the natural location for the squadrons of the three admiralties to join forces before sailing south to rendezvous with those of the two southern admiralties, the Maas (i.e. Rotterdam) and Zeeland.



Kaap Skill

Therefore, the anchorage played a central part in the Anglo-Dutch wars. On a number of occasions, English fleets lay offshore, looking for opportunities to attack the shipping within, or to lure the Dutch fleet out of its safe haven. Both the battles of Scheveningen (31 July/10 August 1653) and the Texel (11/21 August 1673) were fought offshore and a little to the south.

Throughout the eighteenth century, the anchorage continued to be important for both Dutch mercantile and naval vessels. This was still the case in the 1790s, after a French invasion swept away the old United Provinces and replaced it with a new puppet state, the Batavian Republic. In January 1795, the French captured the Dutch fleet using land forces alone, because the ships were stuck fast in the frozen sea – the only time a navy has ever been captured by an army.

The Battle of Camperdown (1797) was fought a little to the south, when Adam Duncan's fleet attacked a Dutch squadron that had just sailed through the sea-gate. In 1799, a combined Anglo-Russian amphibious force landed on the beaches at Huisduinen, aiming to seize control of the anchorage and peninsula, thereby crippling the Batavian Republic's trade. The expedition, commanded by the 'Grand Old Duke of York', was a fiasco, and culminated in an ignominious evacuation. There is a nice reconstruction model of the landing in Fort Kijkduin.

The fortification of the peninsula, and its transformation into a dockyard, began under Napoleon. In 1811, work started on what is now called Fort Kijkduin, followed in 1813 by the Willemsoord Dockyard, built 1813–27. A canal linked Den Helder to Amsterdam. The harbour is ice-free and protected by a granite dyke 6 miles (10 km) long. The Dutch naval college moved there in 1854, and in 1947 Den Helder became the Royal Netherlands Navy's main base.

This tour was a fitting accompaniment to the conference, giving delegates insight into Dutch coastal contexts. The staff of the Marinemuseum and Kaap Skil, and Commodore Michiel Tegelberg, Chair Museum Port Willemsoord Den Helder, were extremely helpful.

Dr Ann Coats with additional notes by **Dr David Davies**

Pictures by A. Coats except Willemsoord dockyard group photo by P. MacDougall

Karlskrona Dockyard and World Heritage Site

While resisting the urge to write yet another conference report, it is worth noting that dockyards have driven two significant international conferences in the last year:

1. 'Naval Arsenal (c.1600–2000)', an International Conference organized by the IUF and CEMMC within the research programme 'Urban models, models of urbanity, 16th–20th century' at the University Bordeaux Montaigne, 19–22 October 2016
2. 'International Approaches to Naval Cities and Dockyards' at the Swedish Naval Museum, Karlskrona 19–20 October 2017.

They will also result in two new books.

I shall, however, share some views of Karlskrona for those who have not visited this delightful dockyard town and archipelago, which in 2018 celebrates twenty years as a World Heritage Site. Delegates were given a tour of the dockyard, which like Portsmouth is within an active naval base, so we were constrained in what we could take pictures of and see. The Naval Museum is on the island of Stumholmen, released to the town in the 1990s, which contains a considerable number of former dockyard buildings. The present naval base is on the islands of Lindholmen and Söderstjärna.

The new built **1.** Naval Museum (1997) is on Stumholmen, as are **2.** the eighteenth-century Guardhouse, **3.** Sloop and Longboat Shed (1780s), **4.** the Crown Bakery (1730s), **5.** the twentieth-century seaplane sheds and **6.** Kungshall Magazine (1680s).

In the town on the island of Trossö are **7.** the statue of Karl XI (1655–97), who founded the dockyard and planned the town in 1680 with architects Eric Dahlberg and Nicodemus Tessin (Elder and Younger), **8–10.** the Admiralty Church (1685) and **11.** the Admiralty Clock Tower (1699), below which ran a railway to the dockyard.

