

PATROL VESSEL HISTORY

PATROL VESSELS OF THE NORTH WESTERN & NORTH WALES SEA FISHERIES COMMITTEE AND PREDECESSORS THE LANCASHIRE SFC, AND THE LANCASHIRE & WESTERN JOINT SFC

STEVEN BROWN, MARCH 2016

FOREWORD

IFCO Steve Brown has compiled this report to be published on his retirement from the Authority after 29 years' service. It is a thorough and interesting record of the patrol vessels operated by the North Western and North Wales Sea Fisheries Committee and predecessor bodies from 1890 to 2010. Research and writing has not been straightforward. Records are incomplete and imperfect but Steve has used his technical and historical knowledge as well as his wealth of experience covering all sorts of commercial vessels operating in the Eastern Irish Sea in the last 120 years to put together an authoritative account.

Times have changed. Had I been in this post in the early 20th century I would have been called the Superintendent and would have had a seagoing job. My office would have been aboard the patrol vessel, not on land and much of time would have been spent patrolling the District and watching the fisheries at first hand. From the earliest days of the SFC, the patrol vessel had both enforcement and science functions and the Committee has a distinguished record of fisheries research. In times when fishing vessels operated under sail, fishing was even more dangerous than it is now and a main role of the vessel would have been to help fishermen and keep them safe rather than enforcing rules and regulations.

There were gaps in the Committees' fishing patrols. Vessels played their part in the 2 world wars having been requisitioned by the Ministry of Defence for active service and taken out of the District until the wars ended. They were used for anti-submarine patrols, were mentioned in dispatches and returned with the marks of coming under fire.

There have been periods of austerity when the Committee did not have the finance to operate a patrol vessel and it was taken out of service until funding was restored. As we again face the challenge of procuring, with limited funds, a vessel which will be suitable to undertake the wide range of work required of this Authority it is interesting to see the variety of solutions tried and the problems encountered with vessels of former years.

We thank Steve for his research and this report and wish him a long and happy retirement.

Stephen Atkins
Chief Executive
North Western Inshore Fisheries and Conservation Authority.

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CHAPTER 1: Introduction

1. Introduction

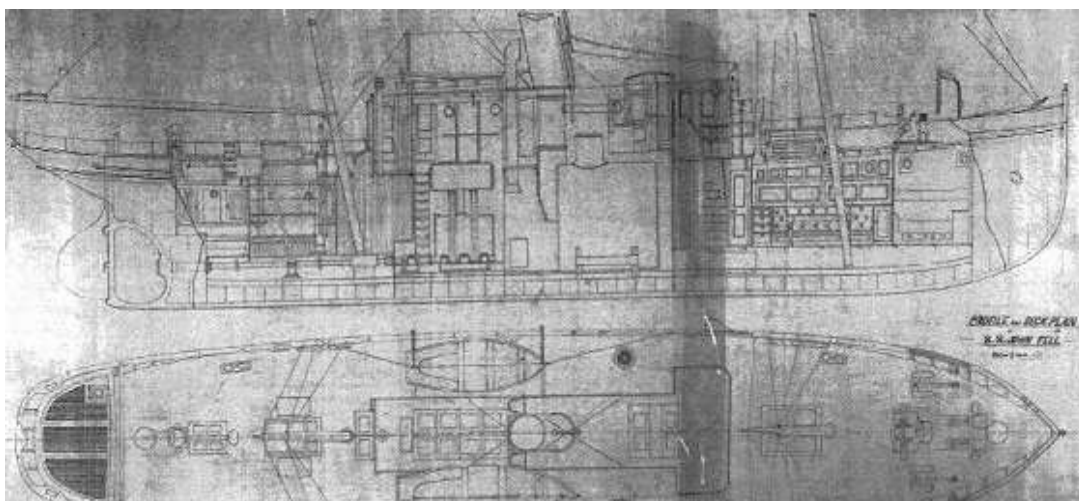
The main source for this report is the written and photographic information stored at the North Western Inshore Fisheries and Conservation Authority Carnforth Office. It is based on information and statistics taken from the Proceedings of the Sea Fisheries Committees as well as the Finance and Byelaw subcommittee reports. References to the vessels are occasional and incomplete. Up to now there has not been a comprehensive historical record of all the vessels operated by the SFCs. The SFC usually operated a main patrol vessel and a number of smaller craft. The references to the “cutters” and other small craft are usually found in the financial reports. Often all that is found to trace the history of the first cutters is a small comment alongside the costing of a repair or sale. Even less is recorded of the men (and women from the 1890’s onwards) who served the Committee/Authority both afloat and ashore, theirs is a story that will probably remain untold.

Where other sources are used references to their origin are given in brackets. It may be of use to future researchers to note that as a young Fishery Officer the author was tasked to take a significant quantity of records to the County Archives at Preston and it may well be that further details can be gained from that source.

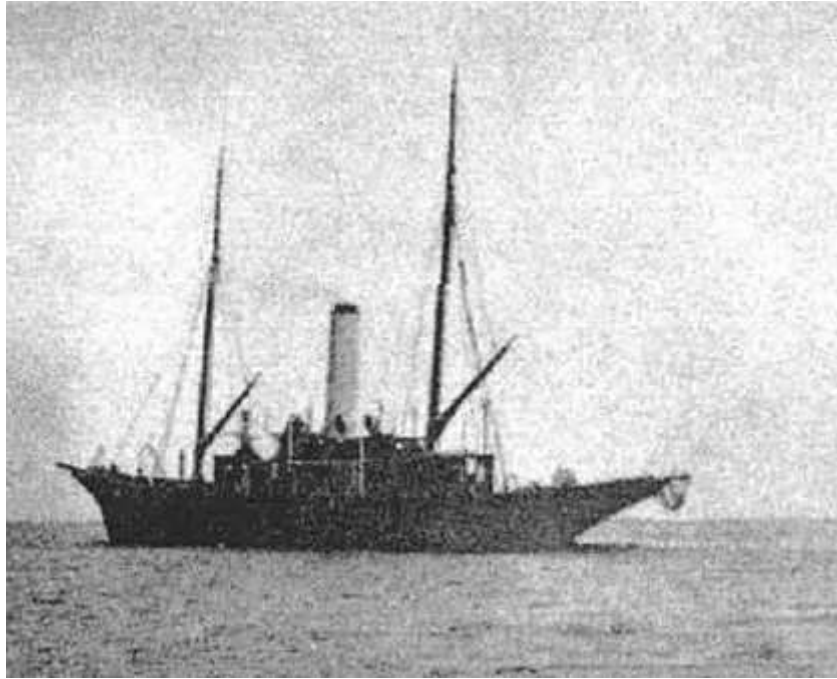
The large main patrol boats are covered in date order in the following chapters and there is a final chapter describing the smaller patrol vessels – the Cutters.

CHAPTER 2: THE MAIN PATROL VESSELS

2. **The “Mavis”.** Shortly after the formation of the Lancashire SFC the steam yacht “Mavis” was purchased from brokers “Allen Bros” for the sum of £1,585 in 1891. Other than that she was built of steel little more is recorded of her as her purchase was an interim measure that served until the purpose built steamer “John Fell” was ready for service. Interim measure or not she certainly fulfilled her role, the introduction of new byelaws causing enough anger amongst certain elements of the fishing community for her to be cut adrift from her moorings and all loose gear jettisoned (Burton). She was sold out of service the following year (1892) for the sum of £1,400.
3. **The “John Fell” (1).** This vessel was designed for the Lancashire SFC by G. L. Watson. She was built of steel by Muir & Houston at Glasgow and served the Committee from 1892 until 1901. No technical specifications or photographs are known to survive but a copy of the general layout of this vessel still exists (dated 20th March 1893). From this drawing the following can be gleaned. She was a single screw steamer powered by a triple expansion type engine. The hull was about 90 feet overall length had a straight stem, open fo’c’sle head and counter stern. She had two masts and a single funnel all set with a rather stylish rake. Two boarding boats were carried: a centre board sailing boat of about 16 feet to starboard and a smaller punt to port. The first ‘John Fell’ was certainly an imposing vessel in the style of commissioners/inspection launches of the period but the March 1900 report suggests that after the amalgamation with the Western District she was found to be inadequate for the hostile seas off South Stack Holyhead. Other period references that I have found comment favourably on the scientific and enforcement work undertaken with “John Fell” (1), but suggest that she was not adequate to carry out all the tasks requested. Given that at that time work was being undertaken along most of the Eastern seaboard of the Irish Sea from the Clyde down to Fishguard it is probable that the work required of her was too much and that she needed replacement with a larger vessel. Purchased at a cost of £3,600 in 1892 she was sold out of service in 1901 for the sum of £2,500.



4. **“John Fell” (2) ex “Ziska”.** During the period that the Committee debated the design, finance and build of a new steam patrol vessel a suitable second hand craft came on the market. The 144.79 ton steam yacht “Ziska” had been launched in June 1899 and after fitting out had only been in commission as a yacht for one year. She was very much a gentleman’s yacht of her time with a clipper bow and long counter.



John Fell (2) 1901-1907

One image of “John Fell” (2) at sea has survived along with a number of images of crew and staff at work. One picture shows her Captain (Wignall), mate and Mr R. A. Dawson the Committee’s Superintendent sat on her foredeck. Mr R. A. Dawson was a highly respected man; indeed a leader in his field. He died in 1904 while still in the service of the Committee. It is reasonable to presume that the other photographs in the series date from the early years of her service. The photographs suggest that she was very fine forward with little working space however her long counter provided sufficient room to operate a trawl and for sorting of the catch for scientific analysis.



Mr Dawson, Captain Wignall and Mate Hopinkson
On board SS “John Fell (2)”

Payment for her purchase at a cost of £8,250 was agreed in April 1901 with a further £200 to be spent on conversion work. The noted manufacturer of deck machinery for fishing vessels James Robertson & Sons of Fleetwood were paid the sum of £168.15s.0d for the supply and fitting of a steam capstan and trawling gear.

The March 1901 report records that her name was changed from “Ziska” to “John Fell”.

Suitable berthing arrangements could not be agreed at Preston so the vessel was moved to Fleetwood; two basement rooms at the North Euston Hotel, Fleetwood were hired for storage of her equipment. She was also equipped with a new small boat to replace one that had been transferred from her for use by the Bailiffs at Newquay.

“John Fell” (2) was engaged in varied scientific and research work as well the policing of the District, such was the demand for her services that she was no stranger to the waters of Scotland, the Isle of Mann and even the Irish Coast.

With such a broad remit the workload was probably a little excessive for her rather obsolete hull design, the August 1906 report comments that she was “not sufficiently powered for winter work and had insufficient crew accommodation”. Mr R. A. Richardson of Liverpool was instructed to submit a design and estimate for a new steamer and brokers instructed to arrange the sale of “John Fell” (2) should a suitable offer be made.

“John Fell” (2) remained in Committee service until at least the later months of 1907 while her replacement the “James Fletcher” was being equipped ready for duty. Arrangements had clearly been made for her sale but a rather terse comment is found in the Finance Sub Committee report that payment for the SS “John Fell” was not received until April 1908. She was sold for the sum of £2,500.



Lancashire Marine Laboratory
General View of Piel (Roa Island, Barrow Channel) from the sea

An International Interlude. The Lancashire and Western SFC’s fisheries laboratory, fish hatchery and fisherman’s school at Roa Island was world renowned. Professor W. A. Herdman who led the Committee’s science team, took a trip to the Woods Holl research station and fish hatchery in the USA to familiarise himself with their work practices prior to the Roa Island fish hatchery being fitted out, the two facilities kept in contact and compared results for many years.

