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## **Maritime Dartmouth**

**by**

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### **Selective list of ships built at Dartmouth 1855-1880.**

When this group of papers relating the story of Dartmouth's 19<sup>th</sup> century maritime history was in the course of being written David Clement suggested that I drew up a list of ships built at Dartmouth in the relevant period. I was loath to do this as I had been put off reading many histories on specific subjects by having to read through seemingly endless tables which differed in one or two small particulars, line from line. Timetables in railway histories are typical examples. David said I should draw up a build list, at least for Dartmouth's foremost builder, Philip & Son.

Acceding to his request I found that whilst Philip & Son might be the best known on account of their 20<sup>th</sup> century existence, the leading shipbuilders varied from period to period. Thus the only builder to design and launch large sea-going ships in the period 1860-1882 was Robert Moore in the old Wood-Clist 2 slip yard, of Higher Sandquay. Robert Moore was building in composite construction twenty years before anyone else in Dartmouth and can be regarded as the leading builder before 1872. Philip & Son with only 3 small slips and a wet dock at Lower Sandquay did not inovate before 1878 when George Philip in his last design for the

'**Albert Victor**' introduced a 'Liverpool House' amidships on the deck for the crew quarters. The result of their non-innovative policy was the bankruptcy of 1878. By far the most modern firm of shipbuilders was Redway & Son. In the short period between 1870-1878 this firm brought modern techniques of shipbuilding to Dartmouth. The disastrous fire of September 1878 brought to an end their activities at Dartmouth.

After 1880 the predominant firm of shipbuilders and marine engineers at Dartmouth was the internationally known company of Simpson, Strickland & Co. Ltd. Through their exploitation of the patented Kingdon tandem compound engines their products were shipped worldwide. Their bankruptcy in 1917 allowed Philip & Son Ltd to acquire the complete Noss Works of Simpson, Strickland at a very low price in a scheme devised by Dr. Purves of Exeter. By this move the expertise and equipment of Simpson, Strickland in steel shipbuilding was allied to the expertise of Philip & Son Ltd. in wooden and composite ship construction and so the modern build list of the latter company is very much an extension of that of Simpson, Strickland & Co. Ltd.

### **Follett group of yards**

These built vessels at rate of one per year; between 1824 and 1851 building 27 vessels of between 120 and 175 tons, mainly schooners. In 1863 Follett began construction of a barque of 254 tons nrm (112 x 25 x 14 ft of hold). This was 2<sup>nd</sup> ship in that year and marks end of period of control of William Follett and start of period of Frederick Follett, his grandson. About 1840 William Follett built the '**Marvel**' which his son Samuel commanded. In 1864, after the death of William Follett, the firm reverted to schooners for next 4 years (1864-68) and completed four of these, a 5th was in frame when firm failed and was towed to Higher Sandquay and completed by Robert Moore. One of these a schooner of 130 tons laid down in 1865/6 was a private venture and was sold off the stocks to Messrs Bartlett, a Brixham company. Another Follett schooner for the fruit trade, of 160 tons, was one of the 1864-8 group. On the adjacent slip at this time was the keel of a similar vessel, 175 tons, 100ft. x 23 ft, capable of carrying 300 tons dead weight cargo for Green, Bartlett of Brixham.

### **Nichols group of yards.**

This group of yards was in the possession of the Nichols family from 1793 onwards and in 1861 a Patent Slip was installed in the easternmost yard. Therefore, for most of the period under discussion a large part of the time was spent repairing and refitting existing vessels. Most output was schooners or schooner rigged yachts. During the period 1824-51 Nichols built 19 vessels of rather smaller tonnage than those of the Follett family yards. In April 1866 the schooner '**Petrel**' was lengthened by Henry Nichols for Col. Peverell and in parallel he built a new schooner for Col. Finch. It was reported that in 1869 Henry Nichols had a schooner yacht in hand which will be for letting. This must be the schooner, which in June 1869 was being built on the Patent Slip, installed in 1861, which when being launched fell over on its side as it left the ways. However, with prompt action, she was hauled upright and secured alongside the New Ground. In 1868 Admiral Quinn's schooner yacht '**lone**' was on Nichols Patent Slip re-coppering.