1



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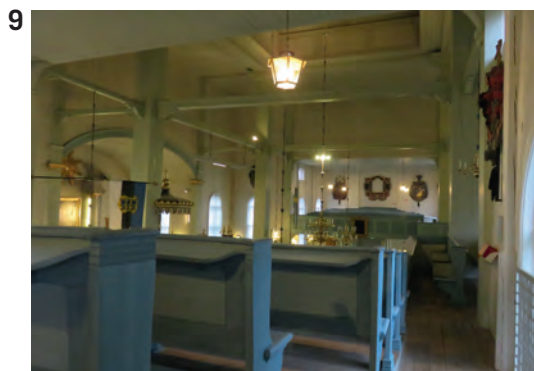


7



4





On the island of Lindholmen are **12–13.** the wooden Ropehouse (1690s) roofed with ceramic tiles, **14.** the interior of the massive covered slip, known as the Vasa Shed (1763), and **15.** the cable store within Storehouse No. 1 (1780s), while in the Western Dockyard is **16.** the Masting Crane (1803). Next to the Western Dockyard are **17.** the dockyard workers' neighbourhoods of Björkholmen and Ekholmen, very well preserved and desirable houses whose heritage has survived much better than Portsea and Devonport. To protect the approaches to Karlskrona is **18–19.** the Drottningsskär citadel (1710) on Aspö island, opposite the still active Kungsholm fortress (1680s).

The excellent Naval Museum covers the history of Karlskrona superbly, as does the Blekinge County Museum which is in the town centre. The town itself is built on granite, very small and easily walked, with an intimate character shaped by its many timber houses and ochre, red and blue colour palette. It is easily accessible from the UK via plane to Copenhagen (1.5 hours) and a 3-hour train from Copenhagen right into the centre. The town and its surroundings retain a marvellous assemblage of historic buildings which certainly merit its WHS inscription and offer the possibility of several days to see the town, hinterland and archipelago. The Swedish navy has conserved its historic buildings to a very high standard, and continues to do so, which the NDS wishes the MoD would emulate. A possible threat to Karlskrona's WHS status are some new modern developments which are out of scale and appearance, but they are not so far too dominating.

Dr Ann Coats

12



16



13



17



14



18



15



19





Shetland, Wikimedia Commons, <http://en.wikipedia.org/wiki/Shetland>, and Fort Charlotte, Lerwick.

The Naval Heritage of Shetland

The naval heritage of the Shetland archipelago is much less well known, and, by any measure, significantly less important, than that of Orkney, its southern neighbour. Nevertheless, it contains much to interest readers of *Dockyards*, and a visit to the islands is highly recommended.

