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Pleasure Steamer "Royal Daffodil" see page 2

## SIHG Visit to Swallow's Tiles, Bookhurst Hill, Cranleigh.

Thursday 3<sup>rd</sup> May 9:15 for 9:30am

Organised by Bob Bryson

A visit is planned to Swallow's Tiles on Thursday 3 May; the tour will start at 9:30 am sharp so that we can see the clay being processed.

For 140 years Swallow's Tiles have been producing hand made clay roof tiles on their 70 acre site. Originally, Swallow's Tiles were established to manufacture facing bricks and drainage pipes but now concentrate solely on producing a full range of traditional tiles and fittings. As well as seeing the clay being processed we hope to see tiles being moulded by skilled tile makers, a skill that has have been passed from father to son. Presently third and fourth generations of skilled tile makers are employed by the company.

From Guildford take the B2128 to Cranleigh and then fork left onto the B2127 signposted Ewhurst. Swallow's Tiles is on the right-hand side after approximately 1½ miles. □

SIHG is a Group of the Surrey Archaeological Society,  
A Registered Charity No. 272098  
Castle Arch Guildford Surrey  
Group Patron, David Shepherd, OBE.,  
Group President, Prof A. G. Crocker, FSA.



The Roak

### Lecture No. 10, 20<sup>th</sup> February, 2007

*The History of the Early Steamboat on the Thames,*

**by Prof John Armstrong, Thames Valley University report by David Evans**

His talk mainly concentrated of the activities of the General Steam Navigation company during the last years of the 19<sup>th</sup>. Century and the first half of the 20<sup>th</sup>. Century. The company was founded in 1824 and, under the aegis of P&O in 1920, lasted until 1972, when it succumbed to the increase in air travel and loss of general cargo trade. The lecture mainly concentrated on the first hundred years of its life.

The Company experimented with services to Portugal, Gibraltar and America, but specialised in links to ports of Britain and north west Europe.

His talk concentrated on the Thames passenger steamboat service (which started with two boats built in the Clyde and despatched to the Thames,) and the first steam cargo services up the Thames. One of the cargo boats was the Roak which was built in 1925 and was in service until it was sunk by a mine in 1940 in the North Sea.

Unfortunately for other, sail, Thames traffic, which had to rely on the wind and tides, The steam vessels acted stealthily relative to the sailing vessels, and could suddenly come upon a number of other vessels lying innocently in the fog awaiting the right conditions, destroying them and their crews as a consequence. Often the sailing vessel crews died without knowing what hit them, as they often took the opportunity to sleep when becalmed at height.

The General Steam Navigation Company was founded in 1824, and became London's foremost short-sea shipping line for a century and a half. The GSNC experimented with services to Portugal, Gibraltar, and even Africa and the Americas at times, but it specialised in links with the ports of Britain and north west Europe. It also led the way in providing pleasure cruises between London and resorts lower down the Thames.

The business started as an expensive excursion for the privileged few and their guests, with trips to Southend, Margate and Ramsgate, a day each way with hotel accommodation at the resorts.

As the business and fleet expanded, they went down market, the the boats became very popular. Other companies came in, and the streamers became more powerful, and there were frequent races occurred between the boats. The vessels were advertised as being "the fastest boats on the river", and, "health and safety" being a phrase of the future, the passengers loved it.

When the Sunday Observance acts were debated in the '20s, the steamboat companies were instrumental in Parliament allowing the steamboats to still ply their trade on that day, as the general public worked six days a week, and needed recreation on the Sabbath. In Glasgow, the steamboats were pelted with garbage by church goers after attending the Kirk. Thus they were instrumental in ensuring that something remained open on a Sunday.

(With the emergence of the huge shipping lines, it was inevitable that one would show an interest in the GSNC sooner of later. P&O bought a controlling stake in 1920, but allowed the GSNC to retain its identity. The company finally folded in 1972. Your Editor took a trip on one of the last pleasure steamers to Margate in the fifties. The Royal Daffodil, illustrated on the front page was their last trip boat. It played a significant part in the Dunkirk evacuations.) ☐

## **SIHG VISIT TO SHEFFIELD, WEEKEND 8-9 SEPTEMBER 2007**

organised by Tony Gregory.

Andrews of Tideswell Ltd, a holiday travel and coach hire company in Derbyshire, have negotiated a competitive price for half board hotel accommodation, lecture room and travel around the industrial archaeology sites. The accommodation is at the 4 star Sheffield Park Hotel, Chesterfield Road South, Sheffield, S8 8BW, situated within 15 minutes of the M1, with complimentary car parking and within 5 miles of the main line station.