In May 1872. Henry Nichols launched a brigantine '**Helene**' from his Patent Slip after repairs and conversion from a schooner

In January 1874 Henry Nichols built a covered shed over his shipyard, 110 x 30 x 20 ft high, to permit all-weather work. From here he launched the '**Stephanotis**' a 70 ton yawl for Mr. Blood-Smyth 64 x 13. and simultaneously had in frame a 100 ton schooner for C.H Hill of Tetbury. The '**Magnotis**' was re-fitting on the Patent Slip. Sold by G. T. Freake to C.H McMasters of Guilford, Ireland. In the lower yard at this time was the '**Lona**' belonging to Hugh Bridson for coppering and re-caulking. Near her was the '**Oberon**', of Mr. W. Smith, refitting. In July 1874 after the strike of shipwrights was settled, the yacht '**Pelican**' was launched, 87 x 18, designed by Ambrose Nichols III. The building of the covered shed would suggest, that after this date if not before, Nichol's vessels had their masts stepped after launching when fitted out on the New Ground.

In January 1875 there was a 40 ton yacht '**Rainbow**' on the Patent Slip which boat had been re-coppered and lengthened. Nichols also launched '**Dolphin**' a cutter yacht for Mr. Smith of Paignton, 54 tons. In May 1876 Henry Nichols fitted out a yacht for Col. Wigsell on the Patent Slip and had a 40 ton trawler '**Prosperous**' in frame for Hewett of London, yawl rigged. Launched August 1876. A screw steamer for Mr. Seaton of Kingswear had just been launched. She was powered by a 16 hp compound engine

developing 45 bhp. In November 1876 Henry Nichols launched a 63 ft trawler named '**Ripple**' for Borlase & Fox of Brixham. In March 1877 Nichols launched a trawler '**Racer**' for Bates of Yarmouth. In May 1877 he launched a 50 ton trawler for Emmett of Brixham. Another was in frame for Hewett of Yarmouth and another for a Brixham owner.

August 1877 Henry Nichols launched a trawler for Hewett of London. Two more were in hand, whilst Mr Coulthurst's yacht '**Medea**' was on Patent Slip for general repairs. December 1877 The schooner '**Jeronimo**' was on Patent Slip for repairs. Most of her cargo, an iron bridge, was first unloaded on to the quay of the Bonded Stores. In April 1878 Henry Nichols launched another trawler for Hewett of London.

### **Clarence yard**

The earliest note we have of building here is in the 17<sup>th</sup> century, but the yard was taken over by John Gibbs and his sons in 1800 and they built schooners and brigs here until 1813 when they moved to Sandquay. The Couch family took a sub-lease in 1813 and in 1858 the firm became Couch & Philip, a partnership of Wm. Adams Couch and George Philip, who built the brig '**Scout**' for Hunt, Henley in the Newfoundland fishing trade. In 1864 they launched the schooner '**Una**'. The partnership was dissolved in 1865 when George Philip moved into Lower Sandquay. The last vessel built by Couch and Philip was a 90 ft long schooner of approx. 150 tons n.m. . Couch and Philip closed their association with the launch of a 17 ft cutter from Clarence Yard in April 1866. Wm Adams Couch in Clarence yard then launched a schooner. Following the retirement of William Adam Couch, about 1868, there was no new building in this yard, which was used as a depot for the sailing trawlers of Lake & Armeson. In August 1870 W.A.Couch offered Clarence yard for sale; retiring from business.

### **Combe Yard**

This small yard, comprising two masonry lined slipways was re-opened briefly in the 1870's by John Houston after he left Philip & Son in 1876. He concentrated on building trawlers. The maximum size of ship that could be built here was governed by the launching draught, which at high water was no more than 6 or 8 ft over Combe Mud. John Houston launched his first trawler '**Pickwick**' for Putt of Brixham. It was launched at 6-30 am, ostensibly to catch high tide, but the cradle stuck on the mud. The vessel was left part

launched until floated off on the evening tide. By this time two more trawler orders were in hand. By August 1877 John Houston was building two trawlers for Mr. Ansell of Hull and he was also building the launch '**Forester**' for the Casey brothers for use on the Lower Ferry service. At this time, August 1877 it was complete except for the engine, due shortly. The '**Forester**' remained in service until 1925.

April 1878 John Houston launched a 68 ft trawler of 84 tons register '**Scotia**' for Mr. Haswell for North Sea fishing. Another was in hand for Knowles & Knowles of Hull.