Frequent references are found to prominent visitors working on fisheries projects throughout the British Empire and Europe coming to the fisheries laboratory or observing scientific work aboard one of the Committee’s vessels.



FD111 "Harriet" under full sail

Analysing catch contents or collecting fish, shellfish or plankton samples was all part of the work of the patrol steamers. Incidentally the famous (now preserved) Fleetwood sailing trawler "Harriet" FD111 was also hired by the Committee to gather samples for the hatchery.

Perhaps the ultimate accolade of the Committee's work was when it was decided to send its Superintendent James Travis-Jenkins DSc., PhD to the 1905 International Fisheries Congress in Vienna. Following this visit more frequent references are found to European research and exchanges of information during the pre WW1 period. The final paragraph of Travis-Jenkins report to the Committee on his return merits inclusion ad verbatim:-

"It gives me great pleasure to record my appreciation of the efforts of the Austrian Fisheries Society to welcome and entertain the delegates. No trouble or expense was spared to make the visit a pleasant one. Excursions were arranged to various places of interest, notably to the Fish market and Zoological museum. On the Wednesday evening, the delegates were received at the Austrian Court by the Emperor, who questioned me about the English Sea Fisheries. Probably owing to the fact that I was the only representative from England present I was elected one of the Vice Presidents of the Congress."

It is not until after the death of Dr James Travis-Jenkins in 1959 when the Committee published his obituary that we discover just how significant a person within the developing world of fisheries management Travis-Jenkins had been.

"James Travis-Jenkins, OBE, PhD, DSc, passed away on the 12th January at his residence Henbant Hall, Capel Dewi, Llandyssul, Cardiganshire in his 83rd year, and burial took place at Capel Duwi on the 15th of January.

Born in 1876, he was educated at Pontardawe, South Wales and the Merchant Venturer's School, Bristol, and subsequently had a brilliant scholastic career.

He was a Bachelor of Science of the University of London with first class honours in Zoology, and the first Welshman to be awarded the degree of Doctor of Science at the University of Wales with Honours.

He was also a Doctor of Philosophy at the University of Kiel (Germany).

He was called to the Bar (Gray's Inn) in 1910.

From 1904 until his retirement in 1946 Dr Jenkins was Superintendent of the Lancashire & Western Sea Fisheries Joint Committee except for a period in 1907/08 when he was seconded to the Bengal Government to investigate and organise the fisheries in the Bay of Bengal.

He was awarded the OBE in the 1941 New Year Honours List.

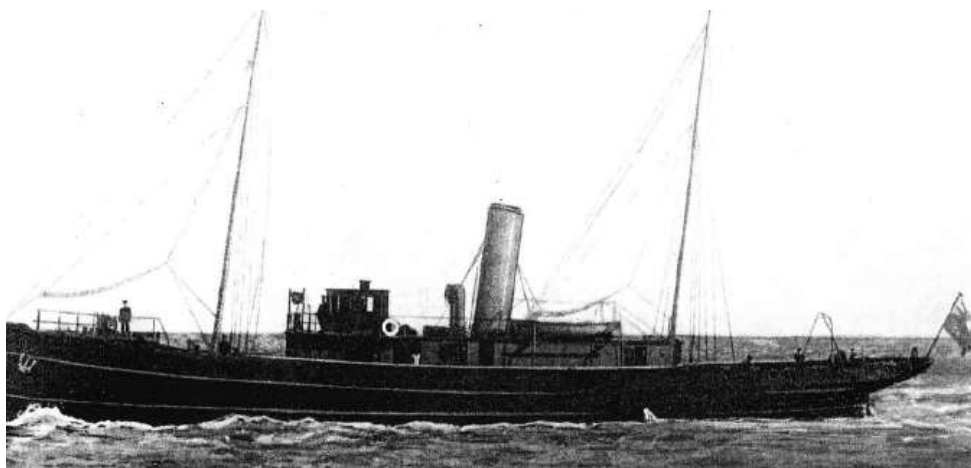
He wrote several books notably – “Fishes of the British Isles”, “Text book of Oceanography”, “The Sea Fisheries”, “The Herring Industry”, “History of the Whale Fisheries”, and “Bibliography of Whaling”.

Dr Jenkins attended numerous International Congresses and was Vice-President of the International Fisheries Congress in Vienna in 1905. He represented the United Kingdom at the Fisheries Congress held in Madrid in 1927.

Up to his death, Dr Jenkins was a prolific correspondent with the marine and fishery experts in Europe and the USA.

He was formerly a member of the Board of Governors of the Welsh National Museum, The National Library of Wales and a member of the Council for the Preservation of Rural Wales”.

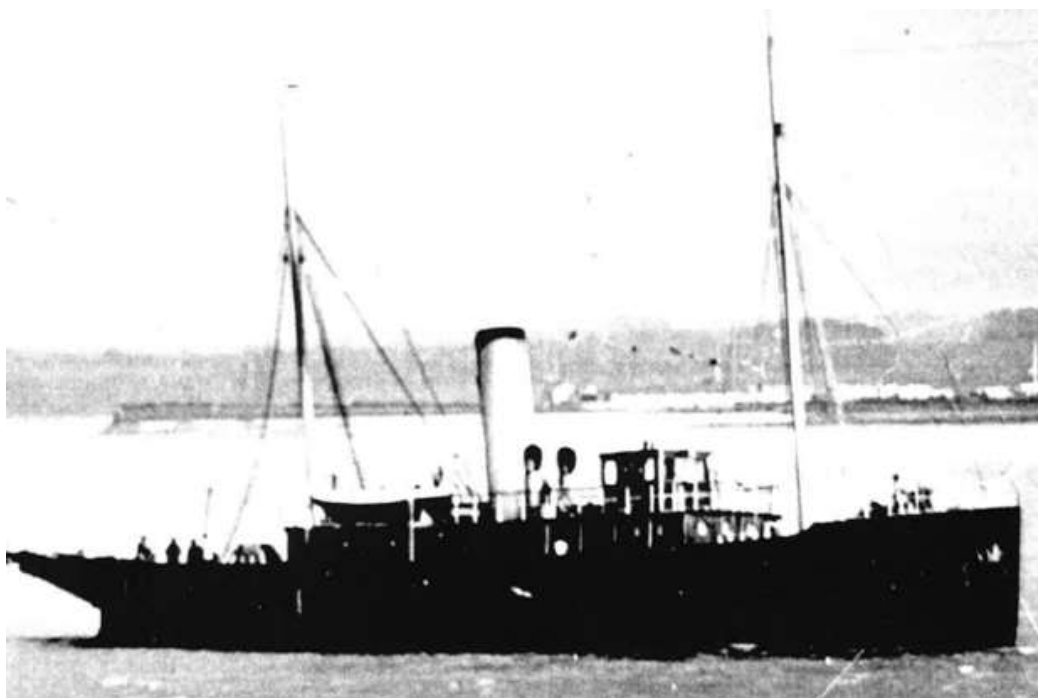
5. **The “James Fletcher”.** Designs submitted by R. A. Richardson of Liverpool were accepted and tenders invited to build the new vessel. The contract was won by Messrs G Philip & Sons Ltd of Dartmouth to build the “James Fletcher” for the sum of £12,900, her keel was laid in January 1907 and she was launched in September of the same year. The Report of the General Purposes Sub Committee proudly announced that “the “James Fletcher” was taken over on the 21st day of December 1907, and arrived at Fleetwood on 23rd December”. It also noted that there was some trouble with the boiler tubes and other minor matters that would need to be attended to by the contractors.



Artist's impression “James Fletcher”

The arrival of the “James Fletcher” would have been the subject of much comment amongst the fishermen who would have undoubtedly looked her over during their Christmas break from the fishing. She was indeed worthy of admiration; 139ft long 23 on the beam, straight stem a shelter deck forward and a well-proportioned counter aft. She had for her time the unheard of luxuries of both an enclosed wheelhouse and electric lighting. To modern eyes her masts were perhaps a little tall but with an indicated 600 HP (70 nominal HP) and capable of 12 knots she was well calculated for her purpose. The Committee proudly published an artist’s impression of her at sea in their March 1908 report.

A photograph in the author’s private collection shows her as a new ship anchored off Heysham harbour. Crewmen are working on deck and a trawl head is protruding over her counter.



“James Fletcher” laying off Heysham

Two fascinating photographs taken by Mr A Scott (one of the Committee’s Scientific staff) are published in the report of October 1909. One of them shows Officers inspecting a trawl aboard a Hoylake sailing trawler the other the sailing trawler at sea, both merit comment.



A Hoylake Trawler at sea

Fishing vessel GY287 is described as a 1st class Hoylake sailing trawler, she is shown with all canvas set including a mizzen staysail. She has her winter topmast rigged and is running before a light wind. No fishing gear can be seen on her deck but it is entirely possible that despite being port side rigged she is towing off her starboard quarter. She is clearly an ex North Sea vessel that has been brought to the west coast as steam superseded sail in the North Sea. Heavy quarterboards have been fitted and she has the workaday look of an elderly sea wanderer. There is no fishing signal evident, I am sure that Captain Ambrose Wignall would have something to say about that. This picture shows things as they actually were over a century ago; sailing fishing boats were not yachts and money never plentiful.

Next being probably one of the last people qualified to command a sailing trawler in the employ of the Authority, I will describe the hauling and boarding procedures that were under taken to carry out an inspection at sea over 100 years ago. A very high standard of seamanship was required by all concerned.

Firstly the steamer would close the sailing trawler and hail her probably from the windward side of the trawler. This would allow their voices to be heard and if necessary allow the trawler to fall off the wind safely. The steamer would then stand off to windward of the trawler. Photographs suggest that she would lay with the wind to port allowing the starboard boarding boat to be launched from davits in her lee.

To haul the trawl the trawler crew would let go her towing strop aft bringing the trawler head to wind and tide, normally the foresail would be set aback to check her way. The trawl would be hauled to the bridles which were then shortened up so that the trawl heads could be lodged alongside the vessel. The trawl would then be "handballed" over the rail until it was possible to lift the cod end aboard with the aid of a strop and the fish tackle.

The boarding boat would be rowed downwind across the stern of the trawler coming up under her lee side to allow a safe boarding. The steamer would then run down wind of the trawler so that the boarding boat could in turn be recovered by her after the inspection.



The boarding party at work

In the second picture Captain Ambrose Wignall can be seen aboard the trawler with at least two other fishery staff. He wears a 3 piece suit and peaked "steaming" cap with white top and Committee cap badge. Other Committee staff wear embroidered sea jerseys and soft peakless caps referred to in the dress regulations as "Man of War" caps, apparently naval style cap bands were issued. In the foreground a fisherman wearing an oilskin apron mends the trawl, a full ball of mending twine sits on the hatch and a few fish are scattered on deck, it would seem that preparations are being made to inspect the trawl. With the aid of a glass the "James Fletcher" can be made out in the background awaiting the return of the boarding boat, land possibly Gt Orme can be made out in the distance.

The "James Fletcher's" masts were shortened in 1912, the foremast perhaps excessively, it is probable that most of her canvas was also sent ashore at the same time, originally rigged with steamers trysails they were probably of little use.

In August 1914 when the clouds of war engulfed Europe the "James Fletcher" was offered and accepted for service with the Royal Navy, her crew sailed with her volunteering to serve to the man.