The Group price from Andrews for 2 nights dinner, bed and breakfast based on twin/double rooms is £112 per person for two nights. The single room occupancy is £154 for two nights. The coach cost for the Sunday programme is £20 per person, payable to SIHG by 23 July.

A non-returnable deposit of £ 30.00 per person, payable now by cheque (made out to Andrews of Tideswell Ltd.) is needed to secure the booking. The final balance is due on 23 July. Travel Insurance is available from Andrews if required at £10.85, payable with deposit.

We plan to arrive on Saturday 8 September and have a local visit that afternoon and a lecture after dinner that evening. On Sunday we shall have a coach tour of several sites and a second lecture that evening. We plan to visit one or more working factories on the Monday morning and disperse at about lunchtime, with the option of visiting sites in Derbyshire on the way home. The principal sites we are arranging to visit are Abbeydale Industrial Hamlet, Keiham Island Industrial Museum, Wortley Top Forge, Shepherd Wheel (water-powered grinding workshop) and Wilsons' snuff mill. □

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## **LETTER TO THE EDITOR**

The Editor  
SIHG Newsletter  
Dear David

I note from Newsletter *155* that nobody turned up for the visit to Chilwoth on 3rd. December and that a visit to the Hog's Back Brewery took place on 12th November.

As neither of these visits appears to have been publicised in the Newsletter how are members expected to know about them? Alan Crocker states that the Chilworth visit was advertised at a recent SIHG lecture but does not explain how members who do not attend the lectures are to know of activities which are not reported in the Newsletter.

You are often asking for items for inclusion in the Newsletter, details of forthcoming activities of the Group may help.

Yours sincerely  
Peter Tarplee

*There was some loss of communication within the Committee with respect to this item, which the Editor regrets. – D.E.* □

## AIA REVIEWS by Gordon Knowles

### Industrial Archaeology Review Volume XXVIII, Number 2. November 2006

This issue is devoted to articles on IA work in the National Parks and follows on the theme of the 2005 Annual Conference. The papers deal with the archaeological remains of a number of extractive industries and consider ways in which they should be recorded and conserved. There is an emphasis on work in Yorkshire and the west country, is it because there has been more research done, and published, in these two areas or does it reflect the interests of the editor and his team? There are the usual book reviews; one which caught my eye is 'Fenland Pumping Engines' by Keith Hinde. This book is a good follow on to Richard Hill's book 'Drainage of the Fens' and takes his work forward into the post-steam era.

**Industrial Archaeology in the North York Moors National Park: Recent Work and Research** by Graham Lee, Archaeological Conservation Officer for the North York Moors National Park Authority. Lee summarises both recently completed and current work, research and publication by a range of organisations and individuals within the North York Moors National Park. It also discusses the recent development of an archaeological Research and Management Framework for the Park.

Industries reviewed include alum, iron, coal, lime and jet together with milling.

Phil Newman is a member of the English Heritage Archaeological Survey and Investigation Team based in Exeter. He writes on **Recording Dartmoor's Extractive Industries**, and notes that the long term commitment by English Heritage to record the historic landscapes of the Dartmoor National Park is starting to pay dividends. The team has responded over the years to the needs of partner organisations and has made good progress in building up a substantive body of survey data on many aspects of the moor's past.

This work has had a twofold effect. It has provided data to help those who have to manage and make decisions about this important protected landscape. A further benefit is that analysis of several formerly neglected themes is now becoming possible.

Compared to work on prehistoric and medieval elements little investigation on industrial landscapes was undertaken before the 1990s. Some of the moor's major mining landscapes have now been surveyed at large scale, while a programme of more general mapping is beginning to reveal the extent of the early tin mining industry on the upland. Quarrying, mining, china-clay working and peat cutting are now firmly established in the National Monuments record.

**The Brendon Hills Industrial Survey 1993 – 2005** is by Michael Jones, who on retirement as an architect with Somerset County Council was invited by Exmoor National Park to survey and report on Simonsbath sawmill, and subsequently to carry out the Brendon Hills Survey. He describes and illustrates some of the 19<sup>th</sup>-century iron mine sites and the incline winding house of which he shows a conjectural 'restored' drawing. He gives an account of iron mining in west Somerset and of the West Somerset Mineral railway built to convey iron ore to the coast for shipment to S. Wales.

