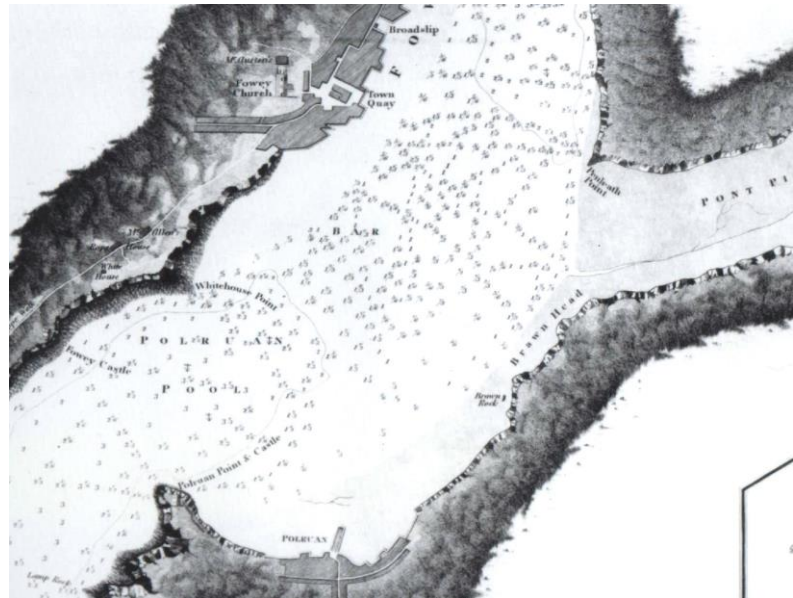


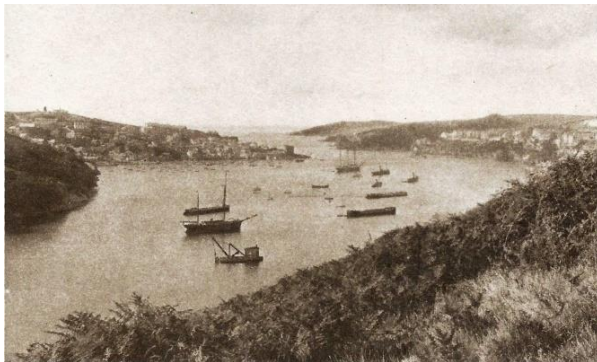
The History of Brazen Island Ship yard in Polruan

The Brazen Island Shipyard is situated to the north of Polruan and has over the years played an important part in the working and history of the harbour. It therefore important to record its beginning and what has been achieved in this special part of the harbour operations.

An early Chart of the Harbour showing Brawn Point before Brazen Island was built

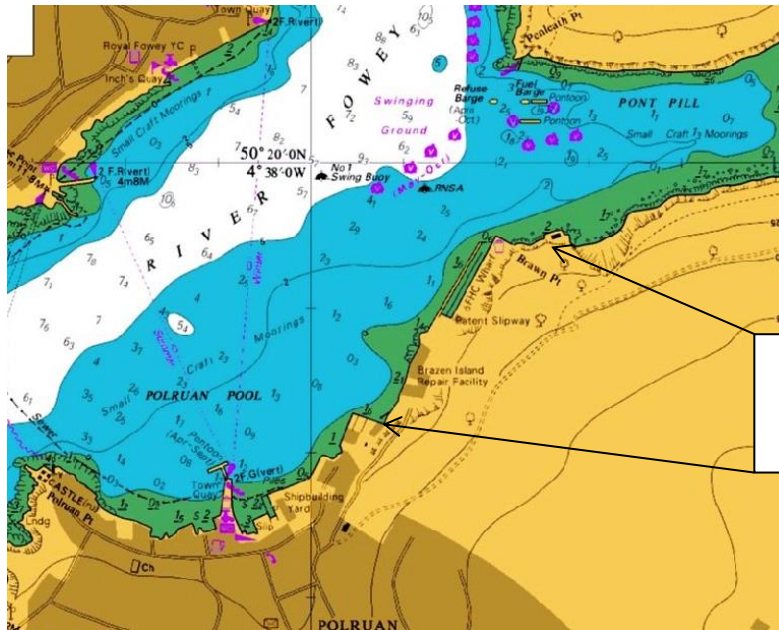


Many believe Brazen Island gets its' name from the island around which it is built but this was known as Brawn Rock and the shore up to Pont Pill was known as Brawn Head as shown on the 1811 chart from a survey by Mr George Thomas. It was still marked as Brawn Point in the 1900 chart of Fowey Harbour.



Brawn Point before Brazen Island was built





A modern chart of the harbour showing the Shipyard as it is now

Brazen Island Shipyard owned by The Fowey Harbour Commissioners

The Butson's were a leading shipbuilding family in Lanteglos-by-Fowey and as their business expanded they moved to and build a new yard at Brazen Island in 1857. On the 6th November 1863 a 18 year lease was signed between the Right Honourable Anne Grenville, Baroness, of Dropmore, Buckinghamshire and Nicholas Butson and Joseph Butson, shipwrights, of Polruan, Lanteglos by Fowey, Cornwall. The lease was for the shipwrights yard, hereditaments and premises situated at Brazen Island, in Lanteglos by Fowey, Cornwall. The Term was for eighteen years. Consideration: the rent and covenants described in the deed. The Rent was for £5 to be paid by equal quarterly payments.

The site had originally been a quarry from which much of the stone to build properties in Polruan and Fowey probably came together with building the original quay wall where boats loaded the stone.

LADY ANNE GRENVILLE made an application in 1857 ref nos BT 356/9998 BRAZEN ISLAND, FOWEY HARBOUR, CORNWALL; PROPOSED CONSTRUCTION OF SEAWALL BY; assent granted. (On the death of the last male heir, Thomas, 2nd Lord Camelford, in 1804, the Boconnoc estate passed to his sister Lady Anne Grenville and thence to her nephew George Fortescue,)

The Butson's last ship was the 104 ft. brigantine "Undine" launched from Brazen Island in 1875. She was built for Thomas Halls Knight of Lostwithiel who the Butsons built the Rippling Wave for in 1869. She was built for the pineapple trade. At the launching the christening ceremony was well performed by Miss Hicks, niece of Capt. Hicks, of Polruan, who was her first Captain. Captain Philip Wheeler, Master's Cert 73159, obtained 1878, was master of Undine in 1878 and lived in Gorey, Jersey. Captain Eves succeeded him when she changed ownership and being registered in Whitstable



ALPHABETICAL LIST OF BRITISH REGISTERED SAILING VESSELS.

555

Official No.	Name of Ship and Port of Registry.	Rig.	Where built.	When built.	International Code Signal (if any).	Registered Tonnage.	Name and Address of Sole Registered Owner or of Managing Owner when there are more Owners than One.
30173	Undecimus, Malta	Bk.	Malta	1858	Q. J. R. L.	524	Patrick O'Hare, 20, Broad Chare, Newcastle.
56877	Underwriter, South Shields	Bk.	(a)	(a)	M. S. Q. F.	1440	Joseph R. Kinney, Yarmouth, N.S.
66703	Underwriter, Yarmouth, N.S.	Bk.	Shelburne, N.S.	1873	N. R. Q. P.	698	John R. Thompson, Auckland, N.Z.
66542	Undine, Auckland, N.Z.	Cr.	Auckland	1873	L. V. P. R.	22	Charles J. Herbert, The Travellers Club, Pall Mall, London.
68306	Undine, Cork	Cr.	(a)	(a)	M. Q. S. T.	50	G. C. Smith, 2, Hillesden Pl., St. Leonards-on-Sea, [Sussex].
19153	*Undine, Folkestone	Bn.	Bremen	1852	N. V. G. R.	166	Thos. H. Knight, Lostwithiel, Cornwall. [Sussex].
69850	Undine, Fowey	Bn.	Fowey	1876		174	

* Foreign Name "Wilhelm."

First owned by Thomas Knight of Lostwithiel

69850	Undine, Faversham	Bn.	Fowey	1875	N. V. G. R.	155	Isle of Wight.
79258	Undine, Launceston, Tasmania	K.	Tasmania	1883		16	× Frank Nicholls, Whitstable, Kent.
96618	Undine, London	Cr.	Southampton	1887	L. G. P. D.	14	Thomas Thompson, Hobart, Tasmania.
119513	Undine, St. John's, N.F.L.	Sr.	Twillingate,	1905	..	45	Robert J. Hamilton, 82, Rodney St., Liverpool.

By 1905 she was owned by Frank Nicolls of Whitstable, Kent

And extract from the Whitstable Times - Issue No. 1,760 - 24th Sep. 1897. Price 1d. below

"The 'UNDINE' was a brigantine of 174 registered tons. She was owned by the Nicholls family, Osborne being her master. She was one of the fastest ships out of Whitstable as she was built specifically to transport pineapples from America in the shortest possible time. Her length of boom made her difficult to handle in coastal waters, so in later days when she worked nearer home, she was modified to cope. She lasted until the 27th February 1917 when, whilst drifting in fog in the Wash, she was run down and sunk by the steamer 'Emlyn'."

The lease to the Butsons expired in 1881 and with falling work the Butson's having left the site concentrated on their yards at Bodinnick and Polruan Geach's yard near the Quay (now Tom's Yard) and Brazen Island was next leased to some local business men who had come together to invest in the business of fish trading on the back of the pilchard fisheries. It was at the time when pilchards and sardines were plentiful in the south west approaches and Polruan was a thriving fishing community

The *Brazen Island Sardine Company* was incorporated on 25th April 1883 by Seven local business men namely:-

R.H.WILLIAM	Cuddra	Engineer	10 shares
J.H.HOCKEN	Fowey	Ship owner	4 shares
GEO.H.BATE	Fowey	Shipbroker	2 shares
JOHN EDWARD HOCKEN	Polruan	Sailmaker	2 shares
ALBERTUS DINGLE	Fowey	Merchant	2 shares
MOSES DUNN	Polruan	Fisherman	1 share
SAM SLADE	Polruan	Accountant	2 shares

There was a start-up capital of £2500

J.E.HOCKEN was born 14th February 1851 and became the main sail maker in Fowey harbour working from his sail loft beside the wet dock in Polruan. He worked on 120 ships, of which over half were Fowey registered, the rest were mainly ships involved in the china clay business. He died in Fowey on the 18th January 1912.

G.H.Bate was a harbour commissioner from 1881 until 1891 as was S.Slade 1892 to 1895 who did a 3 terms the second from 1903 to 1912 representing Polruan and another 1918 to 1921. R.H.Williams was also a commissioner representing Cornish minerals from 1893 to 1896.

