

Brian Williams Craftsman and Model Maker

Fine vessels - immaculate models with a RAME PENINSULA association



Living and working in the Rame Peninsula, we are lucky to have one of the world's leading miniature model makers operating in the marine field.

Brian Williams who lives in Kingsand, is, as his website says.....

..... a Marine Miniature Specialist who started making models of yachts and ships in the 1940s, while serving in the Royal Marines. Impressed by his work, commissions increased in number by various Clients principally for replicas of yachts.

In 1977, with the encouragement of the National Maritime Museum, which recognised his rare gift, he turned professional. He then devoted his life to the creation of these perfect scale miniature replicas upon which he had already established a world-wide reputation for excellence.



He now undertakes a very wide range of commissions for many subjects with an unusual skill of creating small scale miniatures ranging from 1:1000 to 1:75. All his replicas are created to clients' requirements.

<http://www.marinereplicas.co.uk/aboutbrian.htm>

OR

<http://marinereplicas.tumblr.com/>

Asked for a list of memorable vessels which have 'touched' the Rame Peninsula, he shortlisted the following craft, for which Brian has created models.

After some research, historic details of the vessels has been collated to complete this webpage - a tribute to the unique skills of the model-maker and also to the quality of the vessels themselves and the crews who took these boats to sea. Further information can be found by using the links.

A scrolling presentation of the models completes the topic.

1 **PLYMOUTH (CAWSAND) LIFEBOAT** 1803 the only (pulling) lifeboat stationed on Rame Peninsula



Way back in 1789, the first boat built specifically for use as a lifeboat was launched as a result of a competition in 1790. It had led Henry Greathead to design the first 'unsinkable' lifeboat, for South Shields, and then to supply boats of the same design to over twenty ports and harbours. She was aptly named 'Original', and was about 30ft in length, by 10ft in beam, with cork fitted into the bow and stern air cases, and along the gunwale and relief solely on men pulling oars for power.

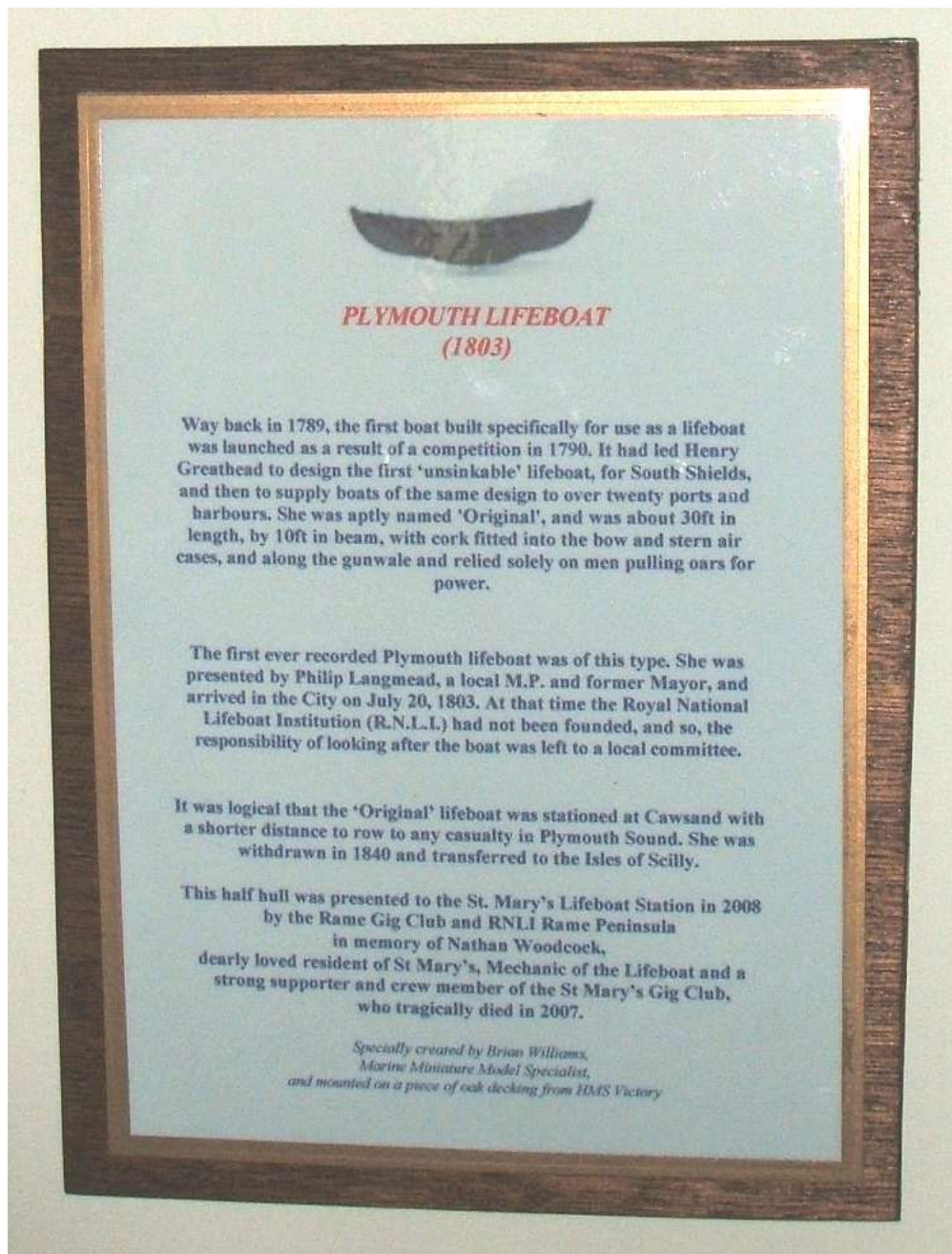
The first ever recorded Plymouth lifeboat was of this type. She was presented by Philip Langmead, a local M.P. and former Mayor, and arrived in the City on July 20, 1803. At that time the Royal National Lifeboat Institution (R.N.L.I.) had not been founded, and so, the responsibility of looking after the boat was left to a local committee.