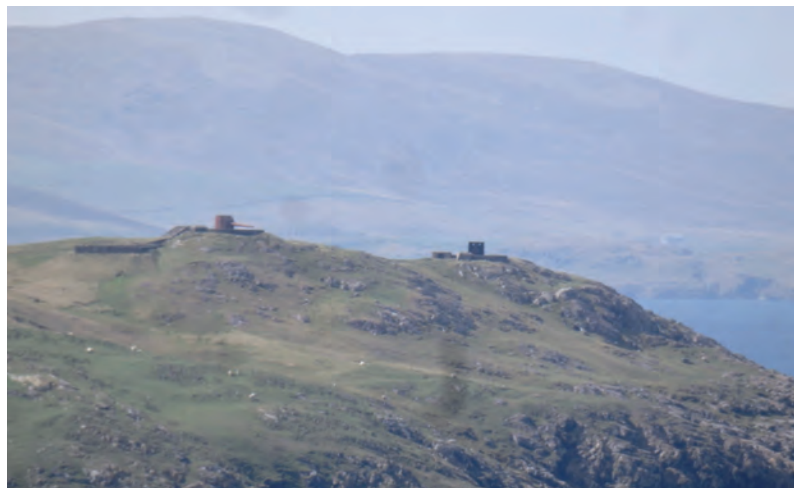
The Sailing Era

Shetland was always an important maritime location: a target, then a base, for Viking raiders. Its splendid natural anchorages, such as Bressay Sound and the various fjord-like inlets or 'voes', were much used as harbours of refuge throughout the sailing era. Shetland was a centre of conflict during the Anglo-Dutch wars, as the Dutch were accustomed to using it as a base for their lucrative herring fishery, and as a convenient lay-over for their large merchantmen bound to or from the West and East Indies. In an attempt to deny them the use of Bressay Sound, a fort was begun at Lerwick in 1665, but this was unmanned when, in 1673, a Dutch squadron destroyed it; it was ultimately completed in 1780, named Fort Charlotte, and still exists, albeit now hemmed in by urban development. Another action took place in Ronas Voe in February 1674, just before the end of the third Dutch war, when the East Indiaman *Wapen van Rotterdam*, which had overwintered there, was trapped in the anchorage by a British squadron comprising the *Cambridge*, *Crown* and *Newcastle*. The Dutch casualties were buried in a mass grave on the shore, and the marker cairn for this, known locally as

The cairn marking 'the
Hollanders' graves', Ronas Voe.



The guns on the island of Vementry,
guarding the entrance to Swarbacks Minn.





Busta Voe, the 'innermost' arm of Swarbacks Minn, with Busta House at right.



The seaplane apron at Catfirth.

'the Hollanders' graves', has been replaced and restored over the years, a sign of the respect shown by the Shetlanders to this site.

First World War: Swarbacks Minn

During the First World War, it was immediately clear that Shetland could play a vital part in enforcing the maritime blockade against Imperial Germany. Tenth Cruiser Squadron (10CS) was sent to the extensive mile-wide anchorage of Swarbacks Minn, on the west side of Mainland (the name of the principal island of Shetland), and began operations to intercept merchant shipping in the Atlantic. The force was initially composed of ancient *Edgar*-class cruisers, but these proved too slow and too vulnerable to storm damage, and were swiftly withdrawn from service. One of them, *Gibraltar*, was disarmed, and became the depot ship in Busta Voe, the principal arm of Swarbacks Minn. Two of her six-inch guns were installed in batteries on Vementry, the island at the entrance to the anchorage, and there they remain, having never been taken away or scrapped at the end of the war. The same is true of the guns installed at Aith and Bard, at the north and south ends of the island of Bressay; the locations were so remote that it was simply not worth the effort of removing them.

By the end of 1914, 10CS was composed entirely of armed merchant cruisers, former liners that had the endurance and speed to operate successfully in North Atlantic conditions. One of the first of these to join the squadron was HMS *Oceanic*, once the largest liner in the world, but her service was very brief: on 8 September 1914, she was wrecked on a submerged reef off the island of Foula. One of the *Oceanic*'s propellers now stands outside the superb modern Shetland Museum in Lerwick. A substantial naval base was built up on the shores around Swarbacks Minn. Busta House, the sixteenth-century laird's mansion at the head of Busta Voe, became the shore headquarters for the admiral in command, initially Sir Eustace de Chair (curiously, a grandfather-in-law of Jacob Rees-Mogg MP), while an oil fuel depot was established across the voe at Wethersta. Only a very few vestiges of the latter can be traced on the ground, but it is possible to visit Busta House, which is now an excellent hotel. Recreational facilities, chapels, etc. were provided at Brae, the small town

Panorama of Bressay Sound, looking south, with Lerwick on opposite shore.



at the head of the voe, which also had a pub that was much favoured by the men of 10CS. Warships also used the adjacent Olnafirth, most notably in 1917, when it became the base for the large armoured cruisers of Second Cruiser Squadron (such as HMS *Shannon* and *Minotaur*). The local grocers, T. M. Adie, established a new bakery in Voe village to supply the ships.