Moses Dunn was a fisherman but also a licensed Trinity House Pilot



Moses Dunn ,his sons Moses and Ernest and the boat Misfit registered in Mevagisey

Memorandum of Association
OF THE
BRAZEN ISLAND SARDINE COMPANY
LIMITED.

Incorporated the 25th day of April, 1883.

A. K. CARLYON,
Solicitor,
FOWEY.

Printed by CHARLES DUNN, 14, SOUTH-WALL, LONDON.

COMPANY LIMITED BY SHARES.

Memorandum of Association
OF THE
BRAZEN ISLAND SARDINE COMPANY
LIMITED.

1st. The name of the Company is the "BRAZEN ISLAND SARDINE COMPANY LIMITED."

2nd. The Registered Office of the Company will be situate in England.

3rd. The objects for which the Company is established are—

(a) The establishing and carrying on the business of preserving, either in oil or by other process, pilchards, or sardines, or any other kind of fish, and as part of the said business the catching, buying, stocking, pickling, salting, or preserving and selling, whether as principals or agents, all kinds of fish and shell fish, and the making, manufacturing, and purchase of all kinds of tin and other boxes, barrels, casks, cases, or other packages required for the purposes of the said business.

(b) The acquisition by purchase, lease, or otherwise, of land, houses, and property wherever any business of the Company may be carried on, or whosoever deemed advisable for any of the purposes of the Company. And also the erection of houses, curing houses, workshops, stores, yards, offices, and buildings on any land of the Company which may be deemed necessary or advantageous to the working of any of the businesses of the Company. And further, the erection, hiring, or otherwise acquiring, constructing, or maintaining any wharves, landing places, pontoons, buildings, railways, tramways, machinery, plant, and materials of any description, whether moveable or immoveable, and the selling, demising, and letting out the same from time to time as may be deemed advisable or advantageous for any of the objects of the Company.

5

And, the several persons whose names and addresses are subscribed, are desirous of being formed into a Company in pursuance of this Memorandum of Association, and we respectively agree to take the number of Shares in the Capital of the Company set opposite our respective names.

NAMES, ADDRESSES, AND DESCRIPTIONS OF SUBSCRIBERS.	NUMBER OF SHARES TAKEN BY EACH SUBSCRIBER.
R. H. WILLIAMS CUDDRA, St. Austell, Civil Engineer	Ten.
J. H. HOCKEY, Fowey, Ship Owner	Four.
GEO. H. BATE, Fowey, Ship Broker	Two.
JOHN EDWARD HOCKEY, Polruan, Sail Maker	Two.
ALBERTUS DINGLE, Fowey, Merchant	Two.
MOSES DUNN, Polruan, Cornwall, Fisherman	One.
SAM ^l SLADE, Polruan, Cornwall, Accountant	Two.

Dated this 14th day of April, 1883.

Witness to all the above Signatures,

ALEX. K. CARLYON,
Solicitor,
FOWEY.

Registered without Articles of Association.

2

- (c) The acquisition by purchase, charter, or hire or otherwise, of ships, boats, lighters, vessels, nets, lines, fishing gear, and all other implements or materials necessary or advisable to be used in and for the working and carrying on of any of the said businesses; and the selling, letting, and disposing of such ships, boats, lighters, and vessels, nets, lines, gear, and implements as may be the property of the Company in such manner as may be deemed expedient.
- (d) The entering into such contracts and charter parties, and the making such arrangements with land or sea carriers and other persons as may be necessary for the carriage and transmission of any goods or property of the Company, or in connection with any of the said businesses.
- (e) The undertaking and carrying into effect for any of the purposes of the Company all financial, commercial, or administrative arrangements which may be deemed necessary or expedient towards the establishing and carrying on any of the said businesses of the Company.
- (f) The acquisition by purchase or otherwise of any Letters Patent for inventions incidental to or which may be expedient to be used in connection with any of the said businesses, and the selling and granting licenses to other persons or Companies, or otherwise disposing of the same.
- (g) To act in conjunction, or unite, or amalgamate with, and to create and constitute and assist in creating and constituting any other Company or Association of a kind having wholly or partially similar objects to this Company, and to buy up or absorb all or any part of the business or property of any such Company or Association, or of any person, and to acquire or hold any Share or Shares, or any interest in any other such Company or Association, and to wind up on commission or otherwise the business or affairs of any such person, Company, or Association.
- (h) To sell, improve, manage, develop, lease, mortgage, dispose of, or otherwise deal with all or any part of the property of the Company.
- (i) The transacting and doing of all such other things as are incidental to or conducive to the attainment of the above objects or any of them, or convenient to be undertaken therewith.

4th. The Liability of the Members is Limited.

5th. The Capital of the Company is Two Thousand Five Hundred Pounds, divided into One Hundred Shares of Twenty-five Pounds each, with power for the Company, if so determined by Special Resolution, to issue all or any part of the original Capital for the time being unissued, or any additional Capital, with the right to any Preferential or Guaranteed Dividend, or other privilege, or subject to any conditions, and to reduce the Capital.



The pilchards are, as a rule, slightly salted, and packed in casks or tubs. In baskets on Brazen Island in 1912.

26th April 1926.

Dear Sir,

Further to your letter of the 20th inst. in view of the very bad repair of the buildings, and of the probability that little, if anything, will be recoverable from the Lessees on this account, I am authorised to make you a firm offer of Twelve hundred pounds (£1200) for the Brazen Island Sardine Factory and the adjoining cliff and Foreshore. I have obtained and enclose a tracing from the Ordnance Map on the 1/1250 scale, on which I shew edged pink the property that the Commissioners desire to be included in the purchase. I think it will be correct for Mr. Fortescue to convey the "land edged pink" subject as to so much of it as is foreshore to the rights of navigation and incidental public rights therein. This will save defining the exact line of high water mark which possibly changes from time to time. I have enclosed in the pink border the cliff above high water mark for the reason that should the Commissioners ever wish to extend the wharf or Quay at Brazen Island they may be able to raise the level of the ground above high water mark and fill in back to the face of the cliff.

It is understood

1. That Mr. Fortescue reserves the right to quarry stone in the old quarry and to have access thereto from the river front for that purpose over the foreshore or over any Quay, Wharf or wall which the Commissioners may at any time build fronting the old quarry, with the right, probably, to load stone into vessels without payment of dues, but compensating the Commissioners for any damage or loss they may suffer from such quarrying operations.
2. That a right of way on feet only over the footpath coloured blue will be included, and
3. That the Commissioners pay Mr. Fortescue's legal expenses in the matter.

If these terms are satisfactory to Mr. Fortescue, and you will write me confirming, I think that to save expense, we can dispense with formal Contract and I will leave it to

28th April 1926

Bocconoc Estate Office.
Lestwithiel.
Cornwall.

SIX PENCE

Dear Sir,

Mr Fortescue will accept the offer for Brazen Island Sardine Factory and the adjoining Cliff & Foreshore, £1200; & agrees to the terms mentioned in your letter of 26th inst, provided the right of quarrying stone is not to be restricted to the Old Quarry.

There is no object in having a formal Contract. I will send instructions to Messrs Fladgate as to sending you Abstract of Title.

Yours faithfully,
F J H Somerset

W.H.Graham, Esq,
Albert Quay,
Fowey.

In March 1926 the commissioners considered A.J.Smith's yard in Polruan near New Quay Cellars for £1000. Mr Smith then offered Hellers Yard leasehold for £7500 at £29.10.0 p.a for 64 years with all plant as the Harbour Master did not consider the former yard suitable. The Chairman then made an offer to Mr Fortesque for Brazen Island. Mr Fortesque required retaining the right to quarry. This approved by the committee. The Liquidator of the Fowey Coal and Ship Repair Co offered the sale of the lease for 1/- which in the end did not happen. The Harbour Commissioners wished to retain the right of way at the back of Moss Terrace for £2 per annum. The completion of the transfer appears to have taken place in the September 1926.

In November 1928 two derricks were purchased for use at Brazen island one from the s.s. Millfoal The following year the commissioners offered £450 for Alfred Smith foreshore property adjoining Brazen Island and the purchase was completed that August. The clerk was then instructed to negotiate for purchase of foreshore this property and Brazen Island and also land at the back on the Brazen Island site. A year later they offered £500 for Mr W.N.Stephens property. By 1932 plans were being drawn up to develop the site for the commissioner's maintenance purposes and approaches were made to the Boconnoc Estate for the purchase of fields behind the site including a small piece of foreshore. The Boconnoc Estate agreed to the sale of what was termed two fields. In February 1934 the Harbour Master was given permission to purchase a slip cradle and machinery for sale in Bristol allowing the servicing and repair of their own craft and plant and offering a service to others from "outside" This became known as outside work. Costing £140 it was delivered to Fowey by rail. It's not clear whether the sale of the two fields was completed at the time but in October 1936 the Boconnoc Estate offered 8 acres of land and foreshore from Brazen Island to the Isolation Hospital in Pont for £350 provided that they fence the area. The estate would keep the mineral rights. This offer was accepted. At the same time a 35 KW DC generator was purchased and a welder was trained. The land transaction was completed in March 1937 and in the meantime more plant was purchased 2nd hand including burning and arc welding plant.

By August that year the slip way had been completed and the first ship the s.s.Britten was slipped. Unfortunately this damaged the cradle as it was too long for the cradle. The Harbour Master accepted the responsibility and plans were drawn up to lengthen the cradle and increase the foundations for the cradle position. The slipway was back in operation the following February. The first ship recorded as having used the facility afterwards was the m.v.Polperro operated by Hannan and Samuel ship-owners and brokers of Fowey in the April 1938. She had been damaged in a collision in the River Thames suffering substantial damage to her port bow area.



Polperro
owned by
Hannan
and
Samuel in
1938



The Harbour Commissioners submitted an application for a Harbour Revision Order in 1936 which included obtaining powers to carry out works at Brazen Island as shown below.

7424 THE LONDON GAZETTE, 17 NOVEMBER, 1936
TOWN AND COUNTRY PLANNING

REGULATIONS, 1933.

Notice of Submission of Scheme to Minister for Approval. (Art. 14 (5).)Ministry of Transport—Session 1936-1937.

FOWEY HARBOUR.

(Incorporation Application and Repeal of Acts and Fowey Harbour Order 1921; Constitution

Of Commissioners; Works to be constructed in Rural District of Liskeard;

Power to Deviate; Acquisition of Lands; Borrowing Powers; Power to Construct Dry

Docks Slipways Marine Railways Engineering and Repair Shops &c.; Limits of Harbour ; to Levy Tolls, Rates and Dues and Alter Existing Tolls, Rates and Dues).

