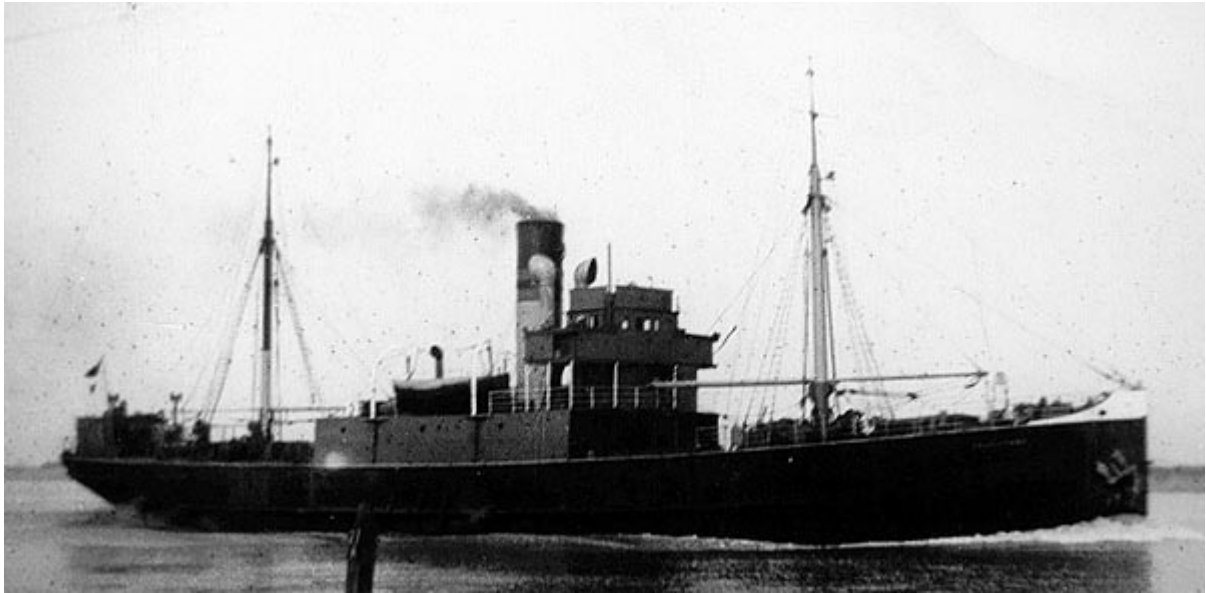


**Annual Scottish Maritime History Conference
Tuesday 21 and Wednesday 22 June 2022
Lecture Room 213, St Andrew's Building,
11 Eldon Street, Glasgow G3 6NH**



Programme

Tuesday 21 June at 6pm.

Lecture room 213, St Andrews Building, 11 Eldon Street, Glasgow G3 6NH

Public Lecture:

Bruce Peter, Professor of Design History, Glasgow School of Art

‘How Clyde-built liner interiors were created’.

This lecture will be followed by a reception

Wednesday 22 June, Conference.

Lecture room 213, St Andrews Building, 11 Eldon Street, Glasgow G3 6NH

10.25 Welcome from Professor R.G. Stokes, Centre for Business History in Scotland, University of Glasgow

10.30-11.30 Session 1: Chair, Dr Chris Miller, University of Glasgow

Dr Catherine Scheybeler, King's College London

‘The purchase of guns from the Carron Company by the Spanish Monarchy in the 1770s’.

L.A. Ritchie, University of Glasgow.

‘The Sheriff, Shipbuilding and Spin’.

11.30-12.00 Tea/Coffee

12.00-13.00 Session 2: Chair: Professor Tony Slaven, University of Glasgow

Dr Roy Fenton, Ships in Focus Publications

‘British Tramp shipping: 140 years thriving, 30 years dying’.

Dr Martin Bellamy, Glasgow Life

‘Sugar and Beer and Rum: Burrell & Son in the West Indies’.

13.00-14.00 Sandwich Lunch

14.00-15.00 Session 3: Chair: Professor R.G. Stokes, University of Glasgow

Eamonn Connor, University of Glasgow

‘Scenes of great animation!’: Reflections on the Cruise Diary’.

Dr Claire O’Mahony, University of Oxford

‘Modern Myths and Markets: Graphic Design Promoting MacBrayne Steamers in the West Highlands and Islands’.

15.00-15-30 Tea/Coffee

15.30-16.30 Session 4: Chair: Professor Niall MacKenzie, University of Glasgow

Dr William Knox, University of St Andrews and Professor Alan McKinlay, Newcastle Business School

‘Regulating the Supply of Labour in the British Shipbuilding Industry, 1860-1914’.