Nevertheless, all of the attempts to provide 'creature comforts' could not disguise the fact that Swarbacks Minn was, as Midshipman Alexander Scrimgeour put it on 25 October 1914, 'a very desolate corner of God's Earth'; indeed, Shetland was officially treated as a foreign naval posting. The Swarbacks Minn base closed after the disbandment of the Northern Patrol in November 1917, after intercepting 13,000 vessels during the thirty-nine months of its existence.

First World War: Lerwick

Lerwick's principal wartime role was as the inspection port for ships sent in for examination by the Northern Patrol, the forces (including 10CS) charged with enforcing the maritime blockade on Germany. So numerous were these that, for a time in 1917, Lerwick was the busiest harbour in Britain; on 23 September 1917, 139 vessels lay at anchor there, the largest number at any single time. It also served as a convoy port in 1917–18, with over 4,000 ships passing through between mid-October 1917 and mid-January 1918 – more than in the entire previous history of the port.

Lerwick was also the base for a variety of naval vessels, including destroyers and (later) mine-sweepers of the US Navy. From September 1915 it had the cruiser *Brilliant* as base ship, replacing the original shore base located in, of all places, some offices in the fish market. Local fishing vessels were commandeered, and patrolled the approaches. The harbour was guarded by 6-inch guns on Bressay, as already mentioned; by another gun emplacement at the Knab, on the south side of Lerwick; and by boom defences at either end of Bressay Sound. A kite balloon base was established at Gremista, Lerwick, and in 1918 a hydrophone station was established at the Ness of Sound.

Perhaps Lerwick's oddest claim to wartime fame was the arrest, on 1 November 1914, of the entire staff of the town post office – the postmaster and thirty-nine others – on suspicion of tampering with mail to the fleet. Arrested at gunpoint, they were marched to the prison and held in the eleven available cells while their homes were searched. The Admiralty finally ordered their release on 7 November, but the incident is a remarkable example of the degree of paranoia about security that characterized the First World War – and, indeed, most other wars.

First World War: Elsewhere in Shetland

In May 1917 a Royal Naval Air Service seaplane base was authorized at Catfirth, on Mainland north of Lerwick, with construction beginning in November. This was the most northerly military airbase in the British Isles, and was intended to be a base for anti-submarine operations. It was still incomplete when the RAF was established on 1 April 1918, at which point it was transferred to the new service. There has been very little development on the site during the last century; the seaplane apron

The memorial to E49, Baltasound.



The WW2 torpedo tube platform at the Knab, Lerwick.



is completely intact, and several of the huts still exist, as do the ammunition store and part of the pier. Thanks to an enthusiastic researcher who is writing a book about it, the base even has its own Facebook page – <https://www.facebook.com/RAF.Catfirth.1918/>

Unst is the most northerly inhabited island in the British Isles, and for a time, the large eastern inlet of Baltasound was used as an *ad hoc* submarine base by *E49* and *G13*. In March 1917, though, the U-boat *UC76* laid a minefield off the anchorage, and at 12.55pm on 12 March, *E49* sailed into it, blew up, and sank. Three officers and twenty-eight men perished, including her commanding officer, Lieutenant Reay Parkinson, RN. Despite being only twenty-four, he was a Knight of the Order of the Crown of Italy for his part in rescuing men when the Italian battleship *Benedetto Brin* blew up accidentally in Brindisi harbour eighteen months earlier. A memorial to the crew of *E49* was unveiled in 2017, and stands next to Unst's arguably most famous tourist attraction, 'Bobby's bus shelter', probably the only bus stop in the world to have its own website (<http://www.unstbus-shelter.shetland.co.uk/>).