It was logical that the 'Original' lifeboat was stationed at Cawsand with a shorter distance to row to any casualty in Plymouth Sound. She was withdrawn in 1840 and transferred to the Isles of Scilly.

She subsequently passed to service at South Shields but was driven onto the rocks and split in two while going to the rescue of the brig 'Glatton' on 21st January 1830. During her 40 years in service she never lost a life saving approximately 400 people.

This half hull was presented to the St. Mary's Lifeboat Station in 2008 by the Rame Gig Club and RNLI Rame Peninsula in memory of Nathan Woodcock, dearly loved resident of St Mary's, Mechanic of the Lifeboat and a strong supporter and crew member of the St Mary's Gig Club, who tragically died in 2007.

*Specially created by Brian Williams,
Marine Miniature Model Specialist,
and mounted on a piece of oak decking from HMS Victory*



RAME GIG CLUB PRESENTATION OF HALF-HULL OF PLYMOUTH LIFEBOAT 1803 TO ST MARY'S RNLI LIFEBOAT STATION

Note: sadly to date, no records of any service performed by the 'Cawsand' lifeboat have been unearthed. Any details would be gratefully received.

The half-model is on display in the Lifeboat Boat House on St Marys, Isles of Scilly

2 **PROVIDENT** one of the Brixham Trawlers



(Hoshi behind)

Provident was built in 1924, one of the last sailing trawlers to be commissioned. She is one of the medium-sized 'Mule' class trawlers, with a gaff ketch rig. She was built at the yard of J. Sanders in Galmpton, She was sold into private ownership in the 1930s, and was used as a yacht until 1952, when she was acquired by the Island Cruising Club, based in Salcombe. She now has over half a century in use as a charter and sail training vessel in South Devon.

Provident has been fitted out for her modern role. She has accommodation for twelve guests and four crew, a large saloon area, a galley with a large, gas cooker, two heads, a hot shower, and a generator that supplies a ring main with 240v electricity. She has a well equipped nav. station with modern navigation equipment including Radar, GPS and DSC VHF Radio.