The death of her namesake "James Fletcher" who had served the Committee since 1898 is reported on 22nd January 1915.

In war service "James Fletcher" and her crew served her country well. The Report for the Quarter Ending 31st December 1918 was no doubt written with tears of joy and pride if emotions were ever to be expressed in those less emotive times.

"The Committee's steamer "James Fletcher" was returned to Wyre Dock, Fleetwood, while this report was on preparation. The Captain and all her crew were well after over 4½ years active service, and no casualties were recorded to any of her crew. There are shrapnel marks on the starboard door of the wheelhouse, and part of the foremast rigging was once

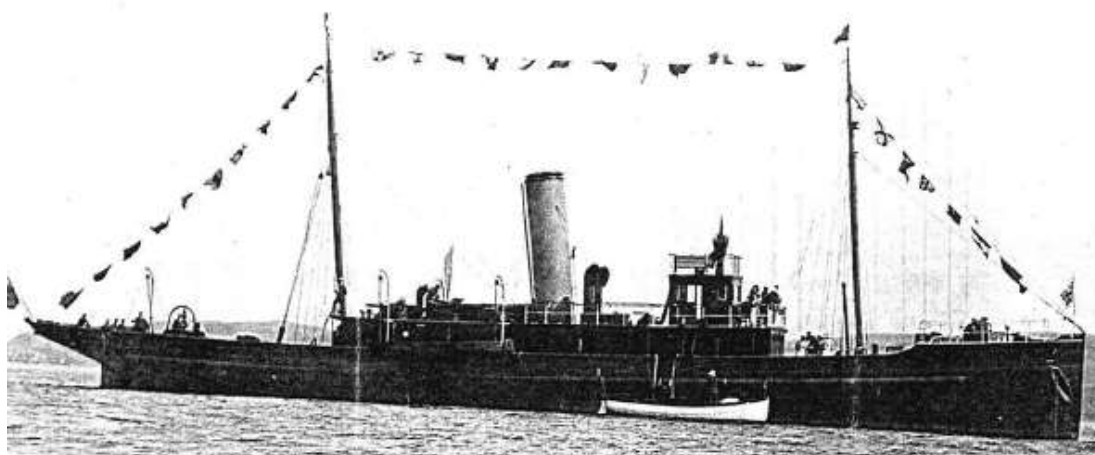
shot away. The "James Fletcher" rammed and sank one submarine, which was afterwards found on the bottom by divers and she claims to have sunk another with depth charges.

During the whole of the 4½ years the "James Fletcher" was constantly engaged in the danger zone, and during that time she was never once late for service, and on many occasions took the place of other vessels which were temporarily unfit or unready for service. Her record shows that great credit is due to the captain and all the crew, who volunteered to go with her on active service in September 1914, and it gives me great pleasure to draw the attention of the Committee to these facts. Naturally after such a long period of active service the ship requires overhauling, and certain repairs are necessary. This inspection and repair work are being taken in hand forthwith, and at the same time preparations are being made for Lloyd's No 3 survey, which is due this year. It is impossible at this stage to say what repairs are necessary and what their cost will be; a cursory inspection leads one to believe that the "James Fletcher" has not suffered any serious structural damage, though naturally a considerable amount of repair and renovation is necessary before she can be regarded as fit for sea again. The captain and all the crew are willing to re-engage in the Committee's service."

Cost of refurbishment after war service was reported as £3,050, the slightly lower amount of £3,010.9s.0d had been received from the Admiralty for her war service.

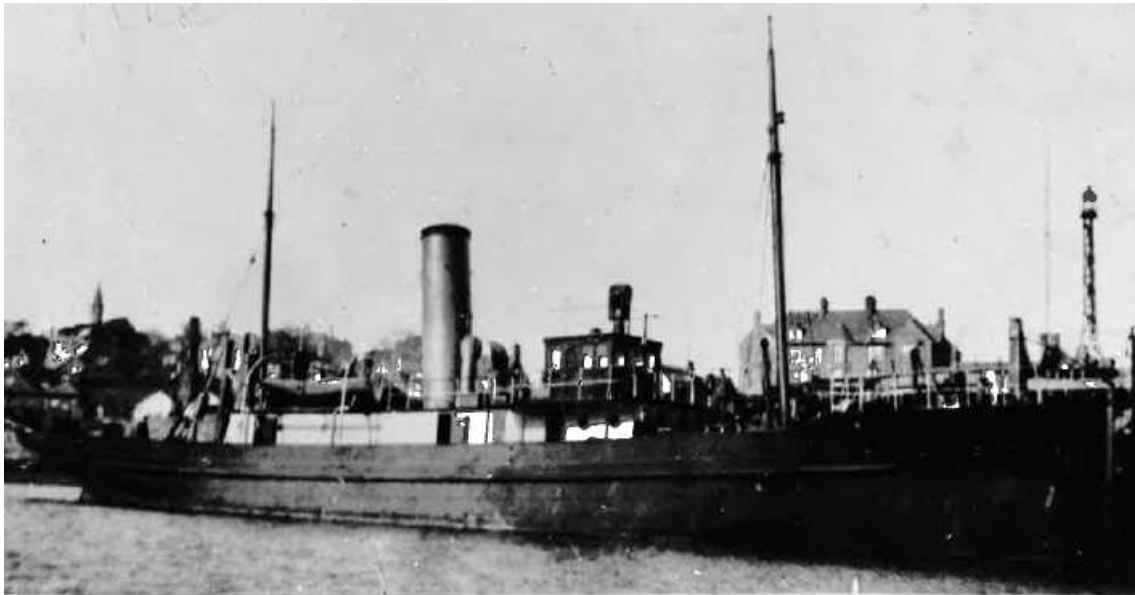
Records show that in 1925 the "James Fletcher" rendered assistance to the Steam Trawler "Wrenthroe" and again in 1931 to the schooner Irish "Minstral". The Committee made salvage claims against both vessels and the crew of the "James Fletcher" were in both cases awarded an extra half weeks' pay for their part in the salvage operations.

The report of March 1929 records that the "installation of wireless telegraphy and receiving apparatus" was completed by 23rd Jan of that year.



"James Fletcher" probably taken shortly after 1920

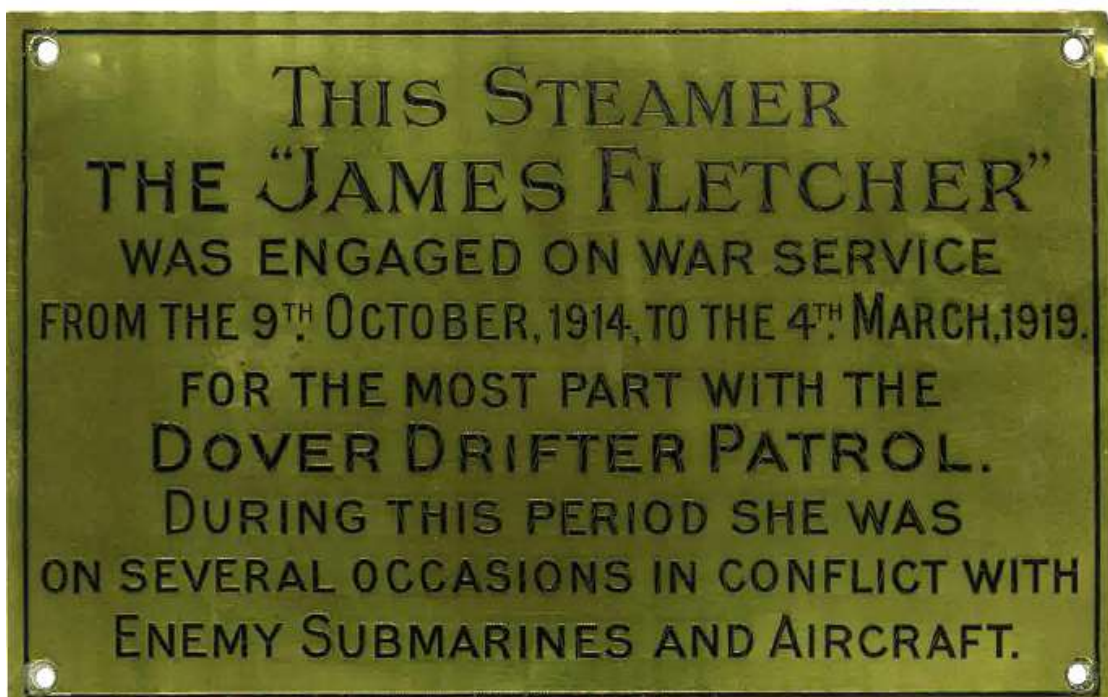
Two more images of the "James Fletcher" survive. Neither of them is dated. One was probably taken shortly after 1920 when trawl gallows were fitted to the vessel. She is clearly fresh painted and dressed overall, a searchlight has been mounted on top of the wheel house surrounded by a handrail (left over from war service?), a small white motor boat is alongside and the boarding boat is swung out. The final picture shows her lying alongside a harbour wall where and when is not recorded, she is clearly having a paint up but looks both elderly and sea worn, the picture must have been taken in her later years.



"James Fletcher" in her later years

The report of October 1934 states that she was dry docked at Glasson and that when inspected it was thought unlikely that she would pass the Lloyds Special Survey due in the following year. It was decided that further expense was not justified and that investigations into building a replacement vessel should begin. In September 1935 it was resolved that the "James Fletcher" should be put through the Special Survey No1 to allow a Certificate of Efficiency 100A1 for 12 months only, work on her replacement was well underway.

She continued to serve into 1936; her sale to T. W. Ward Ltd (Shipbreakers) Sheffield and Preston for £570 was agreed at the October meeting. A brass plaque probably removed from the ship commemorating her war service is kept at the present Authority's Camforth office. In preparing this report I found a small brown envelope bearing a copy of the artist's impression of the "James Fletcher" shown in the March 1908 report, on it was written "50 copies 1st May 1936", clearly her passing was marked in some way.



6. **The “Lady Magdalene”.** During the period when the “James Fletcher” was away on war service the small steamer “Lady Magdalene” was chartered from Bangor Council for the sum of £52.10s.0d a month. Period reports suggest that she gave excellent service despite her small size.

Staff on War Service. It would be unfair not to mention that it was not only the boat crew that served King and Empire during the First World War. From the Committee’s reports we can now produce a long overdue “Roll of Honour” of staff who served:-

“Roll of Honour 1914-18”

E.H. Nicholson

T.B. Richardson

R. Anderson

S. Porter

C.E. Wilson

R. Westhead

S. Croft

F.A. Jones

W. Dewhurst

C. Schofield.

J. Leadbetter

G. Hanley

E. Gregg

All the above served with the Royal Naval Reserve.

C. Porter. Inniskilling Dragoons.

H. Baines. R.A.M.C.

W. Riddle. 8th Liverpool Irish.

T. Hampson. R.A.M.C.

It was recorded in the report of 21st March 1917 that T Hampson formally a Scientific Assistant at Liverpool University had died following discharge from the Army.



"Charles MacIver"

7. **"Charles MacIver"**. The Report to the Committee of June 1936 proudly announces:-

THE COMMITTEE'S NEW STEAMER.

