



23/7/01

Dear Jim

Some interesting
reading attached and prospect
for you to do some research
at RBYC

Keep me posted.

Repade

Harold

Information regarding the history
of the RBYC Bell located in the bar.

Greetings, Harrow

Loch Ness -

Not much to report, I'm afraid. She was one of the unspectacular Loch Line ships which gave faithful and unremarkable service for forty years! She was never aground or on fire or dismasted - so she did not ever hit the headlines as far as my research shows.

Her particulars in Lloyds 1883 edition shown are as follows:

Built by Barclay Curle, Glasgow, Launched 21/9/1869. Iron 3-masted full rigged ship (NOT steel as I think I told you this am - I was thinking of Loch Nevis). Signal letters: WQCL. Official Number 60461 Registered tonnages: 1203 nett, 1258 gross, 1121 under deck.

Dimensions: LOA 225.5 ft Breadth extreme 35.2 ft Depth 21.6 ft Freeboard 4 ft 4 inches. Poop 40 ft long. Foc's'le head 36 ft long. 2 decks, 1 Bulkhead.

Sailed from the Clyde on maiden voyage 22/10/1869 for Hobson's Bay under Captain Thomas Meiklejohn (who commanded her until transferring to Loch Lomond in 1875). Anchored Hobson's Bay on 13/1/80. Agents; Alex. Macfarlan & Co.

Have not traced who was master from 1875 - 1883 but Captain Fernie had her then until Captain Ozanne took her over in 1891. There is another break in command record a little later.

She was one of the seven "Lochs" in the famous photo taken in Victoria Dock, Xmas Day 1907 - all waiting for a homeward cargo. Sold very shortly after that photo to Nord-deutsche Lloyd and hulked in Port Adelaide. Joined by her sister, Loch Tay, in 1908. Both coal hulks in Port Adelaide. On outbreak of Great War, 1914, seized by Gov't and placed under management of Huddart Parker - still as coal hulk. Towed to Fremantle several years later. ("Tay" remained as coal hulk in Adelaide until broken up in 1958).

After several changes of hands in Fremantle, she apparently became something of an embarrassment to everyone and became a liability as coalburners declined everywhere. In 1926, she was towed out to the graveyard off Rottnest Island and sunk by gunfire in a naval practice shoot.

I surmise the bell would have been "souveniered" very soon after being decommissioned and hulked in 1907. Could have even been given to Brighton Yacht Club when sold if this happened as she lay in Melbourne before being towed to Adelaide for hulking. We'll probably never know unless there is some record in old minute books of the yacht club. Would be interesting to research this possibility. One possible connecting link would be Malcolm Brodie who joined the agents (by then James Sanderson & Co in William Street) and rose to become Senior Partner of the firm in 1945. He was "Mr Shipping" in Melbourne for many many years and I have read somewhere that he was a keen yachtsman for years. He could well have obtained the bell if James Sanderson looked after the disposal of the ship because John Sanderson & Co. were also agents for Nordeutsche Lloyd as well as Aitken & Lilburn. I am making some pretty tenuous links here but it would be worth following up. (I met the great man himself with my father in 1945 and obtained a reference from him to support my application to go to sea with BHP Co Ltd.)

Returning to the ship, it should be noted that she served afloat for nearly 58 years - 40 of them under sail for Loch Line.

All the above presupposes the bell in question is the Loch Line one. It is unusual to have the builders particulars on the bell. Certainly my Loch Tay bell only carries the ship's name - nothing else. There was another contemporary "Loch Ness" but she was a steamer built in 1882 for the Dundee Loch Line Steam Shipping Coy., sold foreign in 1899 and met her end by U-boat torpedo on 25/10/1916. The yacht club's bell is unlikely to be that one. Shipbuilders usually fix a brass plate with their particulars etc on the fore part of the bridge superstructure in steamers.

The only unusual anecdote I have concerning "our" Loch Ness is that, for some years, William Carmichael served as First Mate in her. His sister, Eva, was the only surviving passenger in the wreck of "Loch Ard" (together with only surviving crew man, Tom Pearce). Dr and Mrs Carmichael and five children were drowned in the wreck 1/6/1878. In the following year, "Loch Ness" came to Melbourne and William was given special leave to make the long slow trip to the Gorge with the headstone and erect it at the grave of his parents and siblings. A sad duty indeed for any man.

That's all I have, Harrow - hope it is enough.

Salaams Jim

PS I also have several photos of "Loch Ness" if you want'em. I'll have to dig them out.