NOTICE is -hereby given that in pursuance of the provisions of the General Pier and Harbour Act 1861 and the General Pier and Harbour Act 1861, Amendment Act 1862, application is intended to be made to the Ministry of Transport on or before the 23rd day of December next, by the Fowey Harbour Commissioners (hereinafter called " the Commissioners ") for a Provisional Order (hereinafter called " the Order ") for all or some of the following amongst other purposes (that is to

say)—

1. To repeal the provisions of the Fowey Harbour Order 1921 and to incorporate all or any of the same with or without modification in the Order.

2. To provide for the constitution of Commissioners as in the Fowey Harbour Order 1921 with additional members to be appointed and elected by The China Clay Producers Federation Ltd. and Shipbrokers respectively or any other body or authority and to make provisions for the election of the Commissioners and for the determination of their offices.

3. To define the limits of the Harbour within which the powers of the Commissioners shall extend and may be authorised and include all navigable creeks pills rivers and inlet tributary to the River Fowey.

4. To empower the Commissioners to construct and maintain according to the levels and within the limits of deviation shown on the deposited plans and sections the works hereinafter described or some part or parts thereof:—

Work No. 1.—An Embankment or Slipway of solid construction commencing on the East side of the River Fowey at the Northern wall of the building known as " Brazen Island" Sardine Factory and extending thence in a North Easterly direction at a gradually diminishing level, along the rock or foreshore forming the edge of the said Harbour, and terminating at a point 250 yards or thereabouts from the point of commencement above described, so as to form an inclined plane. Or slipway and constructed so as to carry a marine railway and cradle for the purpose of hauling vessels of suitable dimensions out of the sea up the said Embankment or slipway, and of lowering them down into the Sea.

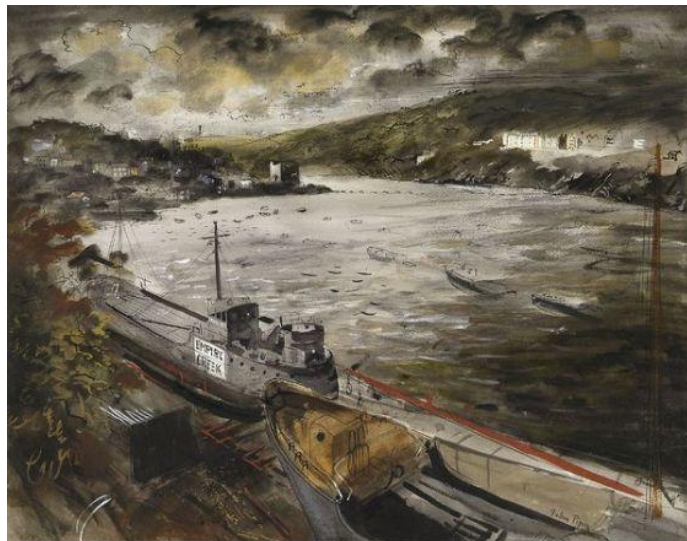
Work No. 2.—The reconstruction, repair and strengthening of the building, formerly the " Brazen Island " Sardine Factory, and the laying down therein of concrete floors and beds for engines and machinery, and the installation therein of machinery suitable for repair and reconditioning of marine vessels and plant of all descriptions With all necessary and convenient foundations, walls, embankments, lights, and other works. All of which works will be situate in the Parish of Lanteglos-by-Fowey in the Rural District of Liskeard and in the County of Cornwall or on the foreshore or bed of the river ex adverso thereof.

5. To authorise the Commissioners in connection with the construction of the intended works above described and works connected therewith (all of which are —hereinafter referred to as " the intended works ") to exercise the following powers or some of them : —

(a) To deviate laterally and vertically from the lines and levels of the intended works as shown on the deposited plans and sections or as the Order may provide (b) To purchase or otherwise acquire by agreement or take on lease foreshore, lands

By March 1939 the Commissioners were considering enlarging the slipway to take vessels up to 1500 tons deadweight. This was then amended to 1200 tons at an estimated cost of £1200. Plans were also considered to build a sea wall outside the slipway to give protection and to aid getting vessels onto the cradle and up the slipway. Captain Mitchell the harbour master was the driving force and expertly drew up many of the plans and drawings for the works. In August a big electric winch was installed on the slipway and was working satisfactorily. The electric motor was from the battleship Queen Elizabeth and this drove a belt drive to the winch drum and another to a hauling back winch.

During the war the slipway was kept very busy. The work paid less than commercial work and there was a suggestion that the navy take over the yard at a rent of £100 a month.

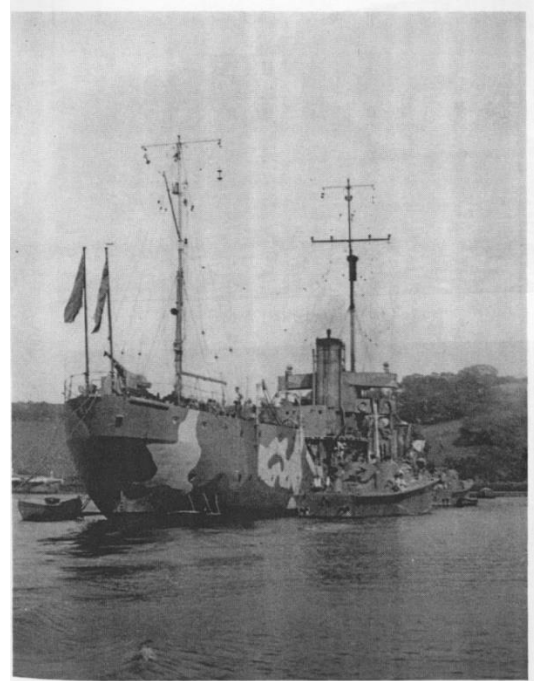


A painting of the war time activity at the yard.
The Empire Creek built for Ministry of War Transport (MoWT) see annex 1

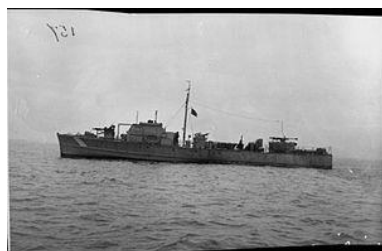
In 1941 the yard was busy maintaining the Motor gun and torpedo boats stationed in Fowey MGB 45,43,42,52 60 and 61 were all slipped for various repairs and propeller changes. During this time the work on extending the sea wall and the partial covering of the slipway with a shed continued. Alfie Crapp who later became foreman in the yard was a boy apprentice at the time and recalled making the concrete by hand from dredged sand and other waste .The Commissioners even offered to build motor launches but this never happened.

The commandeered French ship Belfort (U63) as depot ships for Coastal Forces of the Royal Navy. She later was a seaplane depot ship.

The MGB base left Fowey late in October 1941 ML, then replaced them although work on slipping MGBs did continue. Prior to the invasion of Europe many USA LCT's (Landing craft Tanks) and LSI's(Landing ship Infantry) were slipped but once the invasion started this work ceased. However some of the vessels damaged came back for repair including :- LCT 565 (Landing craft tanks), LCT2453, LCT 858 and LCT 202 and MGB 22



F/S "Belfort" at Fowey with M.G.B's alongside.



MGB 22

In 1945 work was undertaken on Dutch trawlers bringing food and then on French trawlers needing repair although it later proved difficult to get the money owed for the work some £4000.





One of the first commercial jobs was the motor yacht Kiloran seen on no 1 slipway in June 1947.

Ahead of her under the shed is another vessel. Kiloran was registered in Torquay and later used for charter work.



Departing Fowey

In July 1947 the chief engineer at Brazen Island Mr J.L. Arthur died and Mr George Gale was appointed to succeed him and look after dredging plant. Early in 1948 nine men were laid off at Brazen Island due to a shortage of work. It was anticipated that other might follow. In mid-1949 the Harbour Master put forward plans to build a hopper barge at Brazen Island. The idea was to keep the yard busy whilst other work was found and building commenced on 15th November 1949 to a design by Capt. Mitchell. On 20th March 1951 the Barge "Mixtow", was launched from No 2 slipway. She was named by Mrs Graham wife of the Chairman. She was 107ft long, 22 ft in beam. A draft loaded of 8ft and was 300 dwt. (see the history of the steel barge "Mixtow")

The barge Mixtow ready for launching.
She is sitting on No.2 cradle and in the foreground can be seen the cradle for No 1 (the main) slipway



The Brazen Island team after the launch

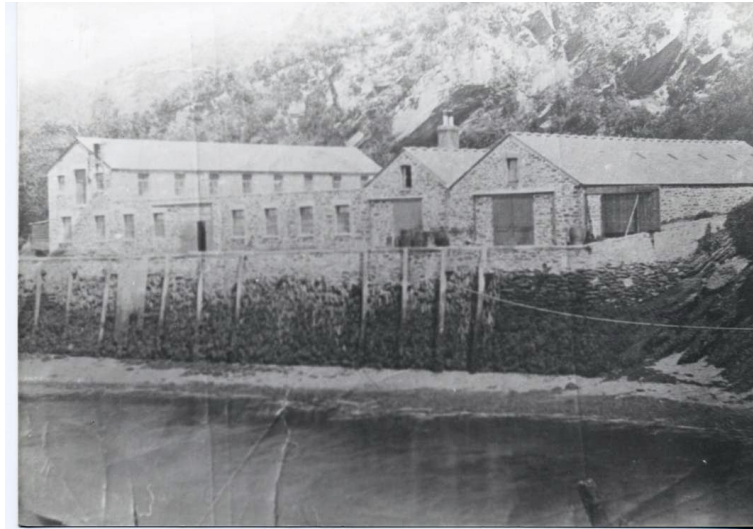
The Commissioners bought two colliers in 1952 The Moreton Corbet and The Roselyne which became hoppers Lantyan and Lerryn and these were converted at Brazen Island into bottom dumping self propelled hoppers in 1953. The tugs owned by the Fowey tug Co were also slipped on a regular basis .Before the war they appeared to be beached for hull maintenance.



Either the Lerryn or Lantyan on the slip in July 1955

By this time the outer sea wall had been completed forming No 1 slipway. There were two other slipways both with their own winches and cradles. All had been constructed by the yard staff built from sea sand dredged from the harbour mouth. No 2 slip was largely used for tugs, barges and vessels up to 75ft and fitting out whilst no 3 slip was for small craft maintenance. No 1 slip was used for the larger vessels and dredging plant.