As a frontispiece to this report there is an illustration of the new steamer which was designed by Messrs. G. L. Watson & Co., of Glasgow, and built at the shipyard of Messrs. A. and J. Inglis, of Glasgow; both to the order of the Joint Committee. The steamer was launched on the 27th May, 1936 and her speed and endurance trials took place in the Clyde on the 13th July 1936. The speed of 13.33 knots was developed on the measured mile and it is anticipated that this speed will be exceeded when the vessel is "tuned up". For the information of the members of the Joint Committee the following details are appended:- Length, overall, 153 feet; Breadth, moulded, 26 feet; Depth (moulded, amidships), 15 feet 6 inches. She has straight stem and cruiser stern, is ketch rigged, with two steel pole masts. Fitted with steam windlass and steam steering gear. She is twin screw. The steamer burns coal. She is provided with a searchlight which will enable a steam trawler's numbers to be read at a distance of 3,000 yards. The engines are of Triple Expansion Inverted Direct Acting type and fitted with Air Pump, one feed Pump and one Bilge Pump, all driven by levers from the crosshead of the I.P. or L.P crosshead.

The steamer is built to Lloyds highest class. The boiler has three corrugated furnaces, led into separate combustion chambers. The working pressure is 180 lbs per square inch.

There is wireless equipment (including telephone) of the latest type".

Her initial cost was £24,930 and she carried a crew of 12.

The "Charles MacIver" patrolled the District as the clouds of war again gathered over Europe, Item 10 of the September 1939 report records:-

The Committee's Vessel and Staff.

"The Committee's steamer "Charles MacIver" was requisitioned by the Government on the outbreak of war. "The Committee's other vessels, "Alpha", "Beta", "Delta", and "Piel Castle", are still in commission".

"Charles MacIver" was requisitioned for the Navy by the Board of Trade on 28th August 1939 and ordered to sail for the South Coast. She was rapidly equipped for war service and "goods and stores" not required were deposited at Messrs. White, Yacht Storage

Builders and Engineers, Itchen, Southampton. The Committee was not able to recover this equipment until 1943 when it was transported back to Walton's Parade, Preston by Pickford's at a cost of £28.2s.6d.

The report of March 1945 records the return of "Charles MacIver" to Glasson Dock from Malta and that the Government had promised to release her from service at an early date. By September she had undergone "extensive alterations" at Liverpool and been delivered to Preston at the expense of the Ministry of War Transport for final survey and formal hand over back into the Committee's service.



Launch of "Charles MacIver" 27th May 1936

One story of "Charles MacIver's" war service has survived. When giving a talk about the work of the Committee at the Sunderland Point reading room some years ago an elderly gentleman approached me and told me his story of the "Charles MacIver". He had lived at Sunderland Point since childhood and remembered the "Charles MacIver" steaming past in pre-war years. He had done war service in Italy. At the end of the war he was formed up in a body of men awaiting transport to be ferried out to a troopship in one of the Northern Italian ports, to quote his words "What came round the corner but the "Charles MacIver" to ferry us off, now I knew I was going home".

During the preceding years "Charles MacIver" seems to have suffered continuous boiler trouble. Consideration was given to converting her to burn oil rather than coal but despite the rising cost of coal the expense could not be justified.

Clearly the "Charles MacIver" was becoming a very expensive and increasingly obsolete patrol vessel to operate and consideration was given to her replacement with many extremely suitable vessels beginning to come on the market following the end of WW2.

Once a suitable vessel had been located the “Charles Maclver” was put up for sale. She was sold in 1951 to the Humber Conservancy Board for the sum of £10,250 including delivery and subsequent minor boiler repairs.

World War 2

Unfortunately insufficient records remain to record a full “Roll of Honour” of all Committee staff who served during the second great conflict of the 20th century. Prior to the war many staff had volunteered for service in particularly the Naval Reserve. Shortly before the commencement of hostilities these men were called to serve. In the preceding years all other eligible men either volunteered or were enlisted into service.

Unlike WW1, where Committee staff served together, once in service the men were dispatched separately to whatever duties that were required of them. During their period of service all had their civilian jobs protected and were in theory all still in the employ of the Committee. When the “Charles Maclver” was requisitioned for war service her entire crew volunteered to serve but their offer was not accepted. A list of the “outdoor” staff that either were called up or volunteered for full time service at the outbreak of war is found in the report of October 1939.

R. Wright, on war service for duration.

J. Atherton, resigned and joined RN permanently.

A. C. Dawson, on war service for duration.

R. Hargreaves, on war service for duration.

D. Bickerstaff, on war service for duration.

F. A. Peck, on war service for duration.

W. A. Bennett, volunteered for war service at time serving in Merchant Marine.

E. Croft, on war service for duration.

R. Hewitt, on war service for duration.

J. H. Fish, in RNR expecting call up.

I. Hughes later served with RNR with some distinction.

Captain J. C. Ainsworth who in 1939 was master of the “Charles Maclver” volunteered for service and after a short period of wartime service with the Committee served with the Royal Navy in command of a Minesweeper from 1940.

In the report of 25th September 1947 Lieutenant (E) J. H. Fish, DSC, RNVR is listed as still on National Service. No reference has been found as to where and for what this extremely meritorious award was made. J. H. Fish later returned to serve with the Committee as an engineer and subsequently master of P/V’s “Beta”/“Sea Prefect” and “Thomas S Richardson”.

The work of the Committee continued throughout the war, indeed given the perilous situation of food supply to the nation during that period both managing the fishery and planning for its recovery after the war was vital work. Pre-war the Committee had 3 office and 32 outdoor staff. By 1943 office staff had been reduced to 2, outdoor staff to 7 and 3 temporary seamen. At least one of these men was a retired officer/bailiff who had re-

enlisted in the Committee's service. All must have been too young, too old, unfit or ineligible for military service of some nature.

By 1940 the patrol boats "Alpha", "Beta" and "Delta" had been "armed with machine guns" but were not required for Government service. However it would seem that in the haste to defend our shores records of just what had been issued and to who were not particularly complete. In these more ordered times the following paragraph from the report of June 1946 is to modern ears perhaps slightly alarming.

"General.

In the early part of the war the "Alpha", "Beta" and "Delta" were each supplied with machine guns and ammunition by the Admiralty, and it recently came to my notice that the bailiffs in charge of these boats, were still in possession of the guns and quantities of ammunition. Steps were taken to find out exactly what equipment was held and a letter sent to the Secretary of the Admiralty requesting that arrangements may be made to collect these weapons from the bailiffs.

A reply has now been received that instructions have been issued for this to be done".

It was reported in August 1944 that all members of the staff who are serving in His Majesty's Forces are in good health. As far as is known all returned safely from service.

Only one report of a member of the Committee's staff's service in wartime has survived. Idwal Hughes, formally master of the "Beta", found himself in 1940 Lieutenant Hughes RNR serving on HM Minesweeping Trawler "Rinorvia". The following extract taken from the London Evening Standard reports:- "The news that a German warplane was shot down on Thursday by HM Minesweeping Trawler "Rinorvia" will probably arouse mainly good-natured jealousy in the minesweeping service. The men who take these little ships to sea regard continual attacks from the air as rather annoying diversions from their more serious work. HM trawler "Rinorvia" is commanded by Lieutenant Idwal C Hughes RNR., Penmorvah, Bethel Road, Caernarvon". Lieutenant Hughes received a naval message of "Well Done" for downing the aircraft with the trawlers 12-pounder gun and was given a German flying helmet recovered from the crash site as a souvenir. The "Rinorvia" did not however escape unscathed and suffered several casualties."

Lieutenant Hughes returned to Committee service and also continued to serve with the local Sea Cadet unit. In 1946 he was selected to command the Guard of Honour for "Their Majesties" Royal visit to Caernarvon. The Lord Lieutenant commended the guard on its bearing and smartness, the crew of the "Beta" were granted the day off for the Royal Visit.

8. **"Violanda"/"Thomas S Richardson".** By 1950 the Committee was looking seriously at re-organising its fleet of patrol vessels. Clearly the "Charles MacIver" was becoming increasingly expensive to operate. The motor cutter "Alpha" was found to be beyond economic repair and that the "Beta" was in need of serious overhaul. It was also said at the time that she "has never been a really suitable vessel for the Committee's work". Various replacement vessels were looked at and the 70ft twin engine ex-Admiralty motor launch "Violanda" lying in Glasson Dock seemed to be the vessel most suited to the Committee's requirements.

"Violanda" was purchased from Mr. H. E. Bradley of Burnley for the sum of £5,150 and suitable arrangements made for her fitting out for Committee duty. It was to be another two years before all the conversion work was carried out.



P/V "Violanda"

In the meantime her name was changed in line with Committee policy (naming major patrol vessels after the serving chairman) to "**Thomas S Richardson**" in March 1951.

When first purchased "Violanda" was little changed in appearance to her Admiralty days; she still had an open bridge and reports mention a heavy armour plate bulkhead. Her crew not surprisingly reported her to be cold and draughty.



P/V "Thomas S Richardson" after conversion

Most of the conversion work of M/L "Violanda" into the patrol vessel "Thomas S Richardson" was carried out by Messrs Allanson & Son of Freckleton. Over her years in service many minor repairs and changes are listed, the major changes to her appearance included fitting of an enclosed wheelhouse-bridge. Stove funnels both forward and aft indicating that heating arrangements had been made for both the forward and after accommodation and a more substantial mast and boom fitted aft of the wheelhouse to aid the launching and recovery of her boarding punt.

In 1960 her existing clench built wooded boarding punt was replaced with a fiberglass punt of similar size, the first craft built of GRP to be purchased by the Committee.

This work would be incomplete without mention of the boarding punts and small boats, those maids of all work, which served the patrol vessels and cutters or on occasions were

dispatched to area officers to work alone when required. They were not named or numbered and given by the list of repairs carried out over the years suffered frequently from hard usage. From the pictures and drawings that remain the biggest were equipped with mast sails and a centreboard or drop keel, the smallest were quite lightly built and only really fit to ferry staff out to vessels on moorings.

During her first few years in service "Thomas S Richardson" was used primarily to patrol the northern part of the District. Prior to her purchase the Committee had decided that three major patrol vessels were required. The now aging steel motor boat "Sea Prefect" (ex "Beta") continued to serve mostly in the Cardigan and Caernarvon Bay areas until her sale in 1958. The requirement for three vessels was re assessed and it was subsequently decided that two major patrol vessels would be sufficient.

9. The Committee purchased the fishing vessel "Felicitous" in December 1957 but it would be some time before she was ready for service as patrol vessel "John Beardsworth". During this period the "Thomas S Richardson" was used to patrol the entire District. Once the "John Beardsworth" was fully commissioned "Thomas S Richardson" was transferred to patrol the southern part of the District under the command of J. H Fish, DSC.

When modern electronic navigation aids started to become available it was decided to fit "Thomas S Richardson" with radar in October 1964, it is interesting to note that at the same Committee meeting the sum of £4.5s.6d was authorised to be spent on the repair of her sextant. The radar and a Decca navigator were fitted the following year.

"Thomas S Richardson" underwent a major survey in 1965 and rot was found in parts of the vessel. Being of laminated construction the full extent of any deterioration of the hull would have been quite difficult to determine, repairs to return her to the new M.O.T. standards being introduced at the time would be quite expensive.

The Re-Organisation Sub-Committee considered the options available and following a visit to the boat show in January 1966 recommended that "Thomas S Richardson" was replaced with a vessel based on the GRP hulled pilot vessels that were coming into service at the time. The Committee resolved to order such a vessel and that "Thomas S Richardson" was to be sold in such a manner and for such a sum as they consider suitable.

