

The *Thames* – a timeline



Photo from Maritime Museum of Tasmania

***Thames* (ON 57493)** - Built by Edward Barrett (1823-1854).

Rig, Sloop then Ketch and then changed to a cutter. 17 tons built 1850 Port Esperance. Length 38', Breadth 12.8' Depth 5' lengthened 1892 to 47.8'. Engine oil British 1912, 15 hp made by L Gardiner and Son, Manchester, two cylinders, 5.25" bore, 6" stroke producing 6 knots under power. Single deck, square stern, no figure head, carvel built.

Owners:

27 Jul 1852	F. Lipscombe
29 Jan 1853	John Dunn
1853	John McGaughan & H Matterson
4 Nov 1853	John McGaughan & Robert F Wise
12 Jun 1855	John McGaughan
16 Aug 1880	Richard Bowden
5 Jul 1883	James Edward Risby
1897	A Hensh
1898	Wm. Parry
1903	H Mitchell
1907	Wm. Gurr
12 Jun 1907	Wm. Gurr died
1 Jul 1907	Augustus Childs
3 Sep 1909	Charles Richmond Rex for 100 pounds sterling
8 Sep 1909	John Thomas "Jack" Langford for 150 pounds sterling
1939	She became a fishing vessel and taken to Welshpool by the Norling Brothers
1970's	Sold and went to Eden NSW and renamed "Girl Pat" in use in the 1970's

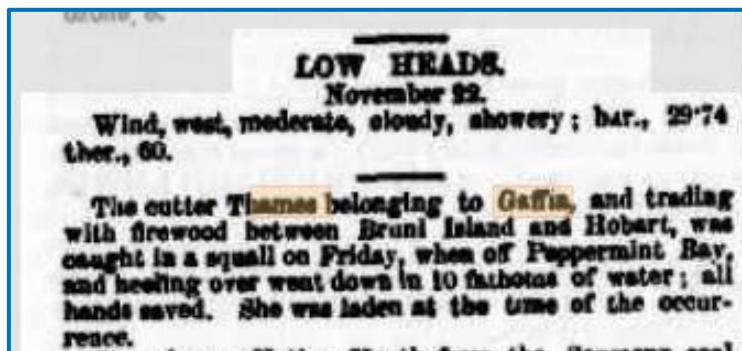
Masters:

1852	Alex Hale
1853	John McGaughan
?	John Dunn
1878	J Gaffin
1880	Richard Bowden
1883	J Lovegrove
1885	Tas Young
1897	A Nensh
1903	H Mitchell
1907	David W Russell
1909	John Thomas (Jack) Langford

List of owners and masters from the Maritime Museum of Tasmania

Events:

1862 - Mercury (Hobart, Tas. : 1860 - 1954), Monday 24 November 1862, page 2



The cutter *Thames* belonging to Gaffin, and trading with firewood between Brunel Island and Hobart, was caught in a squall on Friday, when off Peppermint Bay, and heeling over went down in 10 fathoms of water; all hands saved. She was laden at the time of the occurrence.

TROVE, <http://nla.gov.au/nla.news-title10>

1885 - Mercury (Hobart, Tas. : 1860 - 1954), Friday 12 June 1885, page 2

SHIPPING.

COASTERS - June 11.

INWARD.

Thames, Taylor's Bay, timber; *Thistle*, Hospital Bay, timber; *Huon Pine*, Southport, timber; *Priscilla*, Hastings, timber, *Uncle Tom*, Hospital Bay, timber and fruit; *Coral*, Port Esperance, timber; *Rose*, Garden Island, firewood; *Tasman*, Sorell, produce and hay; *Shamrock*, N W Bay, firewood; *Foam*, Blackman's Bay, firewood; *Rosebud*, South Arm, produce; *Trigonia*, Oyster Cove, firewood.



TROVE, <http://nla.gov.au/nla.news-title10>

1903 - Examiner (Launceston, Tas. : 1900 - 1954), Wednesday 4 March 1903, page 7

RECENT RIVER CASUALTIES.

PRELIMINARY ENQUIRIES.

STEAMER CENTENNIAL IN COLLISION.

A report by the Harbourmaster (Captain John Bradley) in connection with a preliminary enquiry into the collision between the steamer Centennial and the ketch *Thames* near Beauty Point jetty was presented at the ordinary meeting of the marine board yesterday.

The Harbourmaster reported that the witnesses examined were Captain Calcraft and Mr. McGregor; engineer of the Centennial, and Mr. H. Mitchell and A. T. Griffen, deck hand of the ketch.

It appeared from the evidence that the ketch *Thames* left Beauty Point jetty at 1 o'clock on February 17, with a fair wind. The Centennial left at the same time, backing out, stern first. The master of the steamer said that he did not notice the ketch astern, as he was looking ahead to see which way his vessel would cant. When he heard the men on board the ketch sing out he put the Centennial full speed ahead, but before she lost sternway she struck the *Thames* on her port quarter. The ketch sustained damage, but the steamer was not injured. The ketch could not avert the collision. "The accident was caused by the action of the captain of the Centennial."