An early picture of the yard and buildings. There was a two story building and a wall across to the two single story ones. One had a chimney. Wooden vertical fendering to protect boats landing fish can be seen



A later picture with derricks by the building, on the sea wall and down by the slip



H.M.S. Fierce in the early '50's
With ship on No 1. slip

In September 1956 Lockett and Wilson who had berthed their ship the m.v. Clichy on No 1 slipway in August wrote to the Harbour Commissioners enquiring about leasing the Brazen Island yard. They then slipped the Shell Driver and the m.v. Gowrie owned by the Dundee Perth & London Shipping Co a subsidiary of Lockett Wilson. After a series of negotiations the commissioners agreed to lease the yard and this was completed on 1st April 1957 at £1600 per annum.

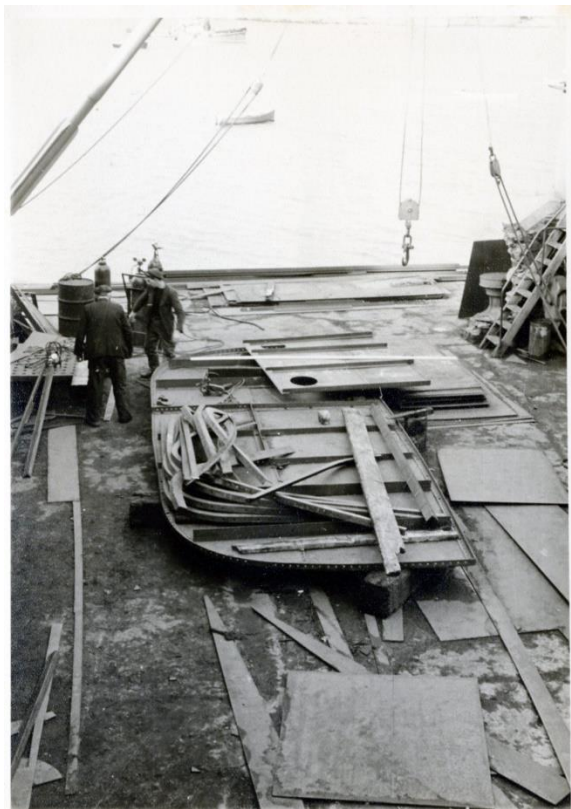
In 1954 the company acquired a minority interest in a small London-based firm, Lockett Wilson Ltd. This was to lead to another happy and profitable association as Lockett Wilson Ltd. were not only using Dundee Wharf, but were also in the market to buy ships. Soon the "Clova" and "Crombie" were transferred to the new firm and sailings were operated from London to Paris and also from Goole and Hull to Paris and Brussels. New vessels, the "Vendome" and "Vauban" were added to the fleet having been constructed by the associated Brazen Island Shipyard Ltd. of Polruan in Cornwall. Further ventures included the acquisition of a 49% holding in Channel Shipping Ltd. in Jersey and a controlling interest in the Brazen Island Shipyard in 1957. Although this latter venture only lasted six years, some interesting work was undertaken, including the conversion of tankers to dry cargo vessels.

The coastal home trade became increasingly difficult to operate profitably during the 1950's and 1960's. There was a dramatic reduction in the amount of coal carried from the north east to ports in the south of England and there were significant changes in the distribution pattern of cattle feedstuffs. As a result, important decisions were made about the future of the company. The most radical was the termination of the liner service between Dundee and London which had been run since the formation of the company in 1826. The last "London boat" (the "Broughty") made her final sailing in November 1961 and a train service was substituted. The only coastal liner service remaining was the occasional voyage to Southampton with potatoes. The coastal fleet was reduced to four vessels by the beginning of 1963. Gradually, as the remaining ships became older and inefficient, they were sold abroad.

The year 1967 was the end of the line and in March the "Kingennie" tied up in the Tyne after a voyage from Swansea and the company flag was run down for the last time. The "Kingennie" was the last ship to be owned by the company and a shipowning era of just over 140 years was at an end.

The company maintained its interest in Lockett Wilson Line and Channel Shipping and their five ships. However, these were facing severe competition from ro-ro ferries and container ships. Dundee Wharf was sold in October, 1969

With the dredging plant being sold the Harbour master had put forward a design of a self-propelled grab dredger which the Commissioners agreed to have built. A price was agreed with Lockett and Wilson and work commenced in July 1957 under the shed ahead of No 1 slipway. (For the history and record of the building of Lantic Bay see separate record) She was moved onto the launching cradle on 28/5/1958 and moved to No 2 slipway for completion and she was launched and named in June that year. After trials an initial period of work she was re-slipped on 26th January for inspection.

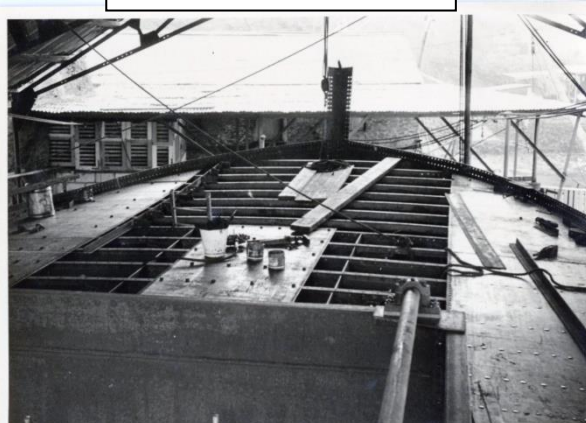


**THE BUILDING OF THE DREDGER
LANTIC BAY**





Brazen Island with shed
and Lantic Bay on the
slipway



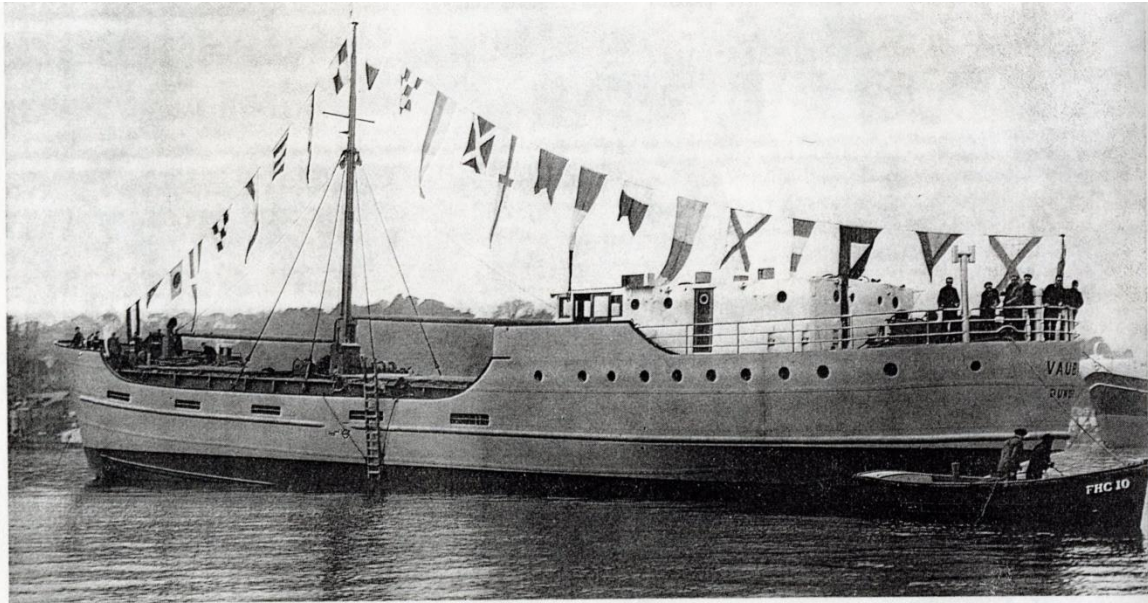
Lantic Bay's builders plate Ship No 1.
Lantic bay on No 2 slip m.v.Gowrie on no 1.



In June 1959 the Commissioners agreed to alterations being made at Brazen Island to the buildings with a moulding loft being constructed. The upper floor above the main workshop was used. The company were building their own vessels and the m.v.Vendome was launched on 6th July 1960. (See history of Vendome and Vauban). This was followed by the building of the Vauban which was launched on 9th November 1962.



The building of
Vendome and Vauban
by Lockett and Wilson



Under the Bridges of Paris . . . from a shipyard at Polruan. The 420-ton motor coaster *Vauban* was launched, after a building of twelve months, from the Brazen Island shipyard, at Polruan, for the Dundee Perth and London Shipping

Co., Ltd., last month. She is designed for the London-Paris trade, and all her superstructure above the height of 18 ft. 6 ins. can be removed to allow her to pass under the Seine bridges. She carries a crew of seven, who have a cabin each.

267

Vauban's Builders plate and on the slip before launching



In October 1961 the crane the harbour commissioners operated on Albert Quay to load stores into boats was removed and relocated at Brazen Island on the end of the sea wall as seen.

There is a vessel on the slip and a quay can be seen built out from the Carne Beach store and a vessel alongside.

**THE LONDON GAZETTE, 25th MARCH 1969
BRAZEN ISLAND SHIPYARD LIMITED**

At an Extraordinary General Meeting of the Members of the said Company, after due notice specifying the intention to propose the following Resolution as a Special Resolution had been given, held at Dundee in the County of Angus, on the 26th February 1969, the following Special Resolution was duly passed:

"That the Company be wound up voluntarily, and that Mr. H. Mowbray, C.A., of 4 Blackfriars Street, Perth, be and he is hereby appointed Liquidator for the purposes of such winding-up."

(571) M. Chalmers, Director.

THE LONDON GAZETTE, 17TH FEBRUARY 1970

BRAZEN ISLAND SHIPYARD LIMITED

(In Voluntary Liquidation)

Notice is hereby given that, in pursuance of section 290 of the Companies Act, 1948, a General Meeting of the Members of the above Company will be held in the offices of the Dundee, Perth & London Shipping Company Limited, on Monday 16th March 1970, at 10.30 a.m., for the purpose of receiving the account of the Liquidator showing how the winding up of the Company has been conducted and the property disposed of and of hearing any explanations that may be furnished by the Liquidator.

(360) H. Mowbray, Liquidator.



An early H&B Graeme photograph of the shipwrights at Brazen Island

Polruan shipyard to close down

'MARKET' FAILURE BLAMED

THE Brazen Island Shipyard at Polruan is to close down on September 14. The yard, which employs 36 men, has been operated for the past six years by an associate company of the Dundee-Perth-London Shipping Company, of London.