Prior to sale the recently fitted radar was exchanged for the older unit fitted to the "John Beardsworth". Concerns were raised that if "Thomas S Richardson" was not sold promptly that further expenditure would be incurred in bringing her life saving and firefighting equipment up to new standards.

"Thomas S Richardson" was advertised through Messrs C. W. Kellock & Co Ltd who advertised her both at home and abroad. Despite some interest only one offer was made by T. H. Jones of Hoylake and after some debate over whether the boat should be sold with or without her radar it was decided to sell her without the radar unit "as is" lying at Port Dinorwic.

In July 1966 it was reported that "Thomas S Richardson" had "finally been sold" for the sum of £4,000 less £120 commission.

More than 20 years later when the author started work for the NW&NWSFC "Thomas S Richardson", by then renamed TSR, was lying in a derelict state in Birkenhead docks. It was to be her final berth; after many idle years she sank stern first, her bows remaining above the water for several months. She broke up when it was attempted to raise her and

her remains were deposited on the dockside, a local fisherman recovered her non-ferrous fittings for scrap.

“John Beardsworth”. For their second patrol vessel the Committee considered commissioning a purpose built vessel but decided that they should investigate purchasing a Scottish type fishing vessel second hand. A considerable number of these vessels were on the market at the time and a party consisting of J. H. Williams, F. Rollinson, Captain Ainsworth and the Superintendent went on a trip to view the available vessels. One vessel “Felicitous” A120 seemed most suitable and it was arranged for her to be surveyed by Messrs Allanson & Son.



“Devotion” INS223 – a near sister ship to “Felicitous” showing her appearance before conversion to “John Beardsworth”

“Felicitous” had been built by Herd & Mackenzie at Buckie, yard number 113 for J. Phimister of Findochty in 1948. Her dimensions are given as OAL 69ft, 18ft 6in on the beam and a draft of 8ft 2in aft, her tonnage as 39.68 (Scottish part 4 registry gross & net). She was rigged for Scottish seining (fly dragging), had a Herd and Mackenzie winch and Elliot and Garrood rope coiler fitted. She was powered by a 160 HP Blackstone diesel that had recently been overhauled. The hull survey showed her to be sound apart from a defect in a beam stringer and part of the deck. The Committee purchased her from Richard Irvin & Sons Ltd for the sum of £3,800 delivered. The Committee took delivery of “Felicitous” on December 24th 1957 and she left Peterhead for the Ribble on 30th December of the same year.

On arrival at Allansons yard at Freckleton work began on a major rebuild to convert “Felicitous” from a fishing vessel into a fisheries patrol vessel to be named in accordance with Committee policy after the serving chairman John Beardsworth. Work included fitting new bulkheads, accommodation forward, removal of her deckhouse and replacement of her engine with an 8L3 Gardner diesel, (one of the most reliable and advanced marine diesels of that period). Her existing deck machinery was removed and replaced by a small trawl winch fore side of the wheelhouse and an anchor winch forward.

Following her conversion “John Beardsworth” was transferred to Fleetwood where it was possible to operate from either the dock facilities or moorings in the R. Wyre. While the Committee’s offices were at that time in Preston and not far from the dock, tidal restrictions,

the distance to the sea and the requirement for a watchman when in harbour made the continued use of Preston as a patrol base impractical.

“John Beardsworth” was officially named by the Lord Mayor of Liverpool, Alderman Herbert N. Bewley CBE in a ceremony held at Canning Dock on 29th October 1959. In a minute of a previous meeting all officers who held decorations were ordered to have them mounted at Committee expense on their uniforms. Pictures of the event show the “John Beardsworth” and “Thomas S Richardson” tied alongside with their crews lined up for inspection. There is an excellent array of medals on display demonstrating both the former service and the calibre of the men employed by the Committee at that time.



Lord Mayor, Alderman Herbert N. Bewley CBE

In 1961 it was decided to fit “John Beardsworth” with both a Decca Navigator and radar. The Decca navigator used a system of three standing radio waves to triangulate a position. Development of this system had started in WW2 by the early 1960's the system was becoming widely available to the fishing industry and represented a major step forward in regional electronic navigation systems. The fishing industry quickly adopted the system and exaggerated claims for its accuracy were often heard. In practice the raw data it provided varied considerably depending both on the vessel's position and the time of day. At least 3 corrections had to be made and the interpolative charts for this were far from complete in many areas. The system remained in use into the 1990's, for most of that period receivers could only be hired from the Decca navigator company.



“John Beardsworth” in her later years of service

In an early court case (*Committee v Bond*) it was ruled that positions so obtained could only be used as an aid for navigation and were not a substitute for traditional methods. A former Chief Fisheries Officer, Keith Willacy, who began his career with the Committee as a crewman aboard the “John Beardsworth”, recalled that her crew regularly practised position fixing with both sextant and polaris to prevent loss of the skills required to use these instruments.

During the late 1960's it was decided to base “John Beardsworth” on the Mersey, this arrangement did not prove satisfactory and she was subsequently returned to the Fleetwood station.

The “John Beardsworth” continued in service with the Committee until early 1976 by which time she had begun to be “outclassed” by more modern fishing vessels. The report of March 1976 records her final work for the Committee.

“The “John Beardsworth” was handed over to new owners on 27th January. Due to low fishing activity no patrolling was carried out in January. There were only 2 days at sea; the one a routine scientific survey and the other on charter to Hydraulics Research Station. Due to the late delivery of the “Samuel Baxter” which will replace both the “A. Stopford” and “John Beardsworth” there was no patrolling this quarter. The “Samuel Baxter” was launched on 28th January.

The “John Beardsworth” (formerly MFV “Felicitous”) was built by Herd & Mackenzie in 1948. She was converted to a patrol vessel and came into service with the Committee at the end of 1959. Since then in 1931 days on patrol she has covered over 102,000 miles”.

The Committee report records that 13 tenders were received for “John Beardsworth”, all were considered unsatisfactory. Following further negotiations with the highest bidder “John Beardsworth” was sold on 29th January 1976 for the sum of £10,200.

As a young fisherman the author recalls her withdrawal from service. She worked briefly as a charter boat locally before leaving the area. It was said later that she was subsequently lost in the Bay of Biscay.

10. **“A. Stopford”**. A Sub Committee consisting of the Chairman A. Stopford, Captain W. E. Herbert, F. Rollinson (a qualified shipwright), Captain J. Ainsworth (master of the “John Beardsworth”) and the Superintendent N. V. Craven was appointed to look into the purchase of a replacement vessel for the “Thomas S Richardson”.

The Sub Committee recommended the type of vessel designed by T. T. Boats Ltd at present giving good service to Cornwall SFC. The design had been subsequently modified for use as a pilot vessel with some success and was in production by Keith Nelson and Co at Bembridge on the Isle of Wight.

Following a visit to the yard, viewing of vessels under construction and a trial trip on a working pilot vessel the Sub Committee “reported that at their meeting earlier this day (28th January 1966) they had decided to recommend that subject to satisfactory design, tender and contract, Messrs T. T Boats Ltd and Messrs Keith Nelson & Co be requested to provide a new patrol boat for the Committee based on the standard 40ft reinforced glass fibre hull for which the moulds already exist”.

The recommendation of the Sub-Committee was accepted and instructions put in place for the specifications and order for the new vessel to go ahead. By April of 1966 the vessel’s specifications had been agreed and a contract was to be drafted for the supply of a 40ft GRP patrol launch powered by twin Perkins diesel engines at a price of £16,600.



“A Stopford” under trials on the Solent

Sea trials on the Solent were carried out on 12th April 1967 and she left the Isle of Wight on 30th April 1967 arriving to her station at Pwllhelli on the 1st of May. Reports of her performance at sea and fitness for purpose were good however after a couple of years in service she seems to have developed some vibration problems with her propellers that required attention. Her high performance engines seem to have also been a constant source of trouble.

“A. Stopford” had been built to patrol predominantly in the Welsh coastal waters with a secondary task of supporting the “John Beardsworth” in the northern part of the District. In the early 1970’s a combination of mechanical troubles and changing fishing patterns particularly in the Welsh regions led to her being laid up for a considerable period. After

considerable deliberation a lengthy appraisal of the changing nature of the inshore fishery was produced, its conclusion was that the way forward was that one large patrol boat and a number of inflatable dinghies would provide a more appropriate and economical approach to policing the District.

“A. Stopford” was offered for sale and after some time sold out of service; her sale for the sum of £14,500 is recorded in the report of 19th July 1974.

11. **“Samuel Baxter”**. The Committee considered purchasing a second hand vessel but no suitable replacements were to be found on the market so Marine Architects G. L. Watson were engaged to produce plans for a new patrol vessel. Once approved tenders were sought from local companies to build the new vessel. Tenders were received from Tees Marine and McTay Engineering, after due consideration the slightly higher tender of £139,500 from McTay Engineering was accepted at the meeting of 19th July 1974.

The new patrol vessel would be 64 feet long and have twin 8LXB Gardner diesels fitted.

It was unanimously resolved at the Committee meeting held on 25th April 1975 that the new vessel be named “Samuel Baxter” in honour of the then chairman who had served 23 years on the Committee. It was also reported that it was impractical to hold any launching ceremony as the vessel had been built in two parts, hull and superstructure. The hull would have to be transported under several pipelines to reach the dock where she was to be fitted out.

Fitting out did not proceed particularly smoothly with several minor modifications to the original specifications being needed and additional costs incurred. “Samuel Baxter” was finally accepted into service on 10th April 1976.



Skipper R. Wright on the bridge of “Samuel Baxter”

Throughout her career with the Committee the “Samuel Baxter” seems to have been plagued with all sorts of expensive maintenance problems, generators, gearboxes, weld fractures and so on, none of them serious if taken alone but added together a very considerable amount of expense had been incurred. In October 1981 it was reported that £45,000 had been spent in the previous 12 months.

In addition further expenditure was expected to keep her up to DTI standards and questions were being asked about her suitability for patrolling the District. "Samuel Baxter" was without doubt a fine vessel and despite much good work particularly in the northern part of the District serious questions had to be asked and a decision had to be made about her future.

"Samuel Baxter" was laid up at Glasson Dock and her crew paid off, plans were made for a replacement vessel that would be more versatile and hopefully more economical.



"Samuel Baxter" at Glasson Dock

Tenders were opened on 27th October 1983 and arrangements made for "Samuel Baxter" to be sold to the highest bidder. The accounts for the year record her sale for £52,105. She became a yacht in the Caribbean.

12. **"L&W Protector"**. As the shortcomings of "Samuel Baxter" became apparent the Committee faced the perennial problem of what sort of vessel could quickly and economically patrol the varied fisheries within the District. A Zodiac inflatable was purchased and based at Morecambe where it proved to be both efficient and versatile; a second Zodiac was purchased for use in the southern part of the District. These small vessels proved to be both efficient and adaptable but were unsuited for offshore work. It was still thought that two major patrol vessels were needed to patrol the District, "Samuel

"Baxter" was laid for the 1982/83 year and in April 1982 it was decided to order an ORM 36 rigid inflatable powered by twin Ford diesel engines.

The new hull was moulded by the Halmatic company and fitted out at Littlehampton. "L&W Protector" was accepted by the Committee on the 21st March 1983 and delivered by sea from Littlehampton to Glasson.



"L&W Protector" at sea flying the defaced ensign of the L&WjSFC

The rigid inflatable was a new concept, on the up side, fast, seaworthy excellent for coming alongside at sea and presenting a poor radar target. On the downside low fuel capacity and limited crew comforts severely restricted her range and as was soon to become apparent to get the best from her; her machinery had to be run at nearly full capacity to achieve optimum results.