### **Sandquay Yard**

Apart from a West Indiaman of 390 tons laid down by Benjamin Tanner about 1806 and completed by John Cock for Capt. Nicholas Tomlinson only naval ships were built at Sandquay, both Higher and Lower portions, before 1813. After the failure of both Tanner and John Cock the premises were leased to John Gibbs and his son Alan and then, in 1824, to his son George and his grandson John Gibbs II. The latter partnership built steamers as well as sailing ships. The best known steamers were the '**Lady Seale**' and the '**Malcolm Brown**' and finally the '**Sir John Seale**'. After about 1836 the premises were leased to John Wilson Green who reverted to building sailing vessels and carrying out heavy refits. One of these refitting jobs resulted in a long dispute with the shipwrights that bankrupted Mr. Green when the Devon & Cornwall Bank refused him further credit.

After the Green period the yard was divided into Lower and Higher Sandquay, with the dry dock in hand to John Seale. In 1841 the Alford family moved into the Higher Sandquay yard where they built a series of vessels of between 40 and 400 tons between 1841 and 1846, possibly including the clipper ship '**Sir Thomas Lowry**'. Lower Sandquay remained unoccupied until 1845 when it was leased by Capt. John Rhodes Pidding of Piddings Teas for a total of up to 26 years. During this period tenants such as the Follett brothers and others, perhaps the Lewis brothers, occupied Lower Sandquay. . In the Lower yard the Follett brothers, Samuel and Henry, built a 125 ft steamship for George Moffat in 1845/46. Other ships built here about this time were the '**Sarah Prinsep**', the '**Leo**', the '**Sagittarius**' and the '**Ann Ingate**'. It is not known who built them, but probably it was the Lewis brothers who built the steamships '**The Industry**' and the '**Go Forward**'. After the unsuccessful attempt by Capt. Pidding to rejuvenate the dry dock

only the Alford's were building a variety of ships in Higher Sandquay as mentioned previously. Their lease expired in 1846.

In 1851 Capt. Pidding's lease was surrendered and the complete premises leased to William Ashford, timber merchant and ships chandler, who leased the Higher Sandquay yard to Robert Moore in 1860-61. Robert Moore stayed here till he retired from business in 1882 building in wood and composite construction vessels such as trawlers at 40+ tons to ship rigged vessels of 450 tons. In June 1864 he laid down the keel of a 400 ton barque.

In 1851 Ashford installed a Patent Slip in the , now an open wet dock, the lease of this portion was taken by William Kelly, blacksmith, in 1854 who brought down from Scotland, as his building foreman, George Philip. Amongst other personnel were J. H. Mansfield as a shipyard manager and W.L. Mansfield as a designer or naval architect. In 1861 Kelly installed an improved Patent Slip. Both Mansfield's went to Teignmouth after Kelly went bankrupt in 1861. In 1856 W.L Mansfield designed the third Floating Bridge which was single horse powered and lasted till 1876. George Philip went into partnership with William Adams Couch in 1858 at Clarence Yard. This partnership was dissolved in Sept 1865 and from 1865 George Philip took a lease from William Ashford for the three southernmost slips adjacent to the old dry dock. His first order was a schooner for Pitt & Drew of Brixham. His second order was a brig for Tolman & Co. of Dartmouth. Between 1866 and 1876 George Philip designed and built a series of brigantines or clipper-brigs of about 190-220 tons for the Newfoundland and South-America trades tons for Hunt, Henley and Newman, Hunt & Co. These were the '**Velocity**'- '**Harrier**'- '**Chanticleer**'- '**Talbot**'- '**Beagle**'- '**Terrier**' and '**Retriever**'. The last named made a record passage to Bahia from Dartmouth of 27 days. It was about this time that Newman, Hunt & Co., the last Dartmouth company in the Newfoundland fishing trade, sold out to the Hudson Bay Company. This led to a depression in the Dartmouth shipbuilding trade when coupled with the disastrous fire at Middle Sandquay in 1878.

Meanwhile Robert Moore was building a schooner for a Brixham owner and it was launched in October 1865. At the same date Philip and Son launched a brig of 280 tons for Pitt & Drew and immediately laid down the keel of another brig.. By this date George Philip had been joined by his son, Alexander, who had

completed his apprenticeship at Laird & Co. of Birkenhead. In February 1866 Robert Moore launched the '**John Kendall**' a clipper-brig of 430 tons. This vessel was launched in February 1866 when two other vessels were in hand, a brig and a ship-rigged vessel on the adjoining slip

Two of the sons of Ambrose Nichols, William Henry and Henry built ships at Kingswear from 182 to 1844 following after Wm. Mathews who leased the Barnes Key yard from 1815 to 1832. Prior to 1815 the shipyard was in the hands of Wm. Paige who began building here at the very end of the 18<sup>th</sup>. century. The last active member of the Alford family who continued to build spasmodically at Higher Sandquay moved to the small Barnes Key shipyard at Kingswear in the mid-19<sup>th</sup>-century. When this yard was buried under the railway station in 1864 a replacement yard was provided at Hoodown. Edward Alford continued to build here during 1864-7 before he retired. Another change came at Middle Sandquay where Messrs Redway & Son of Exmouth took out a lease from William Ashford for the Patent Slip and the two slips south of Philip & Son. adjacent to the Floating Bridge.