Professor Hugh Murphy, University of Glasgow

‘Riveting, electric arc welding and health in the British Shipbuilding Industry, 1914-1960’.

16.30 Concluding remarks: Professor Hugh Murphy

16.35 Conference ends

Attendance is free, but participants for the public lecture and conference must register with Christine.Leslie@glasgow.ac.uk by Tuesday 14 June 2022.

Conference kindly sponsored by: Lloyd's Register Foundation, The Society for Nautical Research, The British Commission for Maritime History and The Centre for Business History in Scotland, University of Glasgow.



Society for Nautical Research, 1910.



University of Glasgow | Centre for Business History in Scotland

Conference Abstracts

Catherine Scheybeler: 'The Purchase of Guns from the Carron Company by the Spanish Monarchy in the 1770s'.

In the 1760s as the Carron Company sought to expand into international markets its representative in the Iberian Peninsula, James Gould, approached the Spanish crown proposing a contract to provision its navy with guns. While the Spanish crown was initially hesitant to obtain guns from abroad and especially from Scotland given the nature of Spanish and British relations during this period, Gould's approach coincided with an attempt to introduce solid cast iron gun founding at its foundries at La Cavada and Liérganes that had not only proved unsuccessful but had left the Spanish navy woefully short on guns for the forthcoming year. A contract was agreed in 1773 and the first shipment, consisting of fifty-four 24-pounders, three 18-pounders, six 12-pounders, seven 6-pounders, and twenty-two 4-pounders, arrived at Ferrol on 21 December aboard a single-masted vessel named the *Paisley*.

It was the first of many such shipments which would sail into the ports of Ferrol and Cadiz over the course of the next few years. Difficulties, however, soon began to arise particularly over the rigorous manner by which the guns were tested before being accepted into Spanish service. This was leading to the destruction and exclusion from service of a large proportion of the guns with grave financial consequences for the Carron Company and to the dissatisfaction of the Spanish crown. At the end of the year, nonetheless, the contract was renewed as it would be in subsequent years. This paper will examine the origins and development of the relationship between the Carron Company and the Spanish crown with a view to analysing the nature of international arms contracts in the eighteenth century and providing details of this little-known case study.

L. A. Ritchie: 'The Sheriff, Shipbuilding and Spin'.

Graham Speirs (1797-1847) came from a prosperous family in Stirlingshire. After a spell in the Royal Navy, he embarked on a legal career, reaching the position of Sheriff of Midlothian in 1840. He had a reputation as a deeply pious man and, at the Disruption of 1843, he adhered to the Free Church of Scotland. The church faced a problem due to site-refusal by landowners and this was addressed by the creation of a committee dedicated to the issue, chaired by Speirs.

Speirs approached the problem in a number of different ways including, but not restricted to, the construction of an iron floating church. This was built at Port Glasgow and towed up to Loch Sunart in the summer of 1846.

But Speirs did more than render practical assistance to distant congregations. He established the narrative of noble sacrifice and devotion to principle of the Free Church, which served them in the years to come. In short, he was a "spin doctor" long before the term had been invented.

Roy Fenton: British Tramp Shipping: 140 years thriving, 30 years dying

The story of the tramp steamer begins in the British East Coast coal trade in the 1850s, with screw colliers whose design was quickly enlarged to produce the ocean-going bulk carrier, or steam tramp. British ship builders and owners enlarged and developed the tramp steamer to the extent that by 1890 the U.K. was dominant in this important sector, and steam tonnage had overtaken that of sail. The 20th century saw oil engines replacing steam, with the UK continuing to have a significant role, including building such 'milestones' as *Evestone* of 1915, Bank Line motor vessels in the 1920s and the Doxford 'Economy' motor ship in the 1930s. Bulk carriers began to replace the traditional tramp in the 1950s, and British owners and builders had a part in this development, for instance the ore carriers built for charter to the British Iron and Steel Corporation. However, from 1990 British

involvement in the bulk shipping sector went into a steep and apparently irreversible decline. After tracing the development of the powered bulk carrier, the paper will consider examples of how Scottish, English, Welsh and Irish tramping companies succumbed, and draw some conclusions about the British failure in this important sector of shipping.