Her outdrives were her Achilles' heel; there were constant problems with the drive shafts and the outdrives themselves. Eventually this series of faults was to lead in late February 1985 to what can only be described as a catastrophic failure of the port transom plate which resulted in the after section of the vessel flooding. "L&W Protector" and her crew were towed into Fleetwood by the local lifeboat and the stricken vessel lifted out of the water.

The solution to this defect was to reverse the engines and fit V drives with the propeller shafts passing through the GRP hull rather than the transom as had been the case with the outdrives. "L&W Protector" was returned to Littlehampton for this work to be done; returning to service in August 1985.

The alterations increased her weight considerably and resulted in some loss of performance. She was still however capable of a good turn of speed, on one occasion she reached 30 knots when on a passage from Amlwch to Conway. The extra weight was however the root cause of many of her later mechanical problems putting more strain on her engines which latterly failed so regularly that a spare engine was always kept in stock.

Based at Conwy she could reach either the northern or southern part of the District in a few hours provided fuel supplies could be obtained at either a northern or southern port. Her inflatable collar was to prove vulnerable requiring replacement on one occasion.

“L&W Protector’s” limited range was to become a serious problem when the south coast beam trawling fleet took a serious interest in the Liverpool Bay Dover Sole fishery in the late 1980’s. Fishermen soon worked out her limitations and by working as a team reporting her position, employing “watchmen” ashore to report when she sailed, they could and did systematically poach the inshore fishery.

The short term solution was to use a shore based mobile radar unit (SBMRU). At first a small marine radar was fitted to a caravan and latterly to a specialist vehicle to plot the positions of infringing vessels from a vantage point ashore. Tests showed that by removing the name boards fitted to the top of “L&W Protector’s” wheelhouse her radar picture was reduced considerably. Radar shadows were found close inshore often in very shallow water where “L&W Protector” could lurk unseen to await radar sighting reports from ashore then “pounce” on her victim with a rapid sprint from her lair. Several skippers received a rude awakening while on the early morning watch to be followed by a salutary lesson issued by Her Majesty’s magistrates.



Committee's experimental mobile radar unit



Later purpose-built shore-based mobile radar unit (SBMRU)

Latterly a larger fuel tank was fitted to “L&W Protector” to resolve the problem of having to carry a fuel reserve in 5 gallon drums. The extra fuel capacity was a great help but again increased the vessel’s displacement.

Experience gained from “L&W Protector” demonstrated two things; firstly that modern rigid inflatable and inflatable craft have proved most useful and extremely versatile for policing the immediately coastal fisheries, and secondly that while the fast interceptor role can produce some dramatic results, they are no substitute for a larger vessel capable of staying at sea for longer periods when placed in the offshore role.

In 1992 the Committee’s District was extended from 3 miles to 6 miles offshore from the national baselines bringing about a very significant increase in the sea area that required patrolling. Clearly a larger vessel would be needed to meet the increased workload and work began on the lengthy process of procuring a replacement vessel. “L&W Protector” remained in service until March 1996 when her replacement “Aegis” was ready for service. There was considerable difficulty in finding a buyer; it was to be another two years before she was finally sold.

13. **“Aegis”**. Planning for replacement patrol vessels began in 1993. The initial suggestion was for two P36 rigid inflatable boats with some form of improved crew accommodation. There were no provisions for either cooking or sleeping on “L&W Protector”, conditions aboard were so primitive that her crew were reduced to warming meals on the engine turbochargers, (45 minutes at 2,000 RPM was sufficient to cook a meat and potato pie). Sleeping arrangements were equally haphazard with visiting officers often unable to get shore accommodation at unusual hours either sleeping on the cabin floor or in a vehicle before travelling back to their own station or re-joining the patrol. This situation clearly needed rectification. So with longer patrols in mind it was decided to investigate the purchase of a single larger “T49” type vessel.



P/V "Aegis"



"Aegis" daughter boat launching arrangements

The hull configuration decided on was that of the RNLI Arran class lifeboat powered by twin Caterpillar diesels fitted with a custom wheelhouse and stern ramp for launching a daughter boat. The daughter boat was a standard 16ft Zodiac inflatable (interchangeable with the three similar craft in service at the time) launched from a retractable cradle. The arrangement was to work quite well even in "choppy" conditions at sea. A hinged gantry was fitted aft allow the operation of sample dredges and survey equipment. She was to be

fitted with extensive electronic navigational package with additional provision for both underwater survey equipment and cameras to be used.

Contracts with the Halmatic company at Southampton were signed in April 1995, in October 1995 it was reported that all the (GRP) moulding work was complete. "Aegis" was launched on the 6th March 1996, undertook sea trials on the 19th and was handed over to the Committee on the 22nd March 1996. She arrived at her operational base at Conwy on Easter Sunday 1996, but returned briefly to Southampton for final modifications and the International Workboat Show.



HRH Prince of Wales names "Aegis"



Lined up for inspection – Committee staff

"Aegis" was named by HRH Prince of Wales in a ceremony at Conwy Marina held on 10th July 1996. HRH was made an Honorary Fishery Officer of the NW&NWSFC. It was without doubt the highest profile event ever hosted by either the L&WjSFC or the succeeding NW&NWSFC. Officers were turned out in their best uniforms, many issued for the occasion, decorations mounted, DCFO Keith Willacy was presented to the Prince of Wales to receive an award to mark his 25 years of service. So many dignitaries and

guests were stood on the floating pontoon opposite “Aegis” that for one moment the pontoon became unstable, were it not for some rapid footwork by all concerned the event might have been even more memorable given the media coverage of the day.

During the following year “Aegis” was to make a number of formal appearances about the District for inspection by Committee members and Civic Dignitaries.

“Aegis” was to prove both workable and reliable in service if on occasions slightly underpowered. She served with the NW&NWSFC until 2010 when that Committee and its staff were split into the temporary NWSFC and the fishery department of the Welsh Assembly Government. At the time of writing (2016) “Aegis” is still in service with the Welsh Assembly Government.

CHAPTER 3: THE CUTTERS

14. The Cutters

While the major patrol vessels were clearly a source of immense pride and feature regularly in the Committee's reports; much less is said of the maids of all work, the Committee's fleet of sailing and motor cutters that served from outstations along the coast of the District. No images of the sailing cutters remain in the Authority's possession.

References are found to two unnamed cutters built for the Mersey the first in 1896 by A. Latta of Hoylake at a cost of £162 and a second by Lathom of Crossens in 1903 at a cost of (from report, not to exceed) £250. Circumstantial evidence suggests that that this second vessel is the cutter "James Fletcher" salvaged by Captain G. Eccles (£15 paid) when she broke adrift. G. Eccles was the head Bailiff for the Southern Division (Mersey) at that time and had a vessel broken adrift he may well have incurred considerable local out of pocket expense recovering her.

In addition to their own cutters the Committee also frequently hired smaller craft particularly during the period of expansion following the amalgamation of the Lancashire and Western SFC's. During this period references are found to hiring the schooner "**Falcon**". It is probable that this vessel is the famous local pilot schooner of that name normally based at the Piel Island pilot station on the opposite side of the Barrow Channel to the Committee's Research Station on Roa Island, and the sailing trawler "**Harriet**" FD111 now preserved at Fleetwood museum.



"Falcon" at Glasson Dock

In the September 1902 Report the disposition of small craft and Bailiffs is given as follows:-

Fleetwood, 3 Bailiffs, one cutter.

New Brighton, 3 Bailiffs, one cutter.

Caernarvon, 3 Bailiffs, one cutter.

Pwllhelli, 2 bailiffs, one cutter.

Aberdovey, one Bailiff.

New Quay, 2 Bailiffs, one cutter.

Following is a list of the known cutters and the details that have survived.

“Piel Castle” (1). Built by Gibsons of Fleetwood 1894 to the design of G. L. Watson at a cost of £160. Served on the Piel Station until 1902 when she was transferred to the Fleetwood-Knott End Station complete with “Bailiffs and her boat”. Replaced and sold out of service 1911/12; accounts of year ending 31st March 1912 note “sale of cutters £85”.

After sale she became the Yacht “Trilby” and was re rigged as a yawl. She is found in the 1919 Lloyds list of yachts as “Sheila” (Miller, “The Lancashire Nobby”).



“Piel Castle” in her later years as “Trilby” on the left. The vessel on the right, “Nahula”, is of similar appearance to “Piel Castle (2) but slightly smaller

Images exist of “Piel Castle” in her later life when rigged as the yawl “Trilby”. She was a “working yacht” of her time with a curved stem with a modest rake to it. She has sufficient freeboard to keep her decks clear and provide a comfortable working space below deck and had a counter stern.

“Piel Castle” (2). Built by Crossfield Bros of Arnside in 1911 as a replacement for the existing Fleetwood cutter of the same name. No mention of her name is made until a payment being made for repairs is recorded in September 1916. Her planned dimensions are given as 42ft overall 12ft on the beam and 5ft 6 draught. She underwent quite major post war repairs at Nicholson’s (Glasson) at a cost of £91.14s.3d and a year later a new mast was provided at a cost of £27.4s.3d.

A veteran yachtsman from Knott End who remembers her from his boyhood years described her to me as a “Morecambe Bay Prawner of the Crossfields pattern built a plank or so higher”. When built “Piel Castle” (2) would have had a similar appearance to the local yachts of the time.

An engine and winch were fitted to “Piel Castle” at some time in the early 1920’s.

On the night of 10th-11th May 1929 the smack “Harriet” FD111 “fouled” “Piel Castle” on her moorings at Knott End (River Wyre). Both vessels then carried onto the yacht “Vera” 111. All three vessels sustained damage and it was be many months before the various settlements were cleared up by the underwriters.



Crowded moorings at Knott End

It was reported to the Committee in March 1936 that "Piel Castle" had made her first "exploratory cruise" in Morecambe Bay to find new "prawn" fishing grounds with new discoveries being reported in the local press (Fleetwood Chronicle 20th March 1936). The location of the new fishing grounds are not given in the report but were probably on what is now referred to as the North Side.

"Piel Castle" (2) was sold out of service in September 1943 for the sum of £800, nothing is known of her subsequent history.

"Eric". A sailing cutter of 19 tons purchased 1900 for £185. Stationed at Anglesey/Caernarvon. A new deck was fitted at a cost of £40 in 1902, and a new mast costing £4.10s.0d in 1905. New sails were required in March 1906.

"Rock Light". In 1902 the Committee authorised the sum of £10 to be spent on alterations to this vessel. She is thought to be the 10 ton centreboard cutter transferred from the Lytham station to Pwllheli during the general reorganisation that took place in that year. She was sold out of service in 1911 for £37.10s.0d.

"Alice". Built in 1905 and purchased second hand from Joseph Jones in 1911 for the Pwllheli station at a cost of £130, she was noted as a fast sailer. A motor was installed in 1920 at a cost of £257.17s.5d.

In 1934 it was stated that the engine for "Alice" had been purchased in 1919 second hand and "has not been very satisfactory for some years". The report of October 1934 proudly announced that a new 15hp Kelvin Ricardo engine and motor winch had been installed at a cost of £241.4s.10d.

It is not recorded when "Alice" was transferred from the Pwhelli station to the New Brighton station where she was to serve for many years. "Alice" was advertised for sale in the Preston Guardian in November 1938 when she was replaced by the motor cutter "Delta".