SEPTEMBER 3, 1963.

Closure of Brazen Island Shipyard Ltd

In August 1963 Mr Wilson, a Director of the company leasing the yard, informed the Commissioners that when work had completed on the vessel "Whitonia" there was no more work and that the company would close the yard. They offered to pay rent until March 1964. The following month the Harbour commissioner took over running the yard again and bought the store accumulated. The following month No 3 slipway was leased to Dock Slipway Ltd of Twickenham. This didn't last long and it was then leased to Fowey Sailing Club at £15 a season in April the following year.

A director of the company, Mr. John Wilson, in a statement to the Press, says, "Owing largely to a flagging order book, precipitated to some extent by the recent failure of the Common Market talks, the directors of the Brazen Island Shipyard at Polruan have been reluctantly compelled to close down the shipyard."

"After September 14 the present management will cease to operate, but every effort is being made to avoid adding to unemployment figures in the area."

Help sought

"Arrangements have been entered into by the directors with Messrs. English Clays Lovering Pochin and Co., Ltd., to employ as many of the workers as possible who are not taken on by the Fowey Harbour Commissioners, to whom the yard will revert. In this way it is hoped to minimise any hardship which may be incurred by the closing down of the Polruan works."

Mr. A. N. G. Dalton, managing director of Messrs. E.C.L.P., said last night: "We were approached by the directors of Brazen Island to see if we could help. We agreed to do all we could to avert hardship from the men and to absorb as much of the labour as possible into the structure of our company. We shall most certainly take over the indentures of the apprentices to ensure that they do not lose the training they have already received."

Coasters

Manager of the shipyard for the past two-and-a-half years, Mr. Ronald Wills said that during the years the yard had been operated by the present company, two motor-coasters of about 420 tons each had been built specially for the London to Paris trade.

The rest of the time had been spent on general ship repair work, and they had also rebuilt a yacht for one of the directors.

"Naturally the men are bitterly disappointed at the news," said Mr. Wills.

Few out of jobs after shipyard change

THE withdrawal of the Wilson-Lockett Shipping Line from Brazen Island shipyard at Polruan has not had such a disastrous effect on unemployment as was at first feared.

Yesterday only eight of the 38 men who had been employed in the yard signed on at Fowey Employment Exchange. One is a riveter, another a shipwright, and the remainder are unskilled. Fowey Harbour Commissioners took over the running of the yard again on Monday. They ran it for many years before the shipping line took over seven years ago.

Fowey's harbourmaster, Com. John Wilson, said yesterday that the Harbour Commissioners had kept on nine of the older employees. "They were with the Commissioners before, and the Commissioners felt they had a moral obligation to keep the men on."

OUTSIDE WORK

The Commissioners will use the facilities of the yard to maintain their dredger and harbour installations and do any outside work which may be offered.

"We have every confidence that the work will pick up when people realise what service we can offer in the way of repairs and engineering," said Com. Wilson.

Ten of the employees, including two apprentices, have been taken on by Messrs. English Clays Lovering Pochin and Co., Ltd., the St. Austell clay firm. A spokesman said that all the men had been invited to attend for interviews.

The great difficulty, especially for the older unskilled men, was transport. They found it difficult to get across the river from Polruan to Fowey to take up employment in the St. Austell area.

But obviously about ten of the employees must have found other employment, for they did not register for unemployment benefit.

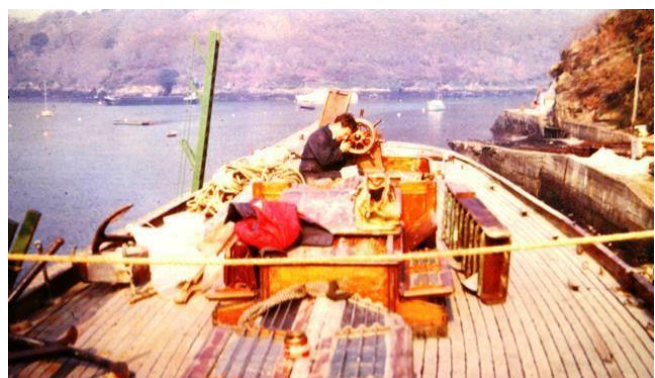
W.M.N. 18 Sep 63

A survey of No 1 slipway confirmed that the rails were in a poor state and repairs were started. In the May a decision was taken to reduce the length of the main cradle to 125 ft and to condemn No 2 cradle using parts to maintain that on No 1. Further work had to be done in September 1966 mainly to the centre rail where the concrete was crumbling. They tried using a special sand /cement mix resistant to salt water.

Early in 1967 the Harbour Commissioners discussed putting a road down to the site and a plot of land was purchased at the end of Meadow walk if it became possible .Repairs to the slip were completed that April.



April 1969 saw the purchase of a small winch as a replacement for no 2 slipway and at the end of the year further upgrading of the main cradle with the cross beams being renewed with larger ones. This also raised the vessel marginally. By 1970 the shed over the top of no 1 slipway under which vessels had been built was getting into a poor state of repair. The Fowey docks project was underway and hopper barges were needed to take the silt to sea. Consideration to build these at Brazen Island was looked into but it was decided that building was now no longer practical due loss of skilled men and only one slip available.



The yacht Carlota on the main cradle in 1970 .Steel from the cradle rebuild can be seen stacked next to the derrick. No 2 slipway can be seen to the right with No 3 slipway furthest away

As the yard was not connected to the electricity system in Polruan electrical power at Brazen Island was produced on site and was Direct Current (D.C.) This was largely because

ships power was generated in this way and the equipment was readily available, the staff knew about this type of installation, equipment and motors were smaller and there were safety factors especially close to water. At the rear of the workshops were separate rooms which had an engine driving a D.C. generator. Through various buzz bar setups the power was distributed to the D.C. motors which drove the lathes, winches, saws, and planners in the engineering and shipwright shops. Diesel was brought to the island firstly in drums and then in a specially built pontoon barge and pumped ashore to holding tanks at the rear of the buildings. Sometimes bad weather meant that a delivery could not take place and on occasions generating stopped. In 1977 a study was undertaken to convert to A.C power but no action was taken at that time. A generator failed in late December 1979 with a replacement from Bristol costing nearly £4000

In October 1974 the structure over the machinery used to haul out vessels on the main slip had to be rebuilt.

In 1977 the path way from Tom's yard through the hills to Brazen Island had become dangerous especially in winter months. As this was the only access to the yard an alternative was discussed. The solution put forward was for a 132 ft catwalk/ bridge from the end of Toms yard where the commissioners had a right of access supported by 6 trestles. The structure would be built from steel on concrete footings. Permission was granted in the March and planning was also sought to replace and alter the roofs of the main workshops. At the same time the firm of Rendall Palmer and Tritton were engaged to undertake a survey of the cliff face alongside the slip way and at the back of the workshops which had been the quarry face. They advised that it would cost £50000 to stabilise the faces. This led to a discussion on what should be done with the site.

Construction of the bridge commenced in the August 1977 and was completed in late October. It was given the name Jubilee Bridge marking the Queens Jubilee.



Building started from the yard end a derrick and early mobile crane then half completed



The complete bridge raised 5 steps for rough weather and the plaque mounted on it

In May 1978 the construction of the Polperro storm gate commenced and was completed on 12th June. The tug Gribbin Head towed it around to Polperro on 4th July where it was installed by contractors.



Polperro storm gates on the No 1 slipway cradle

The brigantine sailing ship "Eye of the Wind" was slipped between 5th September and 2nd October. By the time Eye of The Wind returned from her first circumnavigation in May 1978, it had been decided that she would become the flagship for Operation Drake, a two year round the World expedition involving 414 "Young Explorers" from 27 countries. Patroned by HRH The Prince of Wales, Operation Drake undertook many scientific and cultural projects during its nine phases. For Operation Drake, a number of major modifications were made to Eye of The Wind. A new Gardner eight cylinder diesel engine was installed and the long planned aft deckhouse was constructed to house a marine biology laboratory and radio shack containing then state-of-the-art communications equipment. Some of this work was carried out at the yard. She sailed from Plymouth on this expedition.



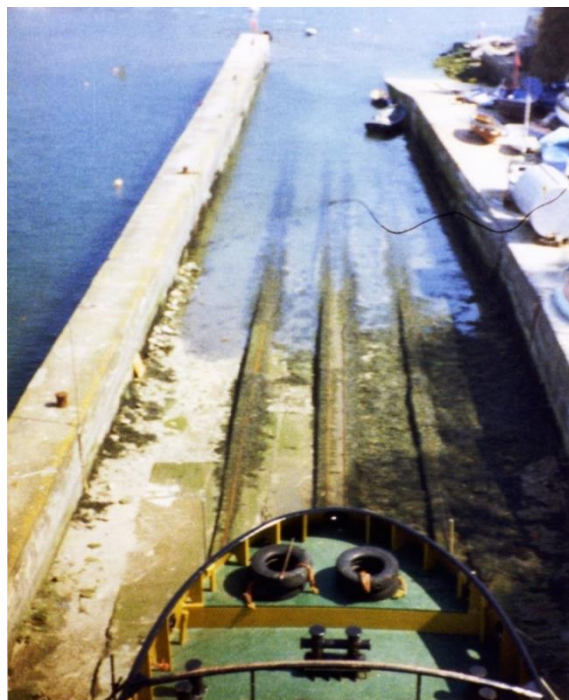
The Eye of the Wind



Marques

She was followed shortly afterward by the tall ship "Marques" on 26th April which also berthed in the harbour for a while. She was slipped again in July 1980. Whilst on the slip for the second time the Harbour Master refused to give the vessel a good bill of health. She was tragically lost in the second leg of the tall ships race on 2nd June 1984 with the loss of 19 of her 28 crew.

In 1980 the Polruan Builders were engaged to repair No 2 slipway re-concreting quite a bit. This include rebuilding the retaining wall at the bottom of the slip which can be seen to have fallen down. Rails were removed and a new concrete surface laid



Pictures looking down the No1 slipway and to the right no 2 slip with the rails and then concreted over. Far distance to right No 3 slipway

In June 1983 repairs had to be carried out to the SE buttress and rails following bad weather damage. That year Lantic Bay spent quite a time on the slip being re engine and having a new propeller fitted. Work to the superstructure was also carried out. More bad weather

with a severe gale in February 1985 required repairs to the foundations of Jubilee Bridge and the foot of the wall under the workshops where the beach had been washed away. The northern end of the seawall was also damaged and Polruan Builders were again engaged to carry out repairs.