Other work in hand in 1867 was:-

In January Robert Moore launched a schooner of 280 tons. Philip & Co. had a large vessel in frame for a Brixham owner and a yacht for A.B.E.Holdsworth of Stokenham. Also in hand was the lengthening of the bow section of the yacht belonging to Mr. E Kensington of Bellevue Dartmouth.

Philip & Son received an order to build a 250 ton brig for Tolman & Co.

Alford at Kingswear launches their last vessel, a trawler, at Kingswear before retiring from business in May 1867.

A trawler for Samuel Lake was launched by Follett, 45 tons, named the '**Afghan**'.

The second of Mr. Lakes trawlers '**Vishna**' was launched from Gibbs yard at Galmpton, and the third of Mr. Lake's trawlers was launched from Moores yard, named the '**Elephantine**'

Robert Moore launched a clipper schooner for Capt. John Bulley and Samuel Lake. She was the '**Eaglewing**' 96 x 23, 250 tons

nm and 185 ton nm. This was the largest schooner built in Dartmouth. Another was laid down in adjacent berth.

Orders in hand in 1868 were:-

Philip & Son launched in May 1868 Brigantine '**Sly Boots**' for Lake, Tolman, Fox & Tolman., 98 x 24 with raised quarterdeck. Registered tonnage 190 cargo 325 tons.

Work in hand for 1869 was:-

May 1869 Philip & Son launched 3-masted schooner, 190 tons displacement. 107 x 24, for Putt & Drew of Brixham. She could carry 330 tons of cargo. Another schooner was being built for a Dartmouth owner. Also in hand was Lt. Studdy's yacht '**Gondola**' which was being lengthened by 3½ ft by Philip & Son. Robert Moore had a large barque and two trawlers in frame.

Orders in hand in 1870:-

April 1870 Philip & Son launched a 3-masted schooner '**Sanguéal**' for Cuthbertson and Couch. 97x23, of 300 tons burthen. She was wrecked a few years later on the East Falklands. At the same time Philip & Son were reported to be building three more 3-masted schooners for Putt of Brixham. The design was to be as for the '**Luz**', built for Eales and Pictwork previously.

In May 1870 Philip & Son were reported building a trawler, yawl rigged, 65 x 19. Also a 3 hp steam launch. During the same month, for the first time there were 3 vessels on the Patent Slip at Sandquay Placed there by Redways of Exmouth.

Robert Moore launched a brig '**Maria**' for Tessier of St. Johns Newfoundland. She had an elliptical stern and double topsails. In October 1870 Robert Moore launched the '**Bertha**'. A Deep sea Trawler to the order of G.P. Bidder of 100+ tons. Composite construction, schooner rigged, her engines were to be fitted at South Shields by Robert Stephenson & Co.

Looking at the work in hand for 1871 we find that in April 1871 Philip & Son. launched a trawler, 82 x19, ketch-rigged, together with a 3-masted barquentine '**Stag**' for Putt & Drew 123 x 24, 230 tons bm or 212 nm. In September 1871 Philip & Son completed a steam launch for H. Bridson, Composite with wood on iron frames, 56 x 9. At the same time they were building a 70 ton trawler, for G. P. Bidder, 150 tons om, 98 ft o/a. This was a bigger boat than the

*'Bertha'* which is too small to haul trawl, and fitted with a pair of condensing engines by Robert Stephenson. Philip & Son were also building a steam trawler of 97ft. o/a and 19 ft beam. 180 tons, condensing engines.

In October 1871 Philip & Son worked on the steam trawler *'Edyth'* ex G.P.Bidder but now owned by Samuel Lake, which was lengthened amidships by 25 ft. for use as a cargo steamer. The vessel was fitted with a lifting screw by George Kingdon, late of Waterhead Foundry, and also had a steam capstan. This vessel was re-launched in July 1872

By December 1871 Robert Moore had a contract to convert the trawler *'Bertha'* into a yawl, whilst Redway's were repairing the *'Duchess of Sutherland'*, barque, on Patent Slip at Sandquay. This work was completed in July 1872.