Jones describes the influence of the Morgans family, and in particular Morgan Morgans (1815-1867) who was general manager of the Brendon Hills iron mines from 1859 to 1867, and was also engineer to the West Somerset Mineral railway from 1859 up to his death in 1867.

**Aspects of the Management of the remains of Limestone Industries in the Yorkshire Dales** is a paper by Robert White who is Senior Conservation Archaeologist with the Yorkshire Dales National Park Authority. He discusses the surveying, protection, consolidation and interpretation of aspects of the limestone industries in the National Park. In particular he describes the work undertaken to protect the two Hoffman kilns in the National Park. He draws attention to recent investigations of clamp, or sow, kilns two of which have now been dated to the late 17<sup>th</sup>-century.

There is also reference to the Dent marble industry which was worked from the mid-18<sup>th</sup>-century to the early 20<sup>th</sup>-century. The extent of the industry is not yet clear, so far only surface workings have been found, there may have been underground mining, but as yet no traces have been uncovered. The 'marble' was a particularly fossiliferous limestone which could take on a highly polished surface. The two mills at Stone House are currently being surveyed, High Mill was converted to house marble-cutting saws and Low Mill was probably specifically built as a marble-polishing mill and extended to house sawing machinery c.1825.

The final article is by Martin Roe who is a recent president of the Northern Mine Research Society. His paper considers the **Contribution of the Northern Mine Research Society in Recording the Mining landscapes in the Yorkshire Dales**.

The Society was formed in the early 1960s and has since then recorded

numerous surface and underground sites in the dales. It maintains a list of sites, now on a database, which has made a significant contribution to both the North Yorkshire and Yorkshire Dales SMR records. Since the 1970s members of the society have developed methodologies for recording and understanding mining landscapes. More recently this has involved using GPS to record significant areas of Grassington Moor, Greenhow Hill and Arkengarthdale. This is now being combined with detailed three dimensional underground surveys and historical mapping in a geographic information system (GIS) environment to provide an integrated landscape record.

### **Industrial Archaeology News; Number 139. Winter 2006.**

The issue is devoted to a detailed review by Roger Ford, including many illustrations, of the 2006 Conference held on the Isle of Man, the location of the formation of the AIA in 1973. The organisation of the conference was by the usual AIA team with the considerable assistance of Frank Cowin, a Trustee of Manx National Heritage.

Lectures included Frank Cowin on the Role of Manx Heritage, which is a Government body combining the roles of English Heritage and the National Trust; Andrew Scarffe on the Laxey Mine, Peter Kelly on the Heritage of Tourism and Transport on the island by Jack Ronan, a retired steam packet captain and Adrian Corkhill on Isle of Man shipwrecks (there are 1,212 recorded). The Rolt Memorial Lecture 'Industrial Archaeology beyond the leading sector; Wales, Ireland, the Isle of Man' was given by Dr. David Gwyn.

Among the many and varied visits made were those to the Victorian centre and harbour of Douglas, including the harbourmaster's office and the railway workshops; the Castletown railway, Cregneash folk museum, the Nautical Museum, the Lady Isabella waterwheel at Laxey, and the Manx Electric and Snaefell Mountain railways. Other visits included Kentraugh Mill, Balladoole Farm – which has the remains of a circular horse walk, Derbyhaven – an early port with a bank of limekilns, St Johns and Peel on the west coast of the island. and the Calf of Man on the southern tip.

Electric and water utilities were also visited, including a waste incinerating plant consuming 5,500 tonnes of household waste monthly producing 6MW of electricity for the grid.

The weather was mixed during the conference but seemingly a good time was had by all participants, the friendliness of the local population was commented upon by many.

In the Diary the dates of 2007 events are confirmed. The next Conference will be in Preston from 10 – 16 August; the Ironbridge Weekend is on 14 – 15 April on the theme of 'Roads: Characteristics and Forms of Transport'.

### **Industrial Archaeology News No. 140 Spring 2007**

The 2006 *British Archaeological Awards* were made in November, the AIA sponsored one for a structure previously regarded as unsavable, was awarded to the former Birds Custard Factory in Digbeth, Birmingham, the site of the presentations. Other industrial based projects which received awards included one in the 13-16 age group to Yvette Taylor from Somerset for her description of Ashton Windmill.