Official Number		139433
Port of Registry		Brixham
Builder	J Sanders , Galmpton, Devon	
Date Launched		1924
Original Fishing Number		BM28
Radio Call Sign		MIGB
Gross Registered Tonnage		41.62
Net Registered Tonnage		34.43
Length Overall including spars	27.56	90' 5"
Length of Hull	21.51 m	70' 6"
Length of Waterline	18.29 m	60' 0"
Maximum Beam	5.49 m	18' 0"
Maximum Draft	2.83 m	9' 4"
Working Sail Area	180 sq m	1940 sq ft
Maximum Sail Area	280 sq m	3010 sq ft
Displacement	85 tonnes	93 tons
Ballast	10 tonnes	11 tons
Engine - Gardner 6LX 6 Cylinder	89 kW	120 Hp
Water Capacity	1,957 litres	431 gals
Fuel Capacity	950 litres	209 gals

The Rig

Provident is rigged now just as she was when she fished under sail early last century. She has a 'Gaff Rig', indicating that the Main and Mizzen sails are hoisted using a 'gaff', a spar attached to their upper side. The Ketch rig (two masts) was used to divide up the sail area, making each sail easier to handle by a small crew. The large number of sails (up to eight) makes it easy to 'change gear' by hoisting or lowering sails as required, depending upon the strength of the wind.

The Ketch rig is very versatile; good in light winds, when extra sails can be set (such as flying jib, mizzen topsail and mizzen staysail), good in heavy winds (she can sail under mizzen and staysail alone) and good for manoeuvring (the mizzen can be used to help to balance and turn the boat).

<http://www.classic-sailing.co.uk/vessels/provident-brixham-trawler-sailing-ketch>

This vessel still occasionally anchors in Cawsand Bay (2011)

3 LIVELY LADY Sir Alec Rose's Sir Alec was a great friend of Brian Williams long before he became well known and also of the Mashford family with whom he and Dorothy spent some time both when the yard was working on her and subsequently too.



Lively Lady was built in Calcutta in 1948 by her owner S.J.P. Cambridge.

During the construction, parts of the design were changed. Grown frames were considered more suitable for the local labour and facilities than the specified steamed timbers. The planking had been specified as 1" teak, but when the wood arrived from Burma the planks were actually 1"3/8 and that is what was used. The frames were made from Paduak, a considerably steadier timber than teak, which was imported in log form from the Andaman Islands. These changes gave Lively Lady incredible strength and stability of construction - so much so that on her return from the circumnavigation her planking was still perfect with not a single seam showing on her topsides.

Lively Lady facts and figures		
LOA	36'	11.0m
Beam	9'2"	2.8m
Draught	6'6"	2.0m
Displacement	13.75 ton	12,475Kg

Original Design F Shepherd MRINA

Built Calcutta 1948

Below decks Lively Lady could be described as severe. She has unpainted teak joiner-work and is basic by the standards of yachts today. Narrow settees on either side of the saloon have pilot berths outboard of them and the forward cabin has two built berths. The galley is on the port side and to starboard is a quarter berth with the chart table above it. Severe she may be but, with all that teak, she is solid and trustworthy.

Currently, the boat is the centre-piece of the Raymarine Lively Lady Project - a round the world voyage helping young adults turn their lives around.

For more, go to: <http://livelylady.net/livelylady/alecrose.php>

4 SHAMROCK – Tamar sailing barge - She was instrumental in Brian turning professional after working with the National Maritime Museum who were responsible for her restoration. She regularly worked into Cawsand Bay amongst other south coast ports and is based now in her 'home berth' at Cotehele Quay, on the Cornwall bank of the River Tamar, below the woods that surround the medieval manor house of Cotehele, owned by The National Trust, stands one of the many small Tamar river quays. Unaltered since the last century, the stone and slate buildings form a fine setting for the restored Tamar barge **Shamrock**



This 57ft ketch-rigged vessel of 1899 carried various cargoes on the river and worked as a diving tender and salvage barge before being acquired by The National Trust in 1974. She is now co-owned by the National Maritime Museum who supervised her full restoration to sea-going condition.

Though usually to be seen in her dock at Cotehele, she makes occasional voyages on the river Tamar. The adjoining Quay Museum tells **Shamrock's** story. It also gives an account of trade on the river and the coasts of South Devon and Cornwall, as well as of the related industries of the Tamar Valley – mining, quarrying and shipbuilding.

For more go to:

<http://www.nmm.ac.uk/about/the-organization/associated-museums/cotehele-quay-and-the-shamrock>

5. WEST COUNTRY SAILING KETCHES – there were literally hundreds of craft, which worked along the south coast (including into Cawsand Bay) – they were the equal of the East Coast Thames barges and a regular sight in SW harbours and havens right around to the Bristol Channel and South Wales.



These vessels were the cornerstone of local trading. Built in local boatyards around the Devon and Cornwall coasts, they were strongly constructed for work on the Atlantic exposed coastlines and expected to take the ground on beaches and estuaries where they would be unloaded by horse and cart to supply what were small and isolated communities.