"Kittiwake". Purchased in 1921; subsequently fitted with an engine and served on the Caernarvon and Pwllheli stations. See motor cutters.

"James Fletcher". The cutter "James Fletcher" had some new sails provided during the 1905-06 financial year. She seems to have broken adrift from her moorings, the accounts for the quarter ending March 1906 record a salvage claim of £15 being paid and various

other expenses related to the recovery and relaying of moorings. Further cost for the recovery of moorings was recorded on 14th September 1910. It is probable that she was on the New Brighton station at that time.

“John Fell”. New sails were provided for this cutter during the 1905-06 financial year. The cutter “John Fell” was stationed at New Quay. The Sub-Committee report of 23rd March 1911 records that a tender for repairs by David Jones of Portmadoc for the sum of £24.15s.0d. was accepted. No record of her sale has been found but it is probable that she was sold when the motor cutter “Alpha” was placed on the New Quay station.

“Formby”. A sailing cutter of which little is known, in September 1918 she was sold out of service for the sum of £220 after being laid up for some time.

The Motor Cutters

At the Joint Committee meeting held at the Queens Hotel, Chester on 14th September 1910 it was resolved that “A sum not exceeding £500 in addition to the amounts which may be received from the sale of not more than two of the existing cutters, be granted for the purpose of providing a sailing cutter, fitted with mechanical motive power to be stationed at New Quay”.

In this period a variety of relatively small semi diesel, petrol paraffin and marine petrol engines were becoming available for installation in fishing craft and launches. If reliable power units could be found then there was a clear advantage in having a mechanically driven patrol launch over a pure sailing vessel. The steam trawling fleets based at Fleetwood, Liverpool and Milford were growing steadily; the patrol steamer clearly could not cover both the Liverpool Bay and Cardigan Bay fisheries at the same time. A motor boat based at New Quay in the south of the District might provide an economic solution to the growing steam trawler menace.



An early Fleetwood steam trawler

In his report of 19th January 1912 Travis-Jenkins states:- “The cutters originally provided by the Committee for the various stations New Quay, Pwllheli, Bangor, New Brighton and Fleetwood served their purpose when the chief work was the supervision of the nets of sailing vessels. But increased fishing in and near the District by steam trawlers has utterly changed the condition of affairs, and if the fisheries are to be properly protected some change in the police methods is absolutely necessary”.

By March 1911 the specifications for the new motor boat had been decided as to be:-

A good sea going boat.

Have auxiliary motive power.

Be capable of taking the ground.

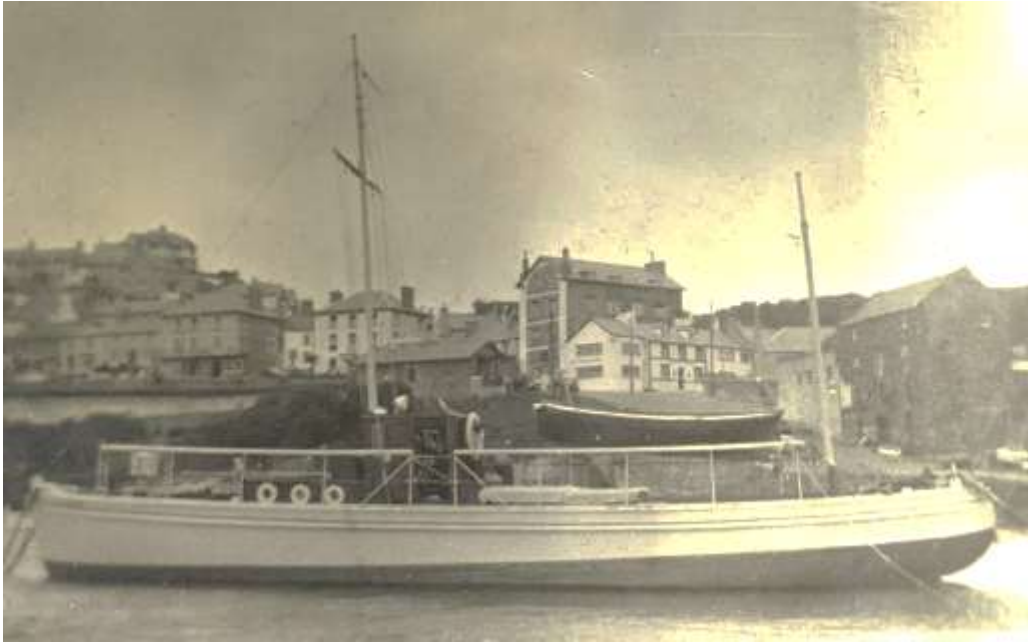
Capable of being properly handled under sail alone.

Tenders for design and building were sought for what was to become one of the Committee's longest serving craft the "Alpha".

"Alpha". Built in 1912 by W. Roberts, Sons & Co of Chester to a design of Messrs Linton, Hope & Co, during construction it was decided to increase her fuel capacity from three to five hundred gallons and increase her water capacity up to 150 gallons. Delays to her build were caused by a shortage of skilled labour. Apparently during those halcyon years there was great demand for the building and fitting out of launches and yachts.



An early picture of "Alpha"



"Alpha" in her later years at New Quay

She was fitted with two 50BHP Kelvin paraffin engines supplied by the Bergius Launch Company, cost of build including supply of engines £1,450, however by the time she was fully ready for service numerous other costs had been incurred and she considerably overran her original budget.

She was launched on 19th April 1913 with Committee representatives T. Bickerstaff, T Davies and J, Formby in attendance. After acceptance by the Committee she sailed for Bangor on the 24th of May with T. Bickerstaff and T. Davies as part of her delivery crew.

A photograph of the time shows her to be rather fine forward and a little full on the quarter, she sat heavily in the water. It was said that she rolled excessively and an external ballast keel was subsequently fitted. It is probable that the Committee members who reported her lively motion were simply not used to the more extreme motion of a full bodied motor craft compared to that of a sailing vessel. She must also have been rather noisy as the speaking tubes fitted from the cockpit to the "engine room" were replaced by telegraphs. Electric lighting was not fitted until some years later. It was reported that she handled satisfactorily under sail alone.

Despite such adverse initial comment and her rapidly obsolete design she went on to give long and useful service at the New Quay station.

In 1935 it was reported that she had made a remarkable passage after having her annual overhaul at Port Dinorwic making the trip from Caernarvon Bar to New Quay, a distance of 64 miles in 6 hours and 24 minutes, despite a head wind and rough sea.

The report of September 1946 records that there are indications of "hogging" "no doubt due to the severe bumping received in New Quay Harbour".

A survey of "Alpha" is found in the report of 14th July 1950 after her Master had raised concerns about her condition. She was clearly in a poor state with many of her grown frames fractured and steamed timbers split, the rudder trunking required replacement and rot had been found in various places. It was also noted that "Alpha" had been modified many times, her engines had "known defects", a new propeller was needed. The surveyor concluded that she was "definitely not seaworthy".

“Alpha” it must be said was basically a motor launch that was asked to do a very hard job and based in an unforgiving harbour. After 37 years of service she was beyond economic repair and it was resolved that she should be “disposed of to the best advantage”. After advertisement she was sold to Mr G. Morgan-Harris for the sum of £570.

“Alice” (Motor Boat). It is not known when this boat came into Committee service; the first mention found being a fuel bill in September 1919. Subsequent maintenance bills suggest that she was fitted with twin engines and she is not to be confused with the sailing cutter “Alice” (engine fitted 1920) also in service at the same time.

The last direct reference to the motor boat “Alice” is found in the report of March 1921, £5.10s.0d. paid to Wright & Beyer for “repairs to “Alice’s” engines”. The surviving Committee records are not complete but she clearly left the service before 1925.

“Ilona”. This vessel was chartered by the Committee during the latter years of WW1; she obviously gave useful service as she was purchased by the Committee from M.J. Jones for the sum of £250 on 11th September 1919. In 1921 she required a new propeller and reverse gear and was sold later in the same year at her initial purchase cost of £250.

“Kittiwake”. Described as a cutter “Kittiwake” was purchased in 1921 for the sum of £125, the following year a 13hp Kelvin engine, a new mast and mainsail were fitted at a total cost of £291.4s.10d. She was based variously at the Caernarvon and Pwllheli stations.

Replaced by the motor boat “Beta”, “Kittiwake” was sold out of service to Mr J. W. F. Ashworth of Caernarvon for £175 on the 26th August 1931.

The early Petrol/Paraffin Marine Engines. It may seem strange to modern eyes that the Committee continued to use auxiliary sailing craft in the 1920’s when purely motor craft were becoming available. The engines available at that time were not the lightweight reliable units of today; canvas was still carried as a secondary means of power by many fishing vessels up into the 1970’s. It was not until the 1930’s that truly reliable lightweight marine diesel engines became readily available. The adapted vessels were the equal of or better than most local fishing craft, economical to run and very suitable for scientific work, as such they were extremely fit for the purpose of that time.

In the 1920’s small marine engines fell into two main types, semi diesel or hot bulb engines and petrol paraffin engines. Both types were by modern standards very substantial beasts producing for their stated horsepower a considerably higher low speed output than modern units. It was said that every HP of a Kelvin was that of a Clydesdale and of a Gardner that of a shire horse.

The hot bulb/semi diesel was a low pressure compression ignition engine that had to be warmed up with a blow lamp prior to starting. After the bulb on the top of the cylinder had been warmed for a suitable period with a blow lamp the engine was either rotated by hand, using a blank starter cartridge or by compressed air until compression ignition was sustained. Old fishermen tell me that while these engines took a long time to start they were very reliable in use. One example from a Morecambe fishing boat is displayed at the Manchester Museum of Science.



KELVIN

MARINE MOTORS

(Petrol or Paraffin).

Special Features:

- Low Tension Magneto Ignition** requiring no Coils, Batteries or Accumulators.
- Water-cooled Silencer** fixed direct on engine and discharging below water. No hot pipes.
- Reverse Gear** self-contained on engine, cannot get out of line, as is common with installations having detached gear boxes. "Ahead," "Neutral," and "Astern," got by moving a single lever.
- Starting Device.** Our heavy type engines are fitted with a starting device, by means of which the engines can be started without vigorous cranking.

Full Specification from
THE BERGIUS LAUNCH & ENGINE Co.,
 DOBBIES LOAN, GLASGOW.

An example of the early marine engine as used in Committee cutters

The petrol paraffin and later petrol diesel engines started rather like the cars of the period with a magneto spark ignition and a hand crank. Starting procedure normally began with a brief muttering to a local deity followed by priming the engine with petrol. The engine was then rotated to just before TDC with a ratcheted starting handle. With the starting handle engaged at an appropriate angle using an open handed uphill stroke the engine was deftly wound "over the top" and hopefully fired first time. The engine was run for as long as possible on petrol (models varied) then turned over to paraffin or diesel fuel as appropriate. Needless to say as the engines got older their starting characteristics became less reliable. Once running these engines normally performed well but if for any reason they had to be stopped at sea they would not start again when hot; so you had to sail home, get a tow or drop the anchor and wait.

Patrol Vessels 1939

Throughout the 1930's the Committee continued to upgrade its fleet of patrol craft. As the "James Fletcher" was replaced by the steamer "Charles MacIver", the auxiliary cutters "Alice" and "Kittiwake" were replaced by motor cutters "Beta" and "Delta". By the latter years of the decade in addition to the steamer "Charles McIver" the cutters were stationed at New Quay ("Alpha") Caernarvon ("Beta") New Brighton ("Delta") and Knott End/Fleetwood ("Piel Castle").