Second World War: the Shetland Bus

Swarbacks Minn was not used during the Second World War, but Lerwick once again became an important naval facility, being commissioned as HMS *Fox* as a base for minesweeping and operations against the Norwegian coast. The latter were carried out principally by motor torpedo boats (MTBs), often working under the auspices of the Special Operations Executive. On 22 November 1943, two of these, MTBs *626* and *686*, blew up accidentally in Lerwick Harbour; a plaque there commemorates the losses. New defences of Lerwick included a torpedo tube platform at the Knab, to guard against 'hit and run' raids by E-boats. RAF air bases were established at Sumburgh and Sullom Voe, with Catalinas and Sunderlands flying anti-submarine patrols from the latter. Admiralty Experimental Station Number 4 was established at Saxa Vord on Unst; this was a radar station used to track enemy shipping and aircraft movements between the North Sea and North Atlantic. Although some remains of this can be seen, most of what survives at Saxa Vord belongs to the Cold War RAF base, now a somewhat unlikely holiday resort which houses Britain's northernmost brewery and distillery. Another Admiralty radar station, AES1, was established in the grounds of Sumburgh Head lighthouse; this played a vital role in plotting a major German bombing raid on Scapa Flow in 1940, ensuring that the defences there were fully prepared. One of the radar huts has been restored to its Second World War appearance.

Shetland's principal role during the war was as the base for the clandestine operation to smuggle refugees, agents and weapons into and out of occupied Norway. Set up by naval officer David Howarth, the operation was initially based at Lunna before moving to Scalloway in 1942. Using small, typical fishing craft, and later US-built submarine chasers, astonishingly brave Norwegian crews made many crossings – in total, 94 in the former, 118 in the latter. The losses among the fishing craft were appalling: eleven of the twenty-one vessels employed were sunk or captured. The excellent

**The Shetland Bus memorial,
Scalloway.**



**Naval war graves in Lerwick cemetery,
overlooking Bressay Sound.**



Scalloway Museum devotes very nearly half its floor space to the story of the Shetland Bus, while a poignant modern memorial on the waterfront records the names of those Norwegians who died in the cause of liberating their country. Other relics of the 'Shetland bus' include the 'Prince Olav slipway', opened by the Crown Prince, later King Olav V, when he visited Scalloway in October 1942.

War Graves

A significant number of Commonwealth War Graves can be found throughout Shetland, and many of these are naval. The largest number are in the main Lerwick cemetery at the Knab, but others can be found in churchyards around Mainland in particular, such as at Voe Church on the shores of Olnafirth, where various members of 2CS and 10CS were laid to rest.

Conclusion

Shetland has plenty to offer those interested in naval history, and also offers stunning scenery, unusual wildlife, some extraordinary archaeology, several superb museums, and probably the best and quietest roads in Britain, thanks to the relative wealth brought by the oil industry. I'd be very happy to provide further suggestions for anyone thinking of visiting either Shetland or Orkney!

David Davies, jddavies.com

Photographs: D. Davies

Two Navy Board Project items from ADM 106/774, Navy Board In-letters Miscellaneous, U–Y

These are summaries of letters at the National Archives.

1. folio 62 dated 1725 Feb 6: Letter from Henry Woodward, the *Swallow*

He was transported to the West Indies after his conviction in Somerset. He was pressed in Jamaica by Captain Ogle of the *Swallow* and paid off at Chatham. On return to Somerset he has been imprisoned for returning to England before completion of his sentence. He asks for help.

2. folio 145 dated 1725 Nov 2: Letter from Horatio Horsnell, Clerk of the Survey, John Hayward, Master Shipwright, Woolwich