The winch house at no 2 slipway before the rails were removed and a concrete surface laid

The men who worked at Brazen Island often spent many or most of their working lives with the harbour commissioners working in the yard or afloat on one of the many craft. Alfie Crapp was one of these starting his apprenticeship just before the Second World War and retiring at 65 as yard foreman.



From left standing.- Nigel Crowle Deck hand and shipwrights assistant, Francis Crapp engineer (Alfie's son), Ray Brown storekeeper, Roy Hobbs engineer, Terry Liston senior engineer and tug engineer, Sitting from left. – Martin Swiggs deck hand, Alfie Crapp, Bill Passmore labourer and lighthouse keeper, Keith Mutton engineer

The retirement of Alfie Crapp, yard foreman Pictured in the chippies (shipwrights) shop
On 26th March 1986 the sailing ship Dame de Sark was slipped for major repairs having been towed from St.Mawes where she had grounded. Planking on her port side had to be repaired before she was towed to Plymouth by Gribbin Head a month later.



Hauling the Dame de Sark up the slip



assessing the damage



Putting new planks in on the port side



Steve Tabb and Brian Reeves preparing the timber



Bill Passmore steaming a plank to go in



ready for the tow to Plymouth

The Brazen Island site in the mid / late '80's with the yacht Islander on fore and aft moorings in Polruan Pool



In Jan 1987 a refurbishment of the workshops and staff facilities commenced .A separate welding shop was created in the centre building and the engineering shop was re-configured. New changing rooms and staff lockers were provided together with a separate smoking room away from the mess area. This was achieved by converting some of the old store area adjacent to the mess. The end of the seawall had once again sustained damage and the foundations were eroded and, as the cost of a rebuild was too great, it was decided to shorten the wall by 20ft and recap with a reinforced section. A new galvanised steel roof over the store rooms was completed late in June that year.

Electrical power at Brazen Island was provided by generating plants at the rear of the building .The yard ran on D.C. electricity installed at the time when ships were first fitted with D.C. and many factories and operations like fairs ran on D.C. The 3 generating plants and much of the equipment was very old and inefficient and getting spares was proving difficult if not impossible. It was therefore decided to convert to A.C. power .Discussions had taken place with electricity suppliers and there was minimum usage requirements and a need to be ready to operate on a 3 phase power supply if and when connection was possible. The first job was to purchase 2 A.C. generators followed by new wiring to meet regulations and the replacement of the D.C. motors driving lathes, drilling equipment, planners and welding equipment with A.C. ones. A rolling programme was drawn up, approved by the Board and the process begun.

Water for the yard was got from a spring at the rear of the workshops and stored in galvanised tanks near by. From here it was pumped to the slipway for wash-downs of vessels and to the toilets. Drinking water was taken in by containers.

In early January 1990 there was a severe storm in the harbour from the SSEly with winds recorded in excess of 80mph. There was also a high spring tide and a large swell set up which pounded Brazen Island during the night. In the morning a lot of damage was found with the worst being the total demolition of No 3 slipway and the bottom of no 2 slip. Rubble and debris covered the inboard rail of the main slip which had the Pilot boat Gore Point on it. Punches Cross was broken off and found floating in the mouth of Pont.



The old No 3 slip way had been demolished with all the material on No 2 also damaged

John Grimes from John Grimes partnership Civil, Structural, Geotechnical and Environmental Engineering consultancy was engaged to work with Roseland Plant of Liskeard to carry out a rebuild. The extensive damage and the cost of reinstating No 3 slipway resulted in a rebuild encompassing a new structure that would enhance storage and working area. The area was badly needed for mooring maintenance and in particular the maintenance of the near 1500 leisure craft moorings which the harbour commissioners now owned. Thus a wall was to be

built on the boundary of the old No 2 slipway out to 10ft past the end of the old No 3 slip. It was constructed on Gabion baskets locked into a concrete foundation and filled with hardcore. The baskets were tied back into the structure behind and then faced with gunite concrete sprayed on. It was necessary to get a crane onto the site before the build began together with the plant Roseland would use. The landing craft Portree was engaged to do the plant transfer before she went on the slip and the Royal Marines who were on exercised with a tank landing craft brought over the Coles mobile crane.



Portree landing the digger. Terry Liston driving the crane off with Keith Mutton assisting.

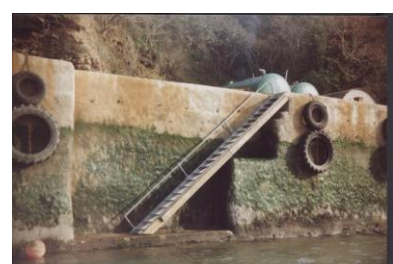
Work began excavating the foot of the No 2 slip concreting in tie bars and reinforcing rods. Gabion baskets filled with rock were then placed around this structure



Gabion baskets placed forming the foot of the new wall as the slipway was removed



The wall being gradually built and filled in with material brought in from the harbour entrance by Lantic Bay. A concreting plant was brought in by the same vessel

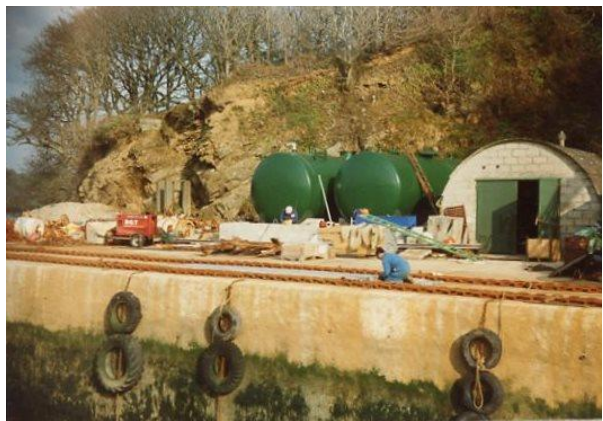


The fill was packed down and reinforcing concreted into the surface and the face gunite concreted leaving a recessed site for the steps to get ashore

The concrete and rubble from the gridirons on Carne beach which were blown up to remove in July was used as infill together with shingle material dredged from the harbour mouth by Lantic Bay. The work, which was slow to start with due to working the tides, took a year and was completed in the January 1991.



Brazen Island before the works to fill in Nos 2 & 3 slips after storm damage.



The newly created area used for moorings maintenance, boat storage commercial buoy storage and for a while fuel tanks.

The fuel tanks arrived at Brazen Island in November 1991 to store fuel for the Fowey Refueller bunker barge stationed in the mouth of Pont. The original idea was for a tanker to come from Plymouth topping up the bunker barge and the tanks. This only happened a couple of times as demand was low and instead the bunker barge used to top up from road lorries. They were removed to the Docks for relocation in July 1995 when Malcom Johnson took over the company.

In January 1993 the 1925 built belt driven air compressors were considered a health and safety risk by the HSE. New ones were installed in the April together with an oily water separator and tanks. Bunded areas were built around these and the fuel tanks.



In March 1994 the board considered proposals to fill in the area behind Jubilee Bridge as the foundations were showing signs of collapse.

One of the largest projects seen in the harbour commenced that year with the commencement of the South West water sewage scheme for Fowey, Polruan and Bodinnick. Brazen Island became a site for pipe construction as well as being connected to the scheme.

The south west water sewage scheme was under way and as part of it Brazen Island would be connected to the scheme. This would need electrical supply so plans were made to connect the yard to the main distribution station near Tom's yard. As a trench was dug for the sewage pipe the cable was laid in it.



The pipe to pump and collect the sewage in the harbour needed to be hot welded together in large sections and it was agreed that Brazen Island would be the site for this operation. Deliveries of pipe were made by barge and unloaded and stored until need by Kisick Marine the contractors whose team carried out the construction process at the head of the slip. A steel launching ramp was built adjacent to the wall down which the sections would be rolled. When long enough the ends would be blanked off and the incoming tide would float

the pipe which was then towed out to the section where it was needed. (See History of South West water Sewage scheme in the harbour)



The pipe building set up at the top of the slipway with Maria Assumpta on the slipway

To run the sewage pump in the yard a electricity supply was required. The commissioners negotiated a supply to be delivered together with freshwater by South West water as part of the agreement to lay pipes in the foreshore and fundus in the estuary.



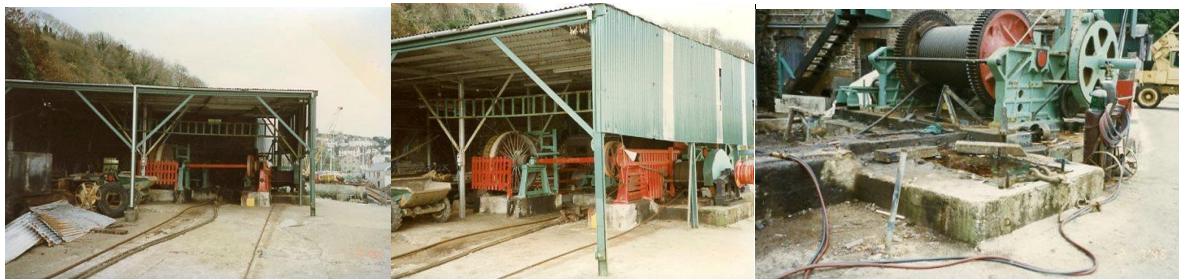
The connecting of the electrical supply was completed in the November 1994 with a switch on the 25th November. To start with it was only the lighting although progress had been made at sourcing and purchasing A/C motors to replace D.C. ones. The site had to be rewired to comply and much of this had been done in anticipation to meet the Electricity Companies requirements. There was still much to be done and as this was a major project it was progressed over an eighteen month period spreading the costs.

Up until this time there was no fresh water supply to the yard and an opportunity was taken to get south west water to connect the yard to the mains. They were then able to charge for sewage disposal. Gone had the practise of carrying in freshwater for drinking and using spring water for washing, toilets and other uses. Also sewage from the yard no longer went into the harbour.



Preparing to run the sewage, water and electricity supplies under the bridge.

In March 1995 plans were drawn up to replace the belt driven winch for the slip. A new A/C motor would be needed and as the safety factor was a risk with the belts a modern hydraulic winch was considered. A second hand one was purchased in Southampton manufactured by John Hastie, Greenock in 1985. The work had to be planned around maintenance to vessels on the slipway and began early in July 1996. The winch house was taken down in the June



The old winch house which had to be taken down and belt driven winch after the wire was removed from the drum



The large drum being jacked up from its supports and the hug belt wheel dismantled and finally of its base



The base for the replacement Hydraulic winch. The winch motor in place



Preparing the base for the new winch drum. New one in place and the hauling back winch together with the upgraded shed. Most went to scrap. The old motor to a museum and the drum headed up river under the bow of the Lantic Bay .It couldn't be lifted at the jetty without a special crane so it sits today on the beach opposite no 4 jetty.