The Current Archaeology Developer Funded Award included two industrial projects. The Portwall Lane glasshouse in Bristol, where Ove Arup redesigned the development using steel beams to bridge the glassworks structure which is now preserved beneath the new office building. The Albion Flour mills at Worcester have been used since the 1960s by Royal Worcester Porcelain and after meticulous recording have been now turned into a block of flats. The runner-up in the Heritage of Britain Award was the Hampshire and Isle of Wight Trust for Maritime Archaeology for their heritage trail of the historic wreck sites in the Solent.

'*Cornish Mining*' has been designated a *World Heritage Site*, one of 830 worldwide. Five major sites are included: Morwellham Quay, Geevor and Levant Mines, Cornish Engines and Discovery Centre at Pool, Poldark Mine and Godolphin House and Estate. In all 41 sites are included.

Chris Urwin writes that it was a pleasant surprise to come across a group of three *preserved windmills* close by two *working mills* which were hitherto unknown to him. They are in the Dordogne region of France. The three preserved ones are on a ridge south of Castelnaud-Montratier, the working ones are a c1700 four-sweep mill, the Moulin de Boisse, now maintained by the Friends of the Mills of Boisse and Canton, which works and grinds on open days. The remaining mill is water-powered with a 13ft wheel, is privately owned and still grinds wheat commercially.

Ian Mitchell and Mary Graham describe two *Danish Industrial museums*. The *Dieselhouse* is a brand new museum in Copenhagen containing an 8-cylinder double acting two-stroke diesel engine weighing 1,400 tonnes. It was used, in the

building constructed in 1932, to generate electricity until the 1970s and was on standby until 2004. For over 30 years it was the largest diesel engine in the world, and was built by Burmeister & Wain. The German company, MAN, took over B&W in the 1980s and have refurbished the building now containing a three storey exhibition gallery as well as the engine, which runs one day a month. The exhibition also contains examples of smaller B&W engines. There is a website (in English) at [www.dieselhouse.dk](http://www.dieselhouse.dk).

The second museum is in Frederickvaerk, a town established to exploit water power from a canal dug in 1717 to drain water from Arreso lake. The first industry was a cannon foundry, followed by a gunpowder works in 1758. A cannon foundry building, c 1760 is now a gallery, performance space and information centre; whilst the *Krudtvaerksmuseet* is a gunpowder museum containing much of the original equipment, it worked until 1965 producing black powder. There are examples of waterwheel, turbine and electrically powered equipment and a Lefebre swing corning machine of 1854. 2007 is the Year of Industrial Culture in Denmark, so this would be a good year to visit both of these museums.

There is an article by Adam Garwood on the *Essex Industrial Housing Thematic Survey* completed in 2006, following others on specific industries in the county, carried out by the County Council (well known for their enthusiasm and support for IA, unlike many others). The earliest examples are from the 18<sup>th</sup> and early 19<sup>th</sup> c at Waltham Abbey, Mistley Quay and Whitbread's chalk quarries at Purfleet.

Heritage Link, set up in 2002 to promote the central role of the voluntary heritage movement, note their concerns, in their report *Making Consultation Matter*, that local communities are likely to be further left out of planning decisions following the recent Local Government White Paper proposals, in spite of the requirement to ensure participation of third sector organisations. Contact Kate Pugh on 020 7820 7796 for further information.

Amongst the book reviews are two of Surrey interest. *East Surrey Underground* by Peter Burgess of the Wealden Cave & Mine Society is highly recommended as it covers all aspects of the many underground mines, quarries and other man made and natural spaces in east Surrey. *Guildford via Cobham: The Origins and Impact of a Country Railway*, by Howard Mallinson, has already been reviewed in Newsletter 153 and appears to be an un-attributed direct copy of that review.

The Diary notes the *Ironbridge Weekend* on 14-15 April, the theme being 'Roads: Characteristics and Forms of Transport,' and the *Annual Conference*, in Preston from 10-16 August. □

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**SIHG Newsletter #156 March 2007 Web Edition**

This edition of the Surrey Industrial Group Newsletter has been reformatted so that it is more easily read online or printed out as a PDF.

Diary entries have been curtailed to cover SIHG events only. Other editorial matter is practically as originally published.

*Readers are advised that the views of contributors are not necessarily the views of SIHG*

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## WORK PLACE HISTORY

by Norma Cox.

Our work places are full of social history. Shaped by the people, the work and the buildings . Yet time and progress all too soon inflict their changes .