“Beta”/”Sea Prefect” soon after launch

“Beta”/”Sea Prefect”. Replacement of the auxiliary cutter “Kittiwake” is first mentioned in the report of September 1930. By March of the following year no suitable second hand vessel had been located and it was decided to have a purpose built vessel constructed.

Designs were produced by G. L. Watson and Co of Glasgow and the following report is found in the Finance and General Purposes Sub Committee report of 30th September 1931:-

“Motor Boat “Beta”. The Joint Committee in March last voted a sum of £4,000 for the provision of a new motor-boat to be stationed at Caernarvon, and your Sub Committee accepted the tender of the Lytham Ship-building and Engineering Co. Ltd to build a 50ft Steel Motor-boat, fitted with two 72-hp Gardner Four Cylinder Vertical Marine Oil Engines, for the sum of £3,700. The boat underwent her speed trials in the Ribble Estuary on Tuesday, the 28th July, and was found perfectly satisfactory. An additional £85.7s.1d for equipment makes the total cost £3,785.7s.1d.

Tenders are being obtained for an electric light installation, together with a searchlight to be fitted on the boat”.

Further information is found on the June 1931 quarterly report where we are told that “Beta” was launched on 20th July 1931 and that her trials took place on the 28th under very unfavourable weather conditions. She arrived at her station in the Menai Strait on the 29th July 1931.



“Beta”/”Sea Prefect” in poor weather off the North Wales coast

It should be noted that the Gardner oil engines installed were probably at the time the most advanced and reliable light weight marine diesel engine of their kind available. "Beta" was a pure motor boat and the first Committee small craft not to carry auxiliary canvass.

"Beta" served on the Caernarvon station with slight modification until December 1946 when she was transferred to the Fleetwood/Knott End station, it was said that she aroused "some interest" amongst the fishermen. This is probably an understatement as this major fishing station had been without an effective patrol vessel since 1943. She did not return to the Caernarvon station until 9th April 1948. After 17 years' service and considerable debate as to her future it was decided to have "Beta's" now ageing Gardner engines re-bored and fitted with new pistons and rings.

Due to changes in vessel registration "Beta" was renamed "Sea Prefect" on 29th March 1951.



"Beta" in her later years as "Sea Prefect"

"Sea Prefect" underwent a major survey in 1953; the condition of her plates along the garboard was a matter of concern as was corrosion on her deck plates. Following the survey she was given a thorough overhaul. The decks were protected with some form of compound, welding work carried out along the keel; various rivets were replaced, engines given a top overhaul and several other more cosmetic jobs undertaken. The following year a big end bearing required replacement in one of her engines.

It was decided that "Sea Prefect" should continue to serve until the new patrol vessel re-organisation programme was fully implemented. For the meantime the "Thomas S Richardson" would patrol the Northern part of the District and the "Sea Prefect" remained based at Caernarvon to patrol the Welsh coast. Remarkably her log sheets for her later years survive. They show regular patrols mainly of the North Welsh coast and Caernarvon Bay. Financial reports show that she required regular maintenance.

It was resolved that as soon as the new patrol vessel ("Felicitous" / "John Beardsworth") was ready for service in the northern area "Thomas S Richardson" would be stationed to patrol the southern part of the District and "Sea Prefect" would be sold out of service.

Her last active patrol on 2nd June 1958 covered Puffin Island, Red Wharf Bay and the Menai Strait. Ten days later she sailed from Carnarvon to Port Dinorwic and was laid up until the 7th of July while her crew were on annual leave, on that day she made the short trip to Caernarvon. The last entry in her log reads "Run with purchaser of "Sea Prefect" Mr. A. Murray. Vessel sold and handed over on 12th July 1958".

Mr A Murray purchased "Sea Prefect" for the sum of £950.



"Delta" as "Sea Warden" laid at Knott End

"Delta". The following account was produced by Fishery Officer K. Willacy following an enquiry received about the service history of this vessel and needs no further explanation.

LANCASHIRE & WESTERN SEA FISHERIES JOINT COMMITTEE

PATROL BOAT "SEA WARDEN" (EX "DELTA").

Extracts from the Proceedings of the above Committee.

24th March 1938

The present cutter "Alice" stationed at New Brighton is now 33 years old and your Sub Committee, after carefully considering the question of replacement, referred the matter to a Special Sub-Committee, who invited tenders from seven firms in Lancashire, Cheshire and North Wales. Following the report received from the Special Sub-Committee, your Committee has no hesitation in recommending the acceptance of the tender of the "Enterprise" Small Craft Company (Birkenhead) to build a cutter fitted with a 28½ hp. Gardner diesel engine, to the specification prepared by the Superintendent for the sum of £918.10s.0d. It may be stated that this tender was appreciably the lowest received.

21st September 1938

The new cutter, the tender for which was accepted by the Joint Committee in March last, is now planked and it is hoped she will be handed over by the builders before the end of September. The cutter "Alice" to be disposed of by tender to the highest bidder.

(S.B. "Delta" was launched into the Mersey near St Paul's Rd Rock Ferry 10th November 1938).

23rd March 1939

The new cutter for the New Brighton station was delivered on the 10th November 1938 and has proved satisfactory in every way.

The launching ceremony was performed by the Chairman of the Joint Committee, County Alderman N. Worsley, J.P. (Lancashire County Council) who named her the "Delta". Your Committee has insured the "Delta" for the sum of £1,000 as from 10th November 1938 at a pro rata premium of 40/- per cent per annum.

29th March 1951

Resolved that the following changes of names of the Committee's vessels be noted and approved.

"Violanda" to "Thomas S. Richardson".

"Delta" to "Sea Warden".

"Beta" to "Sea Prefect".

The change of name for the latter two vessels have been necessary because of the registration of the vessels as British ships and the fact that the names "Delta" and "Beta" were not available.

27th September 1951

Your Committee gave approval for the "Sea Warden's" engine to be completely overhauled and tested by Messrs. Norris, Henty & Gardner Ltd (the engines makers) at an estimated cost of £75.0s.0d. (for labour and testing but not including any parts requiring renewal). This is the first complete overhaul the engine has had since it was fitted in 1939.

27th March 1952

Resolved that it be noted that the complete overhaul of "Sea Warden's" engine, authorised at the last meeting, has been completed. The cost (additional to the sum already noted for labour and testing only) of £152.18s.9d (for new parts and work on gear box) and £96.10s.0d for consequential shipwright work (in removing and replacing the engine) and electrical work (overhauling the R/T set, a Woodsons "Clipper" ex "Thomas S. Richardson", now installed in "Sea Warden") be approved and confirmed.

26th March 1953

Resolved that it be noted and the Superintendent's actions be approved with regard to the "Sea Warden" for examination of the keel, fitting new intermediate and tail shafts, installing a new stove and relaying new mooring chains at New Brighton.

24th September 1953

That the Superintendent's actions be approved with regard to the "Sea Warden". The work formerly carried out by this vessel from the New Brighton station has of late been best undertaken by the "Thomas S. Richardson" due to changes in fishing activity in the Central Area. The decrease of activity in this area has seen an increase in the Northern Area and consequently the "Sea Warden" took up station to patrol the Northern Area, based on mooring in the River Wyre near Knott End-on-Sea on the 20th May for a trial period.

The vessel is crewed by the Head Fishery Officer for the Northern Area assisted by his Assistant (Central Area - River Ribble to Rhyl).

25th March 1954

Resolved that with regard to "Sea Warden" the action in (a) placing the vessel in the hands of Messrs. Allanson and Son of Freckleton for general overhaul and repair and having a wheelhouse and steering wheel fitted be approved and confirmed. The total cost of the above work was £415.3s.0d. A type 83 radio telephone wireless set to be purchased for "Sea Warden" from Messrs Coastal Radio Ltd. at a cost of £160.

September 1954

Resolved and noted that the action of the Superintendent in placing the "Sea Warden" on temporary loan to the Aberystwyth Station be approved.

12th July 1956

Resolved that the "Sea Warden" be sold out of service as soon as possible.

(The "Sea Warden" was sold to J. B. Spencer of 403, Promenade, Blackpool for £975 on 12th October 1956).

NOTES

"Sea Warden" as built carried a gaff rigged mainsail as auxiliary power with a large foresail for setting from the stemhead. (the foresail was not kept bent onto the forestay). The vessel was equipped with a beam shrimp/prawn trawl and a set of otter boards rigged with a fish trawl. Hauling power was a vertical capstan clutch driven from the main engine. In common with all the Committee's patrol boats the "Sea Warden" was painted mid-grey. Fishery patrol boats are not registered as British fishing boats as all their fishing activities are scientific and not commercially orientated.

Keith Willacy (himself a holder of both Bronze and Silver Lifeboat Medals) makes one remarkable omission in his account of the "Delta" in failing to mention her first Coxswain the Chief Fishery Officer for the New Brighton station, J. R. Nicholson, who was also twice decorated (1928 and 1938) by the RNLI. An account of the events of 23rd November 1938 records a daring double rescue off the Mersey in a "Great Gale" where gusts of up to 108 mph were recorded.

North Western & North Wales Sea Fisheries Committee

The abolition of the Metropolitan County Councils brought serious financial problems for the Lancashire & Western joint Sea Fisheries Committee. In 1986 the Lancashire & Western became the North Western & North Wales Sea Fisheries Committee. Most of the scientific staff and many

of the long serving enforcement staff were laid off. Finances were tight; two new fisheries officers were taken on with both an onshore and offshore mandate. The new Committee purchased what was to be the last true SFC cutter an Atlantic 21 rigid inflatable to be based at Pwllheli. In 1987 the enforcement fleet consisted of “L&W Protector” (P36 rigid inflatable), “Gwylwr” (Atlantic 21 rigid inflatable) and two 16 ft Zodiac inflatables.

“Gwylwr”. “Gwylwr” was purchased second-hand in January 1987 and propelled by twin outboard motors. She was of a standard fast rescue craft design crewed by one full-time officer (who also has shore responsibilities) and a seasonal crewman. She was based on moorings at Pwllheli and was to cover the south coast of the Llyn peninsular in suitable weather conditions.



“Gwylwr” with “L&W Protector” and Zodiac

In service “Gwylwr” was to prove a most useful craft particularly when carrying out inspections on the considerable fleet of small potting and diving boats that fished off the Llyn peninsular.

“Gwylwr” suffered from both sponson and fuel tank problems and was withdrawn from service in November 1992. She was replaced by a Zodiac inflatable (Zodiac Alpha).

The formation of NWIFCA in 2010 combined the maritime resources of the North Western and Cumbria SFCs, thus bringing to an end the history of the former Lancashire and Western Sea Fisheries Joint Committee patrol vessels.

Steven Brown
Senior IFCO
North Western IFCA
10th March 2016

Sources and Acknowledgments

The primary sources for this work both written and photographic are the records of the Lancashire Sea Fisheries Committee, the Lancashire & Western Sea Fisheries joint Committee and the North Western & North Wales Sea Fisheries Committee that are stored at the North Western Inshore Fisheries and Conservation Authorities Carnforth office.

While this report is intended for internal distribution rather than publication the author wishes to record his thanks for help given by Mr E Boyd of the Knott End Sailing Club whose recollections from the 1940's and 50's were of great assistance in producing this work, and to record where information and photographs were included from alternative sources.

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Page 32 An early Fleetwood steam trawler. M. K. Stammers. West Coast Shipping, Shire Publications Ltd.

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