Looking now at the work in hand 1872, we find in May 1872 Redway's launch a trawler, the *'Earnest'*, 66 x 19.

In 1873 at Redway's whilst stepping masts which were complete with yards on a barque, the deck mounted sheer legs slipped and fell over the side. The masts fell on to the covered sawpit containing 2 sawyers. The roof of the sawpit was smashed, but the occupants were unhurt. Robert Moore was building two types of trawlers. Large ones for North Sea fishing and smaller ones for Lowestoft.

In March 1873 the accident occurred previously recounted when putting barque *'Swan'* on Patent Slip. After the Patent Slip was repaired, in April 1873 *British Emire*, barque goes on to the Patent Slip. Philip & Son launched the brig *'Terrier'* of 160 tons for Newman, Hunt. In May 1873 Redway have orders for a barque and 4 barquentines to build for Dunison Estates Fireclay Co. together with one trawler order finished and two others nearly complete. A trawler was launched by Philip & Son named *'Violet'* for C. Price of Hull for North Sea fishing which was the 6th ship of her class, measuring 65 x 19. A Ten ton yacht was in hand for Mr. T.G. Freake, together with a lighter for George Goodridge, and they had just laid keels of two trawlers. A total of four vessels had been launched by them within the previous 6 months.

June 1873 we find a trawler for Scottish fishing grounds being launched by Robert Moore. She was built for Mr Amery of Ramsgate. 45x13, 140 tons. In August 1873 there was the broadside launch of the trawler '**Martin**' 62 ft keel and ordinary beam built for R Martin of Grimsby. Redway has nearly completed work on '**British Empire**' barque. In August 1873 Robert Moore launches the 60 ton trawler '**Colin Rodger**' for Grimsby and has several others building. This denotes he is using his two large slipways with more than one vessel upon them. Redway launches the barque '**British Empire**' which was to be renamed '**Firm**'. They had two old vessels on Patent Slip and a 3rd vessel launched broadside. The Sandquay yard was reported as being *crammed full of vessels*.

As the year progresses, in October 1873 Robert Moore launches a trawler of 71 tons, 65x20, which was the largest built within these dimensions. To be called '**Andrew Marvell**' she was built for for Anderson of Grimsby. Another hull was started immediately. Philip & Son launch a 65 ft trawler of 70 tons nrm. This is 7th one a class of nine vessels ordered. The Trawler Company, Messrs Hewett order a steam ship 120 ft long., whilst Samuel Lake's screw steamer, the ex trawler '**Edyth**' having been lengthened by 25 ft was nearly ready. Mr. A.B.E Holdsworths yacht '**Alcuna**' had been lengthened by 6 ft in keel by Philip & Son. Redway once again had 3 vessels on their Patent Slip. One of which, the '**Rio**' brig was undergoing heavy repair, '**Charles Louie**' a French lugger being converted into a timber barge, and at the back of the Slip was '**Helen Christine**' a steamer of 256 bm with 50 hp engines by Black, Hawthorne & Co. At the same time a 3-masted schooner is half in frame, a trawler ½ finished and other work in hand.

In October 1873 there was an accident when a foreman working on the '**Helen Christine**' at that time upon the Patent Slip, was throwing overboard iron whelps when he overbalanced and went over the side. He was badly injured.

The picture is painted of a hive of industry in the area, and by December 1873 it was reported that *all of Sandquay was in work*. Philip & Son have now launched the '**Edyth**' as a steamer for Samuel Lake. She has been lengthened by 25ft. and made 2 ft wider in beam so is now 120 ft x 21 ft., but retains 25 IHP steam engine. She can now carry 200 tons of cargo and was *A very*

*handsome vessel to look at. Several charters have been received. Philip & Son have a trawler on each of their 3 slips. One for Hewett of Grimsby, two for Vivian & Tozer of Hull, At the same time also in hand are the keels for a 125 ft steamer and another trawler for Hewett.*

In February 1874 Robert Moore launched '**Ariel**' a 50 ton trawler for Hewett and has another in frame for a Grimsby firm. This latter was to be the largest ever built in Dartmouth. The keel had been laid for a locally owned coasting vessel. At Redway's was a Danish brig '**Romio**' being coppered on the Patent Slip, but she got stuck on re-launch as pawls would not come free due to lack of water in the dock. The vessel was towed off by the '**Guide**'. That the '**Romio**' was recoppered in 18 hours at a cost of £350. Indicates the speed at which the work force were operating and the numbers of men who would be employed to undertake this.