6 HOSHI Once the private yacht of Admiral Earl Beatty, (afterwards First Sea Lord), who was the hero of the battle of Jutland 12 May 1916. Now under-going complete restoration by Guy Ribadeau Dumas and Chantier du Guip in Brest. In former times was often seen in Cawsand Bay with enthusiastic crews under-going sail training.



Designer(s): Charles Ernest Nicholson

Type: Schooner

Year Built: 1909

Built by: Camper & Nicholsons, Gosport, UK

LOA m / ft: 29m / 85'

LOD m / ft: 22m / 72'

LWL m / ft: 15.25m / 50'

Beam m / ft: 4.35m / 14'25"

Draft m / ft: 3m / 9'8"

Yard No: 183

Sail Stats: Sail No: 1887

Construction: Mahogany planking on grown oak frames. Solid teak deck on oak beams.

7 **LORD NELSON, TENACIOUS and ROYALIST** Sail Training Ships which challenged so many young people, all ships were and are seen regularly in Cawsand Bay



LORD NELSON built 1984
Length overall (*Hull*) 42.8m
Length overall (*including bowsprit*) 54.7m Beam 9m
Summer draft 4.12m
Keel to fore masthead height 37.7m
Sail area 1,024m² (*18 sails*)
Displacement (*Summer draft*) 491 tons
Gross tonnage 368 tons
Main engines 2x260bhp
Main generator 2x70kva
Max speed under power 8 knots
Max speed under sail 10 knots
Owned by Jubilee Sailing Trust



TENACIOUS built 1996
Length overall (*hull*) 54m
Length overall (*including bowsprit*) 65m Beam 10.6m
Summer draft 4.58m
Keel to main masthead height 44.35m
Sail area 1,217m² (*21 sails*)
Displacement (*Summer draft*) 714 tons
Gross tonnage 586 tons
Main engines 2x400bhp
Main generators 2 x105kva
Max. speed under power 8 knots
Max. speed under sail 11 knots
Owned by Jubilee Sailing Trust

For more go to: <http://www.jst.org.uk/>



TSS ROYALIST launched: 1971
Tonnage: 83 GRT
Length: 29.52 metres (96 ft 10 in)
overall
23.32 metres (76 ft 6 in) hull
length Installed power: Two Perkins
diesel engines 101 kilowatts (135 hp)
each
Sail plan: Square-rigged Brig
Owned: The Marine Society and Sea
Cadets

For more go to: <http://www.ms-sc.org/>

8 **LONE STAR** the last ocean-going yacht built by Mashfords on the Rame Peninsula



Custom 62 foot wooden ketch Hailing Port: Houston, Texas
Designed by Jay E. Paris Jr.
Built at Mashford Bros. in Cornwall, England for Mr. Joe O. Huggins of Houston, Texas.
Launched after six years of construction in 1982.
Her hull is 1 3/8" carvel planked teak, over iroko frames
Completed a 12 year circumnavigation in 2000.
Completed a 3 1/2 year circumnavigation of South America in 2010.
Maintained in 'Bristol' condition, and owned and sailed by original family.
Over 58,000 sea miles to date and still going!

<http://www.lonestarcapohorn.com/>
<http://www.youtube.com/watch?v=L4twL0VRrBM>

9 **PRESENT DAY LIFEBOATS:**

Cawsand Bay, today (2011), sees the frequent trials of new "Tamar" Class lifeboats currently being built in Devonport for the RNLI. These fine high-tech lifeboats are replacing the older boats as dictated by the necessity for higher speeds and seaworthiness. The trials' coxswain also happens to be David Milford Coxswain of the Plymouth lifeboat.



For more go to: www.rnli.org.uk/what_we_do/lifeboats/current_lifeboats/fleet

Brian has, over the years, created many replicas of lifeboats not only for his collector clients but for RNLI stations and crews. What better retirement gift for a coxswain than a miniature replica of his own boat? A complete collection of all lifeboats through the ages is displayed at RNLI HQ Poole for fundraising and were commissioned specially by a generous supporter of the RNLI.

His works, probably influenced by creating replicas of lifeboats, has extended to more types of 'power vessels' and warships including WWII MTBs; MGBs and Air Sea Rescue launches amongst others. The last completed was that of a US PT boat – happening to be that of the late President Kennedy.