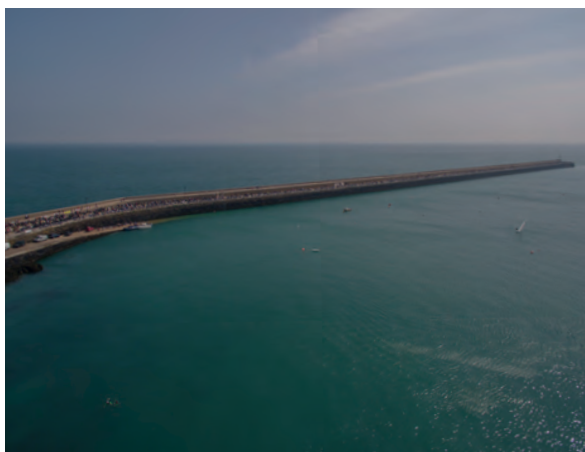
William Pickering, servant to William Williams, shipwright, took a boat without authority and, together with the boatswain of the *Shoreham*, attempted to go down river to see the pirate who was hanging in chains. The boat overturned and sank and they propose to recover the cost from his wages.

Gilly Hughes, Navy Board Project Coordinator and volunteers

'What a series of blunders these Admiralty harbours have been' – St Catherine's Breakwater, Jersey

On a recent visit to Jersey, I came across a huge breakwater in a remote part of the island providing a sheltered harbour for just three or four sailing and fishing boats, nothing more. Also, I heard, a good base for anglers. Nearby the remnants exist of a huge quarry. This is St Catherine's breakwater, 750 metres in length and obsolete by the time construction was abandoned in 1855. It could be regarded as a twin of the similar but longer Alderney breakwater, the history of which was covered in *Dockyards* December 2013. Construction of both started in 1847 and they were designed ostensibly to deter and protect against perceived French aggression. They were also both parts of much larger grand harbour schemes that were never completed.

The building of the St Catherine's breakwater had a dual purpose. Jersey citizens were naturally keen to defend their island, which is only fourteen miles from the French coast and lacked adequate defences. Local concern was amplified by the expansion of dockyard facilities at the French ports



**Two aerial views
(above), Chris Brookes
Aerial Photography**



**St Catherine's
Breakwater (left),
Richard Holme**



of St Malo and Granville. Furthermore, steam power meant Jersey was an even shorter passage from France than previously. Matters came to a head in August 1840 with the presenting of a Royal Petition by certain Jersey residents. This urged the British government to fund a harbour facility, ideally on the north side of Jersey to deter a surprise French attack.*

Although initially ignored, the Petition prompted the *Channel Island Report of 1842*, which recommended the construction of what became known euphemistically as 'harbours of refuge' for Royal Navy vessels in case of storms and bad weather. These were St Catherine's and Alderney, and a third on Fermain Bay, Guernsey, which was never built. It is clear, though, that the 'London' view was that these harbours could be used as naval bases for aggressive action against France, should this be necessary, not just for defending Jersey.

The 1842 report led to discussion as to the best place for such a harbour on Jersey. St Catherine's was chosen when there were quite possibly good arguments for other locations. St Catherine's was not close to where French invaders were thought most likely to land; there were extensive rocks nearby and other sites such as Noirmont and Bouley Bay had clear advantages. Nevertheless, the views of the St Catherine's lobby, notably a headstrong Admiral Sir Edward Belcher, prevailed.

The concept was for two long breakwaters to enclose what would have been a huge harbour. The cost would be funded wholly by the British government. Construction of the breakwaters north from Verclut and south from Archirondel started in June 1847. Famed civil engineer James Walker was in charge and the contractors were Jackson and Bean, both as on Alderney. A workforce of around a thousand were engaged on the project and granite was quarried very close by. By 1849 work had been abandoned on the southern arm due to inadequate depth of water, a fact mentioned in a

* For full text of the petition see http://www.theislandwiki.org/index.php/St_Catherine%27s_harbour_petition
I would like to thank Jersey Heritage for their help and suggested further reading: 'The harbours that failed', William Davies, *Bulletin, Société Jersiaise*, 1978. Quotations here are taken from this article.

contemporary press report but not confirmed by the authorities for many years. Quickly other problems arose, costs were spiralling, the harbour area was silting up (as many had feared!) and naval vessels were increasing fast in size, their draught was too deep for even this large harbour. In 1855 work was suspended with construction costs of nearly £235,000 having been incurred.