In August 1874 Philip & Son launched a screw steamer for Hewett of London. named the '**Pelican**'. 120 x 22 ft. At that time the company had 5 vessels in hand including a schooner '**Cicerone**' for reclassification. In October 1874 Richard Pine, aged 28, of Exmouth was drowned when he fell overboard while dis-entangling two small boats in Redway's yard. He had worked for the firm since a boy. That he was not in the best of health is shown by the report that *He was spoken to recently by Mr. G.T Freake who gave him a sovereign and chit for 4 bottles of medicine, worth another sovereign. Since death of Pine his father has died and his brother drowned.*

The reports show that in October 1874 Redway & Son. On 1<sup>st</sup> slip, nearest to Floating Bridge, was a 3-masted schooner of 32 tons being planked. On the Patent Slip were 3 vessels, a 20 ton yacht belonging to Mr. Redway, a Liverpool schooner '**Harvest Home**' for re-classification and '**Bearscove**' a yacht the property of Capt. Bailey. In boat shed was a cutter yacht designed by Edwin Redway for Mr. G T. Freake on the style of an Itchen oyster boat. Also in shed at head of Patent Slip were 31 tons of lead for the keel and ballast of the yacht '**Veronica**', 113 tons, 80 x 16, with a reported lower sail area 4787 sq.ft. At the same time Philip & Son had a 120 ft steamer and 4 trawlers nearly completed and a 5<sup>th</sup> trawler in frame. In Higher Sandquay at Robert Moore's yard was a 130 ton steamer for Vickery of Newton and 4 trawlers in frame.

In the dock alongside the house was the place where the '**British Empire**' lay for a long period.

November 1874 was reported the death of George Philip, who was succeeded by his son, Alexander. In March 1875 Philip & Son launched the 37 ton yacht '**Brunette**' for Luke Wheeler of Kingswear, together with the '**Critoor**,' the last design of George Philip. She was a 3-masted barquentine 110 x 24 built for Punchard & Tolman. She was described as a good 'poor mans' ship with a large capacity for her class. She was launched fully-rigged with 100 persons on board. Immediately following her launching the keel of a brig 118 ft long to be built for Newman, Hunt was laid down in her place.

The same month Redway's launched the '**Veronica**' yacht for G.T. Freake, 85 tons, oak framed, launched using an unusual method. 2 x 56 lb. mountings on either side of the bows were held by cord, which was then cut. The weights drop down through 8 ft *and do the work of two-men*. There were two ships on the Patent Slip, one of them a 3-masted barquentine that was launched in June 1875. In November 1875 the yacht '**Veronica**' came in for 'slipping' at Redway's yard. The spring tide was low and the vessel stranded 2/3 on the Slip. She then keeled over as tide receded and broke her gaff boom. The false keel was damaged and the lead keel bulged. In February 1876 the '**Veronica**' was on the Slip, also a private yacht and a steamship the '**Balmoral**'. This latter vessel was having her engines and boilers removed prior to being converted into a 3-masted schooner. The same month Philip & Son launched the '**Retriever**' a 3-masted barquentine of 216 tons nrm for Newman, Hunt. Her sails were cut by Frederick Follett.

By April 1876 Redway's launched the 50 ton yacht '**Dawn**', which had been extended for Mr. Burnett of London. She had an interior designed by Edwin Redway. In October 1876 Robert Moore launched a trawler 66 x 19 named '**Tom**' for Mr. Parsle of Yarmouth. 3 others were in hand at the time. Redway's had launched a 50 ton trawler '**Clarence**' for Hewett & Co.

In April 1877 Philip & Son launched a trawler for Ansell of Hull. This was the fourth vessel for the same owner. Other orders were in hand for two more trawlers for Hewett and a larger one for Putt & Co. of Brixham.

On May 25th 1877, an accident to Alexander Philip, when supervising the unloading of timber at Kingswear, a falling plank broke his leg just below the knee. The accident left him with a limp for the rest of his life.

In June 1877 an accident on Redway's Patent Slip occurred to the iron plated steam yacht '**Ina**'. One of pawls on slip overlocked and caught in ratchet plate. Cradle brought to a stop, but ship carried on down the ways and dislodged the side shores. As a result the ship tilted over and two plates were bulged. However it was stated that the damage was *Put aright after a hard nights work*.