Martin Bellamy

In the 1930s Sir William Burrell and his wife Constance would take a break from collecting art to go holidaying in Jamaica for their 'annual sunning'. This was the culmination of a long association between Burrell and the West Indies. Burrell & Son's first connection with the area came in 1879 when they became the Glasgow agents for Joseph Hault's service from Liverpool to Demerara. As part of a major expansion of their own business in 1884 Burrell & Son established the Clyde Line, sailing with freight and passengers between Glasgow and Jamaica. They took out whisky, beer and machinery and brought back sugar and rum. They partnered with established West India merchants who owned plantations which had previously been worked by enslaved Africans. In the 1890s they expanded their trade with a new 'regular line' of steamers sailing from London and Glasgow to Trinidad and Demerara. This paper will explore how Burrell & Son developed their West India service and examine the legacies of slavery and empire in their business model.

Eamonn Connor: 'Scenes of great animation!': Reflections on the Cruise Diary.

In July 1939, a Glasgow woman named 'Kit' boarded the British steam passenger ship S.S. *Britannia* for an 18-day North Atlantic and Mediterranean cruise. During the journey, she made daily entries in a diary, including photographs and memorabilia. In this presentation, I use this material, located at the University of Glasgow Shipping Archives, to analyse how passenger subjectivity is articulated and co-constituted by the multimedia construction of the shipboard diary. I consider the diary a type of *material-discursive* practice – emphasising “the entangled inseparability of discourse and materiality” (Orlikowski and Scott 702) – since the keeping of a shipboard diary is itself a way of travelling by sea.

I take up the suggestion of Susann Liebich and Laurence Publicover, who argue in the short essay 'Maritime Literary Cultures' that maritime historians should pay closer attention to voyage diaries and other forms of private writing by passengers and crew in order to better apprehend the lives of those who travelled by sea. By examining the form of the shipboard diary, I seek to shift attention to the embodiments of leisure cruising during the interwar period, contributing to an emerging discussion as Ashmore noted, of “the corporeal experience of mobility” (Ashmore 596). I argue that Kit's diary does not function as a passive reflection on her holiday, but rather plays a crucial role in shaping her subjectivity as a passenger and her *experience* of the cruise.

Claire O'Mahoney, 'Modern Myths and Markets: Graphic Design promoting MacBrayne Steamers in the West Highlands and Islands'.

During the interwar period, tropes imagining the Scottish Highlands proliferated across all manner of promotional materials from shortbread tins and Bakelite brooches to travel posters and brochures. Core archetypes included historically costumed and armed Jacobites, heraldic emblems and tartan banding, impish 'scottie' dogs and heroic stags, therapeutic vistas of uninhabited lochs and castles. A microhistory of the publicity materials for David MacBrayne Ltd promoting steamer travel in the Western Highlands and Islands suggests a complex encounter between visualization of ahistorical myths and modern tourism and technologies. A comparison of the work of graphic designers such as Tom Gilfillan who was regularly employed by MacBraynes and their partners London, Midland and Scottish Railways with contemporary campaigns reveals transnational synergies and quotations amongst the pictorial conventions of coastal holiday destinations. These

mediations speak to multiple spectators and experiences juxtaposing touristic encounters and diasporic homecomings distinct, yet alongside, day-to-day local transport of cargo and ferry services. Attempting an interdisciplinary strategy that compares the social history of transport and graphic design with the geo-politics of the representation of Highland identity, environments and culture, this paper is a first foray into mapping out a sustained exploration into the visual and material representations of the Highlands in mass 'middlebrow' culture between the wars.

William Knox and Alan McKinlay: 'Regulating the Supply of Labour in the British Shipbuilding Industry, 1860-1914'.

The shift from wood and sail to iron was a pivotal moment in the history of shipbuilding in Britain. It involved a redesign of the labour process as the shipwright's craft was broken down into a series of labour intensive operations performed by men recruited from the metal trades. The specialisation this entailed allowed employers to be relaxed about training and recruitment and there was little attempt by the national Boilermakers Union to enforce restrictive controls on entry. However, the boom and bust seven year building cycle raised fears in union circles that freedom of entry would not only negatively impact on skills but that in itself would lead to a deterioration in earnings. Restriction of entry was the favoured policy of the Boilermakers as if you controlled the labour supply you virtually set the rate for the job. The employers reacted against restriction at a theoretical level as well as at an industrial one, fighting tooth and nail to preserve the right to manage as they saw fit. Thus, the apprentice and apprenticeship became central to the evolution of industrial relations in shipbuilding. It continued to be the battleground for control of the labour process for many years to come.

Hugh Murphy, 'Riveting, electric arc welding and health in the British Shipbuilding Industry, 1914-1960'.

The shift from riveted hull construction to welded hull construction in spatially constrained British shipbuilding yards was a protracted affair, which began to gain momentum in the rearmament period and during the Second World War. However, the shipbuilding employers still saw a definite future for riveted construction. The paper discusses the shift from one mode of production to another, and the health implications inherent to it.