One of the places in which I used to work is a pharmacy in Coombe Road, New Malden. It still is a pharmacy and has been a pharmacy since 1926.(1). It has had many owners (1) Yet almost one hundred years ago it was a cinema. It was the first cinema in New Malden (2). It could seat over three hundred people in red plush seats. (2). This cinema was privately owned by Mr Vincent Davidson,an architect. It was listed as the Cinematograph Theatre in the Kelly's Directories from 1912 to 1924 and also as the New Malden Cinema Hall (3). Patrons of the cinema remembered that "a pair of locked iron gates at the front opened prior to each performance. The pay kiosk was just behind, before passing through heavy sound and lightproof curtains to a cosy cinema." (4)

When I worked there in the 1980's it was known as Kingswood Chemist. There was a small office in the middle of the pharmacy, this may have been the managers office. The projection room had a stone floor and was approached by a long flight of wooden stairs. The projection room became the staff toilet to the chemists. The cinema façade remains and is shown in the picture (5). The auditorium was used by the Malden Club. Outside there was a brick building which housed the gas-engine dynamo which powered the cinema. (3).

Sadly the fate of this part of New Malden may change. Planning proposals are being considered and this terrace of buildings may be demolished. to free up the land for railway use .Another piece of social history is gone.

### References:

- (1) Kellys Kingston, Surbiton, Esher District Directories. 1912 –1924.
- (2) Surrey Comet.29.July 1911.
- (3) Kellys Kingston, Surbiton, Esher District Directories.1926-1971.
- (4) Kingston Borough News.27 March 1975.
- (5) Kingston upon Thames Local History Library. □

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## A UNIQUE WINDMILL - STORIES THAT GROW.

by Tony Stevens

An article by Gerry Moss in SIHG Newsletter 117, Sept. 2000 drew attention to the remains of an unusual wooden windmill in the garden of a residence, Tangleway Way, Blackheath, near Guildford. As a consequence Harvey Williams and I investigated the site and reported our findings in Newsletter 120 with a photo of the surviving headgear on the front cover

Now it has come to light that Kenneth Major, wind engineer enthusiast (who helped with the opening ceremony of our wind pump at the Rural Life Centre in 1998) , wrote an article (International Molinology, No.53 Nov.1996) describing the design of the structure. It was invented by an engineer, E. Lancaster Burns to generate electricity for the house and at least six were made. One in a good state of preservation can still be seen at Newent, Gloucestershire by permission of the owner and we hope to make a pilgrimage there on Friday 5th.

The tower, some 15 metres high, consists of 6 wooden cant posts clad in weather boarding and with a servicing platform near the top. This explains the elegant structure of a compost heap container at Tangleway Way which was constructed out of the lower ends of the main wooden posts.

On Friday 15<sup>th</sup>, Dec, Kenneth Major visited the site with us and made a detailed investigation of the surviving head gear. The present owners of the property were most interested in the information he was able to give them and offered him the remains for restoration and display at a suitable place. We were also told that Lancaster Bums once lived at Firth Cottage in Blackheath village where he built another windmill in the back garden. However when we visited this address the present owner had no knowledge of such history but intends to seek relevant information from the elders of the village. Watch this space!

Photos of the complete machine at Newent and the compost heap available from Alan Crocker or me. □

## SIHG LECTURE SERIES 2006-7 SYNOPSES Members' Evening 5th December 2006

*RMS Titanic with some additional notes by Alan Thomas*

This lecture set out to illustrate the proposition that if a disaster occurs in a robust system, its occurrence and severity arise not from a single factor but from the combination of several, for example of specification, engineering design, manufacture, training and operational practice, together perhaps with an element of bad luck. All these factors were present in the disaster to the *Titanic*.

The ship was designed to survive, by the fitting of a double bottom and watertight bulkheads, stranding and collision with another ship. The efficacy of the design was demonstrated by the collision of *Titanic's* sister ship *Olympic* with a Royal Navy ship fitted with a ram designed to sink ships. But the possibility of side-swiping an iceberg had not been considered: it was *the wrong kind of collision*. This is where an element of bad luck occurred. *Titanic's* starboard propeller shaft had to be transferred to the *Olympic*, thus delaying *Titanic's* maiden voyage to the start of the iceberg season. Although collisions with other ships were frequent, they were not expected to occur in the open sea.

The number of lifeboats carried, although over the current regulations, was inadequate to accommodate all on board. It may be that, in the event of a collision, the other ship's lifeboats could be used and help summoned by wireless: but it was not usual to keep a 24-hour watch, and the call was heard by the ship that first came to the rescue only by chance.