By July 1877 Philip & Son have 2 trawlers building, the **Charles and Ada** 54 tons for Hewett of London which was the tenth for that owner, and an 81 ton trawler '**The Boys**' for Vivian & Tozer of Hull, which was the third for that owner. Mr R Widdecombe, the yard foreman, was then running the shipyard as Alexander Philip still not fit. In November 1877, an accident occurred to the '**Royal Dartmouth**' at Redway's yard whilst boiler being lifted out. The wooden sheer legs broke and timber showered onto the foreman, Mr. Balkham, who died later. The work was being superintended by Mr Owens resident engineer at Kingswear of Great Western Railway. His son was the engineer of vessel and he too had a narrow escape. The '**Royal Dartmouth**' was badly damaged with the side of deckhouse, paddle box and bulwarks stove in.

In December 1877 a trawler fitted out as a yacht was being built by Redway, 74 tons, named '**Ben Lomond**'. She had a cabin interior in teak and pine. Robert Moore was completing the trawler '**Nonsuch**' 70 tons. With 3 others are in hand the first to be named '**Winter**'.

In January 1878 Redway launched the trawler '**Beaver**' of 78 tons for Dr. Bingham of Beverley and in March 1878 launched another trawler '**Ben Nevis**'. In March 1878 Philip & Son launched the '**Albert Victor**' which was to have been called the '**E.D**'. A 3-masted barquentine for the fruit trade. The vessel was named by HRH Albert Victor, later Duke of Clarence. The ship was 263 tons n.m and carried 440 tons cargo. She was the first vessel built by the firm with an 'Liverpool House' amidships as crew quarters. She was metal sheathed and launched fully rigged. Her Yard No. was 65 and she was built for Putt of Brixham. The design was the last one of George Philip.

April 1878 sees Redway launch a trawler '**Cader Idris**' 84 tons, the 3rd of 20 ship fleet for North Sea fishery ordered from Redway. By August 1878 Redway launched a trawler '**Ben More**' sister ship to '**Ben Mar**' launched previously.

Interestingly after what was clearly a period of intense work, in January 1879 shipbuilding was stagnant. The fire damage (qv) at Redway's was now put at £5000 and although valuable machinery was being refurbished a large number of men were out of work. An article in the *Pall Mall Gazette* commented that the lack of orders for wooden ships was due to the rapid expansion of iron shipbuilding. In the first half of period 1860-1878, 3,103 iron ships were built and in second half 4,264 vessels. This represents a numerical increase of 37% and a tonnage increase of 93%. These figures indicate the double problem for Dartmouth shipbuilders: ships were getting bigger and materials were no longer to be found locally, eg. iron plate and bar section. 1879 marked the end of the old order in shipbuilding at Dartmouth. No merchant ship over 430 tons of wooden, composite or iron construction was ever built at Dartmouth again until after Philip & Son moved into the Noss Yard of Simpson-Strickland in 1918.

February 1879 saw John Houston building a 50 ft vessel suitable for a pilot cutter as a private venture. Such a project was often a sign of impending bankruptcy. Philip & Son, now reorganised as a new company, launched the 70 ton trawler '**Nancy**' for Hewett & Co. At this time John White, boatbuilder had begun building boats on a small scale in Follett's old yard.

By March 1879 John Houston was now trying to sell the unfinished vessel in his yard at Combe although it required two months work to complete the vessel. Then towards the end of the month came the news of the death of Henry Nichols at an advanced age. The Kings Quay yard ceased work, but elsewhere the situation began to improve. Robert Cranford paid one of his visits to the shipyards. He found that Robert Moore was building trawlers in Higher Sandquay yard, doing a quiet but steady trade. There was some work in that part of Redway's yard at Lower Sandquay beside the Floating Bridge. Here the Mansfield's were building a trawler for Redway's fleet and a new pilot cutter for Mitchelmore & Benson. was already in frame.

In the yard of Philip & Son there was much work. A trawler for Hewett was on the slip ready for launching. The '**Beagle**' was undergoing extensive repairs alongside the quay and 2 or 3 yachts were outfitting ready for the new season. John Houston sold his private venture vessel as a yacht to Sir Thomas Kirkpatrick. She still required the deck to be planked before she could be rigged and fitted out. In October 1879 John White, boatbuilder, goes bankrupt.

By November 1879 Polyblank of the Waterhead Foundry at Kingswear commenced building first fully iron steamer on the Dart named the '**Berry Castle**'. The previous iron ship was the '**Bertha**' a composite vessel. The building of '**Berry Castle**' marked an upturn in shipbuilding in Dartmouth.