In 1857 a lighthouse was built on the end of the breakwater and was in use till 1950. It is now to be found outside the Maritime Museum in St Helier.

The breakwater became a white elephant on completion and fruitless attempts were made to sell it to the States of Jersey or even to dismantle it and use the stone in St Helier. Another idea was to move the town of St Helier to the breakwater! In the end the breakwater in February 1876 was donated to the States of Jersey.

Richard Holme

The *Lenox* Project, Deptford

Many thanks for NDS members' continued interest. Things are going very well for *Lenox*, if a little slowly for my tastes! However, the last twelve months or so have seen some significant steps forward, commencing with our registration as a charity as opposed to a CIC (a community interest company, introduced by the UK government in 2005, designed for social enterprises) which has enabled more effective future fund-raising.

We have also now completed our business-plan with the help of consultants, Focus, who have been involved in projects in Portsmouth and Bristol (<http://www.focus-consultants.com/projects/>). This means that we will be ready in good time to gain the approval of the London Borough of Lewisham and the developer Hutchison Whampoa.

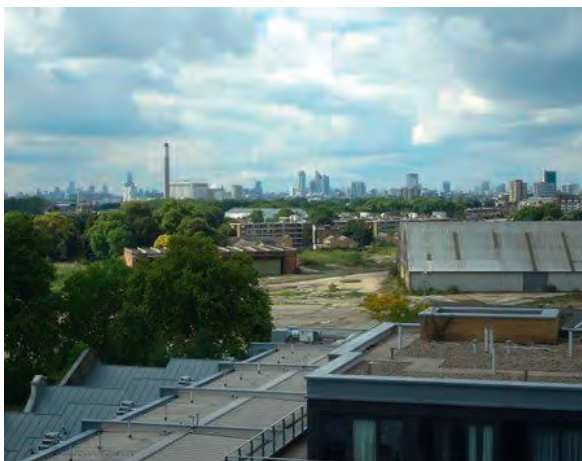
This, though, is where things have been slowed up a little, probably due to the effect of Brexit. Our position as part of the developer's S106 conditions was that we would submit our plan in the eighteen months following their commencement of Phase 1 of the development. This should have been over a year ago but they are taking their time.

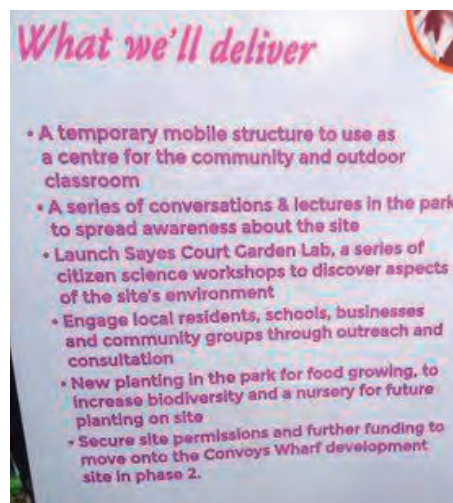
Still, we have not been idle. Our London Open House event on 16/17 September at the Master Shipwright's House was extremely successful, gaining many new supporters and raising funds. The official visitor numbers were 1,039 though I think we had more. We also launched our film made by some of our volunteers, which can be seen on the website www.buildthelenox.org.

We are hoping to add more to it with further filming in the Dockyard itself in the near future which will reveal more detail of our plans for the project, coinciding with release of detail in the business plan.

With the aid of funds from the Tideway Tunnel project, we are about to embark on an outreach programme into local schools, which will involve older pupils in teaching primary school children. I like to think of it as growing a crew in time for *Lenox's* launch.

We're also applying to other funders, the Good Growth Fund being the latest.





Photographs of Convoys Wharf (page 26) and Sayes Court Garden Proposals by Celia Clark, at Open House London, 16/17 September 2017.