Recently a US client of Brian and a very good friend, for whom he has completed a considerable number of commissions, had his ship models collection appraised for insurance purposes by one of the foremost insurance appraiser of such work in the USA.

He was pleased to be advised that that each of his models was appraised for 25-35% more than Brian's valuations and the insurance appraiser, who specialized in a variety of ship model collections, indicated that the client's collection should easily accrue in value by 10-15% per year. He also said that, in his 25 years experience, he had never seen such workmanship and detail as in Brian's work. This is very much in line with UK valuations which tend, if anything, to be slightly higher. One of Brian's works, owned by someone who died and the family put it up for auction, went for £1200 at Christies recently – his estimate was £800 !!

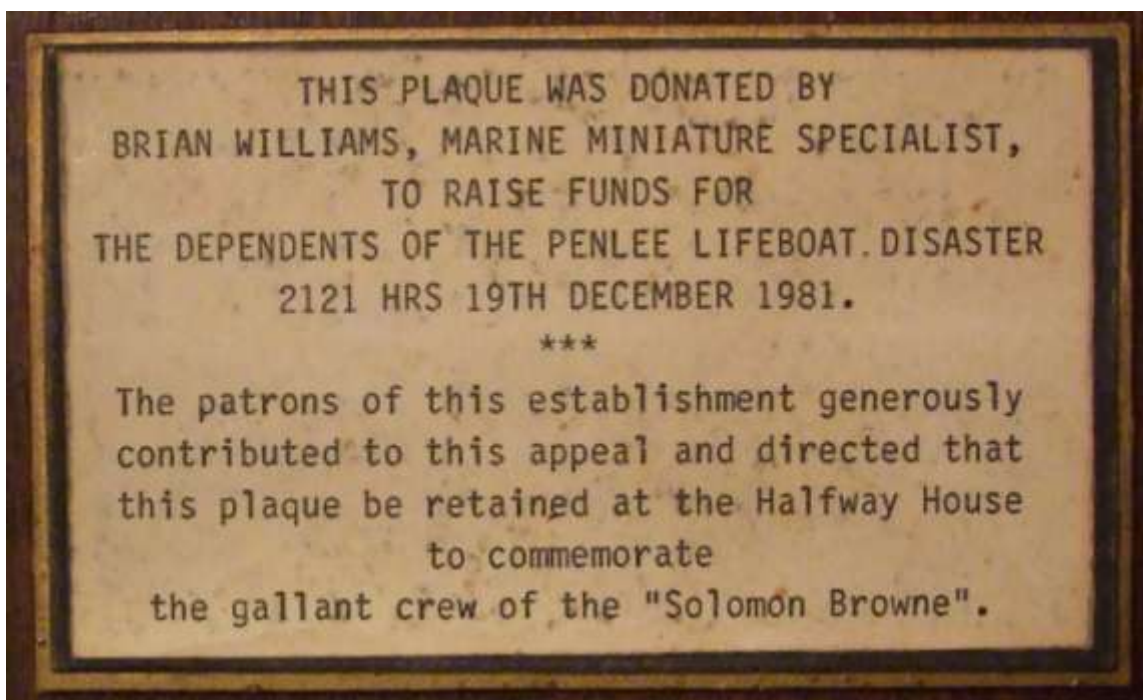
Penlee Lifeboat Disaster

December 1981 brought the shock of how things can go wrong at sea and how a community's world can be devastated by the power of the storm. Brian, along with local landlords immediately helped in organising a collection for the relatives of those lost in the tragedy. Several thousands of pounds were raised and passed to Mousehole for distribution.

To commemorate the magnificent Rame response to the appeal, Brain created a relief model of the '**Solomon Brown**' which can be seen in the 'Halfway House Inn' Kingsand.



N.S.L.B. "SOLOMON BROWNE"
47' Watson Class Lifeboat - Penlee.



THIS PLAQUE WAS DONATED BY
BRIAN WILLIAMS, MARINE MINIATURE SPECIALIST,
TO RAISE FUNDS FOR
THE DEPENDENTS OF THE PENLEE LIFEBOAT. DISASTER
2121 HRS 19TH DECEMBER 1981.

The patrons of this establishment generously
contributed to this appeal and directed that
this plaque be retained at the Halfway House
to commemorate
the gallant crew of the "Solomon Browne".