In December 1879 Polyblank gained a second order for an iron steamship bringing the value of its order book to £6000 in all. Polyblank built a 120 ft shed at Waterhead Creek in anticipation of further orders. At the same time Philip & Son had in hand the recoppering and refitting of the '**Talbot**' for Newman, Hunt & Co.

In May 1880 Philip & Son had a trawler in hand for Hewett and reported that repairs were complete on the '**Victor Marie**'. Robert Moore had several trawlers in hand. In April 1880 Mr. W Ashford, timber merchant, had taken a new lease of the Patent Slip and premises lately occupied by Redway's. Ashford's original lease of all Sandquay was set to run out in 1882 when the property would revert to the new ground landlord, the Raleigh Estates Trust.

At Polyblank's the '**Berry Castle**' now had all plating complete. The boiler weighing 7-8 tons had been brought by rail by the Great Western Railway to the Kingswear goods yard and then launched into the harbour. The boiler was then towed upstream by the steam launch '**Cyprus**' as far as the lime kilns in Waterhead Creek. It was then attached to buoyancy tanks and towed to building shed at head of Creek. The engines of the '**Berry Castle**' were fitted at the same time. These were a pair of 38 ihp compound oscillating surface condensing units of a new type with a fuel consumption only 50% of ordinary river boats of the same class. They developed twice as much power as those of the 'Newcomen'. The outfitting of the '**Berry Castle**' was to be undertaken by Philip & Co. The launch date was set for 7 or 8th of June, but actually took place on 23rd July. At the ceremony Sir.

H.P. Seale stated that in his youth he had seen records of 14 naval vessels being repaired at the same time at Sandquay.

There was news of another shipbuilding venture at Warfleet Creek where the brewers Madocks & Simon were building a fleet of small ships to carry their beer to London. The keel of the first vessel was laid in January 1880. Known as the '**Mayflower**' she was to have been a steamer, but was not large enough for that purpose and so was rigged as a fore and aft schooner 63 ft long x 11¼ ft beam and 6 ft depth. Her tonnage was 39 tons. It was hoped to build a larger one. The designer of the '**Mayflower**' was Mr. Mansfield who had been at Sandquay. In May 1880. Robert Moore launched a new trawler '**Speedwell**'

By August 1880 W. Hodge had taken over White's old boatyard by the Floating Bridge from John White. Robert Moore laid down a 90 ft trawler; the largest ever built in Dartmouth. By October, Redway having ceased business finally sold his house contents and departed from Dartmouth.

By August 1881 Cranford visited the shipyards at Sandquay again. A depression had now set in. There was nothing in the yard ex Redway. Philip & Son were down to 30 hands and had only small vessels in hand, from 6½ to 60 tons and were building on 3 slips only. Robert Moore had two trawlers building for Hewett & Co. for whom Robert Moore had now built 19 trawlers.

In 1880 Dartmouth entered a new era the scope of which is indicated in another paper. It was the era of the Embankment that put paid to shipbuilding at Hardness and plunged the town into the period of retrenchment and faction politics the story of which has been told elsewhere. In 1881 Simpson and Denison moved into Henry Nichols covered yard at Kings Quay and began building boats powered by Kingdon Patent Tandem Compound engines built at the Engine Works in Clarence Street. In 1883 both the covered yard and the Engine works were transferred to Middle Sandquay and installed in the old Redway yard. Simpson & Denisons becoming tenants to the Raleigh Estates Trust having bought the remainder of Ashford's lease. In 1882 Robert Moore's lease expired and he declined business and retired. From henceforward Sandquay was divided between Philip & Son in the 5 lower slips and Simpson & Denisons who occupied Redways old premises. Higher Sandquay remained unoccupied until about 1884 when the yard was leased from the Trustees of the Raleigh

Estate by the Admiralty and became the Naval Yard of HM ***Britannia***; the two slips and part of the mast pond being filled in.

As far as Simpson & Denisons, later Simpson, Strickland and Company Ltd, are concerned their hull building list shows that their first hull No.1 was a 21 ft launch fitted with engine number A1. This assembly was built up in the old Nichols yard at Hardness in 1880. By 1887 when the limited company was formed just over 120 hulls had been built. Most hulls were for wooden steam launches, but there were seven steam yachts, a 40 ft paddle steamer for Lord St Germans and some assorted sailing boats. The last hull number, in September 1918, was a larch dinghy for the Admiralty. It was cancelled subsequently due to the Armistice.

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