Hopefully this brings you up to speed. One final point, we will be looking to invite further trustees on board soon. If you can recommend any seventeenth-century-ship fanatics, preferably with a few million pounds to spare, I'd love to hear from you.

In the meantime, thanks again for your support and my best wishes to NDS members.

Julian Kingston, Director, Build the Lenox

Book Review

***Portsmouth*, by Philip MacDougall, softback, 96pp, Amberley Publishing, 2017. Price £14.99.**

Most of the photographs in this book are taken from the Historic England Archive and show scenes in the city of Portsmouth at various times during the twentieth century, with an emphasis on the period between 1928 and 1971. The growth of the Portsmouth from town to city status, the development of Southsea as a seaside resort, construction of an airport, early entertainment and shopping experiences, the damage sustained during the Blitz and the post-war years of rebuilding and regeneration are covered in twelve thematic chapters with the text comprising extended captions for each photo. Of particular interest are the many aerial shots from the Archive's Aerofilms Collection. Portsmouth is defined by its dockyard and this is featured in an eight-page chapter including two aerial views taken in 1949 and 1951. There are eight further dockyard images in a chapter called The Military-Industrial Complex which also includes the Eastney and Victoria Barracks (the latter were demolished in 1967). Elsewhere there are good aerial pictures of the town Camber and Broad Street and the coal-fired power station.

Paul Brown

Accolade for Dr Edward Harris, executive director of Bermuda National Museum

In 'The guardian of Bermuda's heritage', *Royal Gazette's* In our Opinion notes Edward's efforts since the 1970s to restore and protect the Keep at Bermuda's Royal Naval Dockyard, in particular the Commissioner's House (<http://www.royalgazette.com/editorials/article/20171024/guardian-of-bermudas-heritage>). Renowned since 1973 for developing the Harris Matrix (<http://www.harrismatrix.com/>) for charting archaeological layers and buried structures on excavation sites, he was hired as Bermuda Maritime Museum's first professional executive director in 1980. In 2013 the museum became the National Museum of Bermuda. After thirty-seven years at the helm, Edward retires in November. His vision and advocacy has expanded Bermuda's maritime heritage to encompass all aspects of the archipelago's history and to incorporate the Casemates Barracks. He also supported UNESCO World Heritage Site status for the town of St George and its fortifications in 2000 (and would like the dockyard to be included in the inscription), and Bermuda's 2001 Historic Wrecks Act.

Dr Harris has long been a valued associate of the NDS in its attempts to protect Bermuda's dockyard heritage and we wish him a long and active retirement.

Dr Ann Coats, Chair

Award to Hong Kong Maritime Museum

Award to Hong Kong Maritime Museum, which was placed among the Top 10 Museums in China by TripAdvisor Travelers' Choice Awards 2017. <http://www.hkmaritimemuseum.org/eng/>

Call for Papers

**Conference Saturday 24 March 2018
National Maritime Museum Greenwich**

The role of naval bases in maritime operations in the Mediterranean during the 18th century

This one-day conference will examine the role of littoral and off-shore naval facilities (dockyards, anchorages, naval hospitals, hospital ships, guardships, etc.) of the Royal Navy and other naval powers, whose ships operated in the Mediterranean during the long 18th century (1688–1815). This conference will explore the nature of these facilities in the heavily contested Mediterranean. While the NDS expects to receive papers on the significant naval facilities created and developed by the Royal Navy, it also hopes that papers will be offered on facilities constructed by the numerous other naval powers operating within the Mediterranean.

If your proposal is accepted, the NDS will pay standard UK travel expenses, your conference fee, lunch, publish it in our *Transactions*, and give you a complimentary copy. Your talk will be 20–40 minutes long. The published paper will be 6–10K words. Your final paper will be required six months after the Conference for editing. Please send your title and 300 word synopsis (and any queries) by 30 November 2017 to: Dr Ann Coats, avcoatsndschair@gmail.com

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