It was usual for ships to proceed at full speed through an iceberg field, provided the weather was clear. However, icebergs were seen not by their bulk but by waves breaking around them. The weather was unusual, being a flat calm so there were no waves, and there was only starlight for illumination. The lookouts only saw the iceberg at a range of about 400 yards, which was too short a distance for the ship to be able to steer round it. Captain Smith made an error of judgement in believing that even in these unfavourable conditions an iceberg could be seen in time: but it was bad luck that one appeared almost dead ahead.

The collision caused more watertight compartments to be flooded than the ship was designed to survive. The particular steel used has been shown to be liable to brittle fracture at the temperature of the sea at the time, -2 °C, and the wrought-iron rivets may also have been brittle.

Because of the several factors contributory to the accident, various measures were taken - fitting double sides to the hull, the provision of sufficient lifeboats, the carrying-out of lifeboat drill with the passengers, 24-hour wireless watch and the institution of the International Ice Patrol.

**Additional notes**

There was a television programme on Channel 5 on 16th January 2007 entitled *Titanic's Final Moments - the True Story* which showed some of the latest views of the wreck, albeit only brief glimpses. A early shot showed a boiler, detached from the wreck. The forward section, from approximately the third funnel, lies some 600m from the after section. Between, there is a debris field, including a trail of coal. Visible at the aft end of the forward section was a row of boilers, supported on the double bottom, a cross-section of which could be seen. The boilers displayed their aft stoke-holes, indicating that the watertight bulkhead and the coal bunkers attached to it had broken off - quite cleanly, it appeared.

The after section of the wreck is very severely damaged, with plating draped about it. The cylinder of one of the reciprocating engines was nevertheless visible, showing that the watertight bulkhead forward of the engines had wholly or partly disappeared.

From these two views it appears that No.1 boiler room, complete with its coal bunkers, the watertight bulkhead and the coal bunkers for the aft stoke-holes of No. 2 boiler room has disappeared. The boiler seen on the approach to the wreck was therefore presumably one of those from No. 1 boiler room - the other four in that room were not seen. Moving away to the side of the wreck, two sections of double bottom were found, upside down and complete with both bilge-keels - that is, the sections extended across the whole width of the hull. The fore-and-aft length of the pieces was stated, but my memory of the figure is hazy - but it was probably 60 feet in total, which would correspond to the length of the double bottom under No. 1 boiler room. At any event, the ship clearly suffered a catastrophic structural failure, which resulted in the boiler room dropping out. It seems then that this section turned upside down, allowing the boilers to break away from the double bottom, which then fluttered down to the sea-bed, landing upside down. The ship's lights were seen to go out just before the final plunge, and this is clearly the point at which the failure occurred, because it would have severed the



steam lines to the electric generators. At this point the after section descended almost vertically, and the speed of such a descent would account for the extensive damage of this part compared to that of the fore part

The programme offered some unconvincing explanations of how the failure occurred. It was suggested that in addition to scraping the iceberg, the ship grounded on an underwater spur: if so, indications should appear on the two separated sections of double bottom. It is difficult to conduct an accident investigation with the evidence submerged at such a great depth.

The television programme had the besetting fault of many such productions, particularly underwater ones. Much time is spent describing the search in great detail, but little on showing the results and assessing them (in some cases of course there isn't much to show!). They could follow the example of David Attenborough's nature programmes, where we see the results of the studies, but details of how the pictures were taken, and how long it took to take them, are given in a separate postscript to the programme for those interested. *Time Team* might also take note. □

#### RELAUNCHED WEB SITE

Gerry Moss put a lot of work into our original Web pages, and I have built on that. Web techniques and design ideas have been changing radically in recent years, so I offered to expand our Web presence.

We now have our own Web address, which I can update quickly if the need arises. I hope to add both more links and more images. If you have ideas or material for either, please send them to me.

We also have our own e-mail addresses, the mail being redirected automatically to the ones actually used.

We can be contacted as below:

info@sihg.org.uk

Alan Thomas (general information, new ideas for projects)

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Jan Spencer (web site)

Have a look at **www.sihg.org.uk!** Jan Spencer □

#### SIHG Officers

Chairman & SIHG Lectures Organiser: Robert Bryson

Secretary: Alan Thomas

Treasurer: Robin Turier

Newsletter Editor & Membership Secretary: David Evans

**SIHG Web Site: [www.sihg.org.uk](http://www.sihg.org.uk)**