At the same time work to maintain the cradle was carried out with a new design of cradle wheel each with its own grease point. The idea worked for a time but because the cradle spent much of its time under water the system seized up and the old method of greasing before each use was reverted to.

Another two projects came together in 1996. The Jubilee bridge foundations were become unstable and some of the steel work needed replacement. The replacement and restablising was looked at as was the building of a sea wall and infilling and concreting creating a new storage area for boats. This option would also stabilise the cliff behind and the existing Brazen Island sea wall. The Harbour Commissioners adopted this option and Roseland Plant was awarded the contract in February 1996 at £77000.

Behind the new sea wall would need considerable infill and some of this would be obtained by widening the access between the main yard and the area created by the building of the seawall at No 2 slipway. The access would be wide enough to drive cranes, big plant and lorries between. It would also permit better access to vessels on the slipway. This was included in the contract for the bridge replacement.

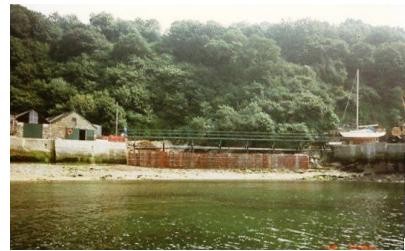
The work to build the retaining wall commenced in June 1996. It was sufficiently high enough for the infilling to commence in August and the work of widening commenced. On the 12th September the wall build and infilling had progressed sufficiently to gain access to Toms yard without it and it was removed after 20 years' service. It was lifted into Toms yard and used for many years as an access bridge to the pontoon off their main yard. Concreting of the new area was completed in the October and quickly used for boat storage for the winter. The new access between yards was completed shortly after wards and with the winch in place, maintenance to the cradle completed and new rails in place the slipway work resumed.



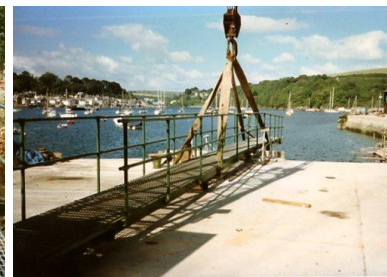
The foundations were laid seaward of the old crumbling ones with reinforcing



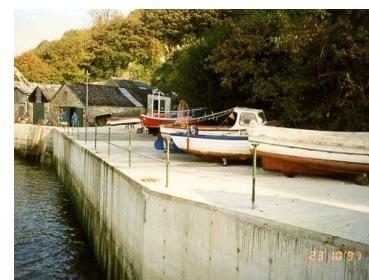
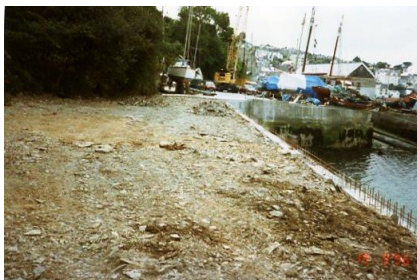
Concrete was pumped in from Toms Yard before raising the wall and commencing the infill



Lantic Bay bringing in sand and shingle infill with the sea wall at half height



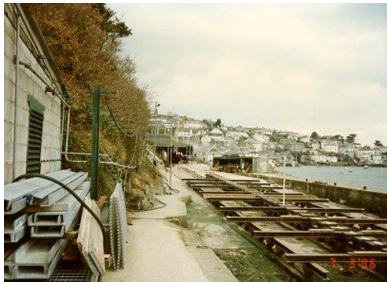
Filling in below the bridge . The bridge being lifted off and landed in Toms Yard .The remains of the bridge supports with Ship wright foreman eric Robin and Terry Collett



The infill nearly completed and finally concreted over and in use as Boat storage



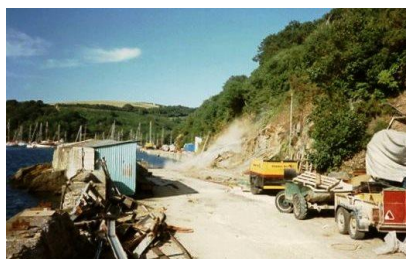
An early picture of the first tug Cannis on the slipway showing the restricted access between No 1 and No 2 slipways and the access to the port side of the ship for working



Before the widening project began No 2 winch house over head cables and an early blast



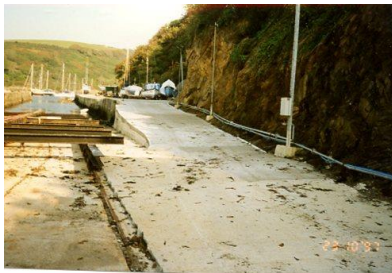
Rubble from the winch house and first rock fall taking the cliff away and loading a dumper
For fill for the jubilee infill



The removal of rock and fill more blasts to bring down the cliff in controlled explosions



Nearly wide enough and work being carried out concreting on the slipway .Cables laid for power



Up until this project the two parts of the site had been joined by what was little more than a footpath. Now with the two parts connected it became a much more manageable site and stores equipment and parts could be landed in the bottom yard when the tide did not allow access into the workshop area.the need for two cranes and duplicate other plant was also removed and plant could be used on both sides of the slipway including cherry pickers and work platforms could be used.This reduced scaffolding and speeded up the maintenance.



Landing a cherry picker from the Bodinnick ferry and being used to paint Pendennick



Sailing ship Astrid on the slipway Dec 1996 to January 1997

Whilst the site is in the sheltered harbour storms often caused damage due to the swells rebounding across the harbour. Those in 1998 caused cracks to appear in the sea wall at Brazen Island and again in 1999. In Early January 2000 over the Christmas break a storm which took the cross on Punches Cross and damaged Lamp Rock beacon also smashed in the doors to the chippies shop and the concrete facing on the wall in front was detached. Repairs to the finger wall commenced the following month with the sea wall following in the July when the work on the wall was complete.

With the infill of the jubilee bridge area for the first time concrete and other lorries could gain access through Toms yard. Previously all concrete had to be mixed on site mainly using sand dredged from the harbour and brought in by Lantic Bay. The work had to be done in the summer when access through Toms Yard was possible but it was now quicker, there was less down time and the concrete mix was to a higher specification and stronger.



Lantic Bay landing sand for building work. If possible it was allowed to stand for a number of months to let rain water wash some of the salt out.

Repairs to the finger wall



Drilling in tie rods before laying a new reinforced concrete top



A long reach concrete pump was used to transfer concrete from lorries on the inner storage area

Prior to 1998 the slipping of vessels had been very traditional using a tried and tested method. The cradle ran on rails set in concrete with two rails in the centre taking most of the weight and single wing rails attached to the centre by heavy girders. Over the years the cradle had been shortened due to size of vessels handled and the fact that that vessels were no longer built there. The boggy wheels were cast by Iron Brothers of Wadebridge and had a rim on one side running on a steel axle which was greased with water proof grease before each operation. These ran in inverted chairs bolted upside down to the cradle through a woode absorber. The weight bearing down keeping the axle in the chair. Occassionally the wheels came off the rails due to distortion of the cradle and rails especially when a really heavy vessel was being moved.



Wheel running on wing rail



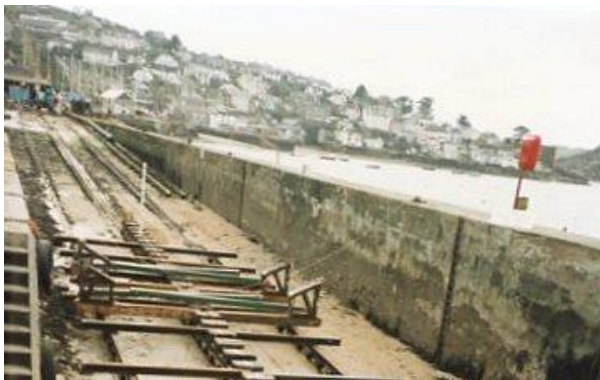
centre rails and wheels with one off the track



Some vessels would overhang the cradle

sacrificial blocks placed on top of the cradle to allow repairs to the keel of the vessel

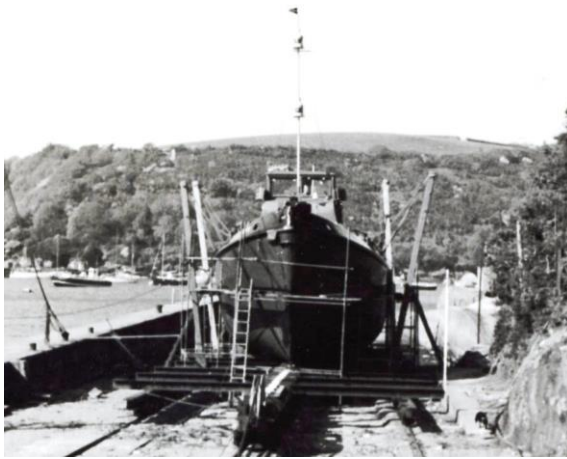
The cradle would be set up with bilge blocks mounted on runners and wooden poles to become uprights. The cradle would be hauled back nearly to the bottom of the slip to await the incoming tide. Ropes were attached to the wooden poles which would float and then with the aid of the yard boat be opened out to rest on the walls either side of the slipway. Ropes would also be attached to the bilge blocks selected for the shape of the vessel, which would lead to the opposite wall these to pull the blocks in under the vessel when she was being hauled out.



Bilge blocks and uprights set up with a white draft pole and centre line indicator



Upright poles leaning on the wall or being pulled upright by the docking team on board.



In addition to maintenance needed on the cradle the slipway itself was constantly needing repairs. As it was covered and uncovered twice daily with the tide and it also took considerable loads especially at the top as the full weight of the vessel came on it as they came out of the water. The cast iron wheels not only wore down but wore down the rails which also suffered from electrolytic reaction.



Breaking the old concrete around the rails and pouring new around new rails



Whilst ships were no longer built in the yard other construction works did take place. The Harbour Commissioners agreed to build a number of pontoons in house for landing pontoons. The first was the pilot's pontoon to replace the original steel ones.



The pilots pontoon sandblasted off and painted ready for the decking



The steel piping was welded together in the lower yard, end welded on and the rolled in and towed to moorings until the second float had been constructed then onto the cradle



The shorter sections were built in the lower yard lifted in and finished on the cradle as the long section was fabricated



A top galvanised top frame was bolted on before the deck was added and finally in place at Polruan. Further ones were built for the Fowey landings.

INSIDE THE YARD



The chippies or shipwrights shop

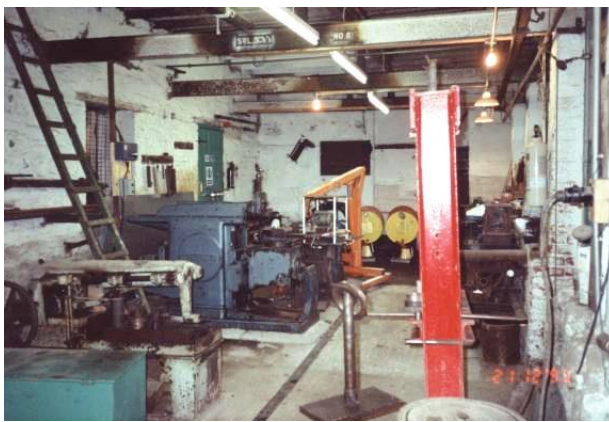


1980's



2008

The engineers workshop



1990's

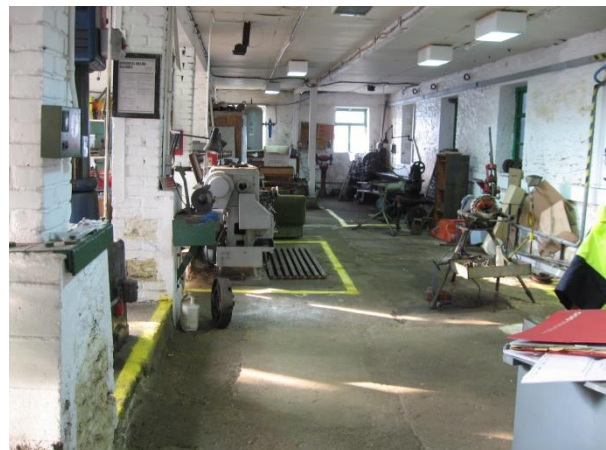


2008

The engine overhaul and other works shop originally a generator room.



1980's

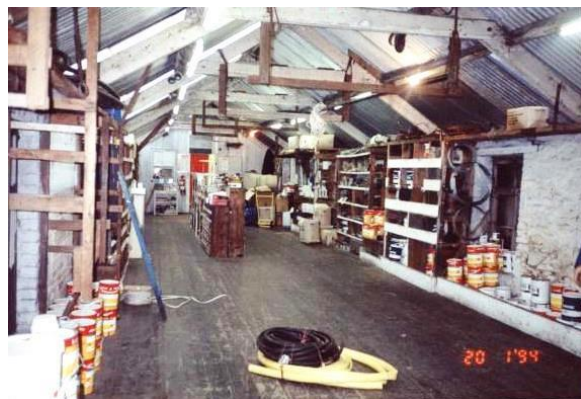


2008

The general engineering area



The welding and fabrication shop was moved from the main engineers shop in the centre building where large sliding doors and dedicated extraction fans and power were available



The stores in the upstairs of the main building had originally been the lofting room when vessels were built there. The room above the engineer's workshop held all the day to day stores including paint and consumables.



The store at the rear of the building above the generating rooms was where all the older spares including rivets and other gear used in times gone by. Part of this was converted to addition mess rooms, staff lockers rooms and a training room

OUTSIDE WORK

To supplement the in-house work on the harbour commissioners own vessels other craft were slipped and maintained producing income for the yard and helping maintain it and improve the yard. From the mid 1980's to 2011 over 100 such vessels were slipped. a list of the outside work vessels can be found on the website www.foweyharbourhistory.com Some of the craft are pictured below.



Astrid



Earl of Pembroke



Grand Lady



Dredger Mannin



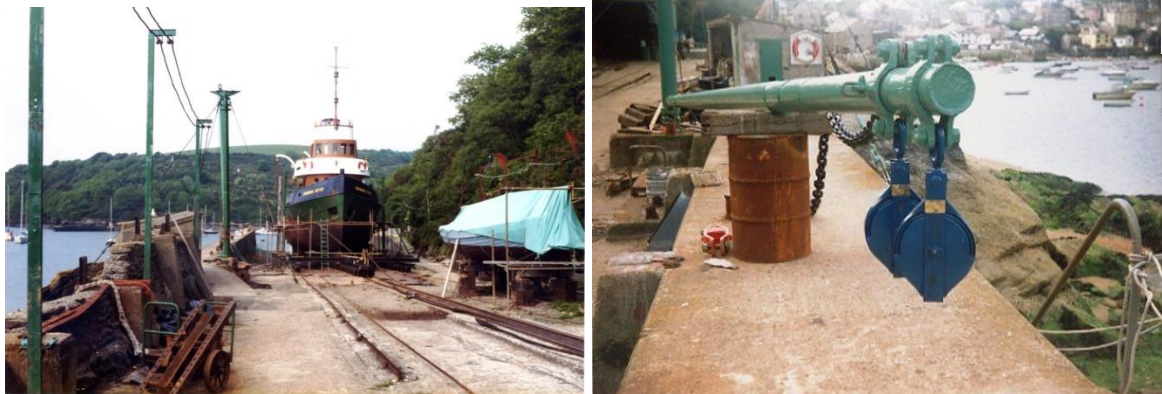
Oldenburg



Siri

Getting stores and Materials in and out of The Yard

To all intents Brazen Island is an island and until the Jubilee bridge was filled in and the beach between the two parts of Toms yard also filled in after the commissioners sold the foreshore to Jack Toms there was no vehicle access. It still is only possible in the summer when all the boats have been launched from storage. In the old days derricks were used and there were 3 in the yard, two at the workshops and one by the slip.



The slipway derrick beside the Gribbin Head and lowered for maintenance and new blocks

Mobile cranes replaced the derricks in the yard and with more modern cranes the derrick by the slip was removed together with the overhead power supply.

The cranes like everything had to come in by water and arrived on the yard by different means.



Two cranes /diggers that came in by landing craft



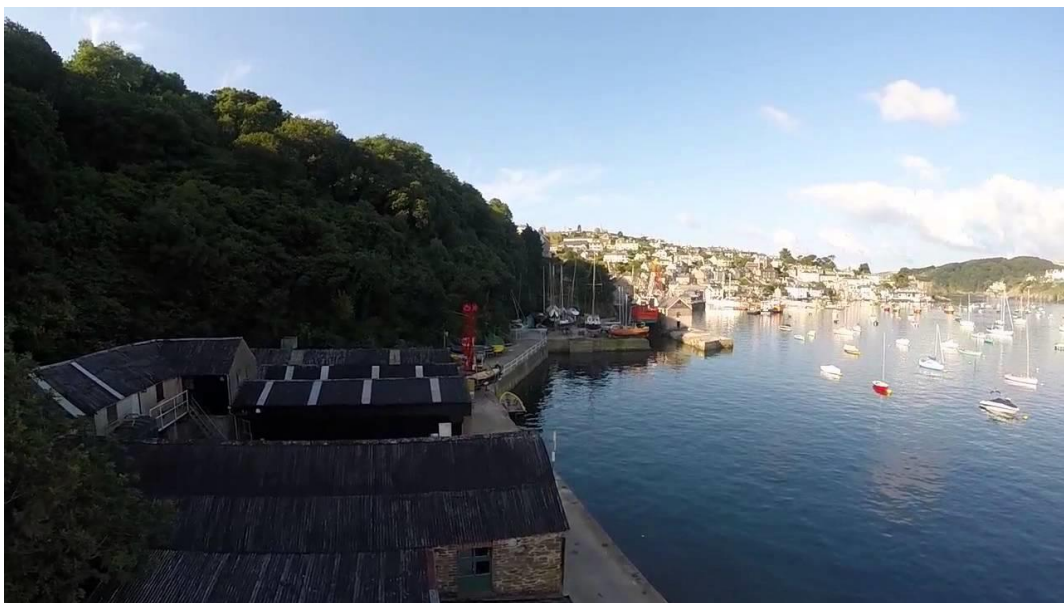
The Bodinnick car ferry was used to deliver these two



Then Toms yard crane lifted it off and this one drove up a ramp from a barge

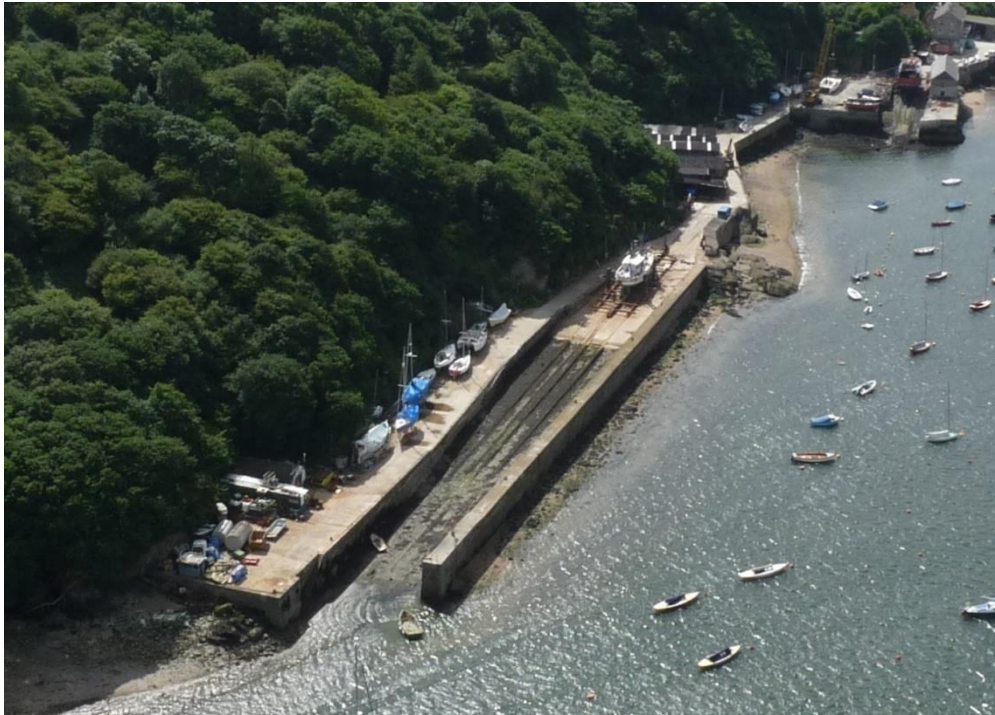


Cranes left as well via the ferry and then on to a low loader



The workshops from above







Brazen island in the harbour