The Harbourmaster in his report recommended that "no further action was necessary."

It was moved by Warden Green and seconded by Warden Evans that no further action should be taken in the matter, as the captain of the Centennial had lost his position.

TROVE, <http://nla.gov.au/nla.news-title68>

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1910 - Mercury (Hobart, Tas. : 1860 - 1954), Saturday 5 February 1910, page 8

YACHTING.

NOTES BY "BOWSPRIT."

It has often been said that the sun shines on the Bellerive Regatta, and certainly it did this year, as last Saturday was a beautiful day, and this induced a fine attendance.....

The "wood hookers," as the third-class trading vessels are generally called, provided a capital race, and the old *Royal William*, which used to carry the mails to New Zealand over 40 years ago, was with them. It is evident that she now "goes a long way in a long time," but her owner is a sport, and hopes to have a race. There was quite a good finish between *Rosebud* and *Thames*, which were both on 2 min., and the former was successful, with *Ann Allen* third.....

TROVE, <http://nla.gov.au/nla.news-title10>

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1925 - Mercury (Hobart, Tas. : 1860 - 1954), Thursday 31 December 1925, page 7

RESCUE FROM DROWNING

CHILD'S NARROW ESCAPE.

MAN DIVES IN FULLY CLOTHED.

CYGNET, December 30

Clifford Langford, the six-year-old son of Captain R Langford, of the barge *Thames*, had a very narrow escape from drowning today at Cygnet.

Mr. L. Fleming, of the yacht *Werona*, noticed the boy floating on the water about 60 yards away from the *Thames*. He immediately dived in, fully clothed, and rescued the little fellow, getting him ashore. Trooper Dadd was on duty on the regatta ground, and hastened to his assistance, and together they worked to restore animation, the child being unconscious. After persistent efforts for nearly half an hour they were successful, and, although suffering from shock, the boy is apparently little the worse for his experience.

The child was staying on the *Thames* with his parents, and was not missed until Mr. Fleming gallantly went to his rescue, so that no one knew how he got into the water.

TROVE, <http://nla.gov.au/nla.news-title10>

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1925 - News (Hobart, Tas. : 1924 - 1925), Wednesday 4 February 1925, page 3

SHANGHAIED

INCIDENT IN TRADERS' RACE

CAPT. LANGFORD'S EXPERIENCE

An act of comic piracy on the high seas was enacted during the course of the traders' race at the Hobart regatta yesterday. The incident reads very much like a Charlie Chaplin film story.

When all things are considered, it was a most remarkable incident, unparalleled in the history of racing in Hobart and, in all probability, in the world.

Here it is: At the top buoy off Beauty Point on the first time round, the *Thames* was rounding the mark when *Birngana* tried to cut her out of the buoy. *Birngana's* bowsprit swinging across the stern of the *Thames*, picked that great helmsman, Jack Longford, clean off his own quarter deck and landed him on to the *Birngana*.

To his great discontent, Langford was forced to complete the remainder of the race an unwilling passenger onboard his opponent's ship.

When he was so ruthlessly taken from the wheel of his own boat; Langford's feelings can better be imagined (than described).

"Why, you might have been killed, Jack" Mrs Langford remarked when talking over the incident with her husband.

"Well, by Christmas, so I might have. I never thought of that" said Captain Jack

TROVE, <http://nla.gov.au/nla.news-title1257>

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The *Thames*, a regular competitor at many local regattas under the ownership of Jack Langford between 1909 and 1938, often finished in the top 3 positions against other well-known traders (or barges) of the time – *Lenna*, *Margaret Thwaites*, *Huon Chief*, *Foam* and *Terra Linna*.

Thames last competed in 1938 when she was 88 years old.



Thames and Terra Linna in 1910

Photo: TAHO, PH30/1/2008, Miscellaneous collection of photographs (PH30)



Timber ketches sailing on River Derwent - *Thames*, *Terra Linna*, *Lenna* & *Margaret Thwaites* in 1936/7.

Photo: source unknown



Thames and Birngana (Year unknown)

Perhaps 1925 when the shanghaied event happened?

Photo: source unknown

Mercury (Hobart, Tas. : 1860 - 1954), Thursday 6 June 1940, page 2

OBITUARY

Mr. J. T. Langford

The funeral of Mr. John Thomas Langford, of Tasma St., North Hobart, took place at the Cornelian Bay Cemetery yesterday. Services at the home and the graveside were conducted by the Rev. H. B. P. Wicks. Chief mourners were Messrs. R. W. Langford and T. P. Langford (sons), H. Langford (brother), and H., G., and W. Price and G. Behrens (brothers-in-law). The Police Department was represented by Special-Constable H. E. Smith. Capts. J. Sward and W. Richardson, masters of coastal craft, were present. The deceased, long associated with the coastal trade but not with the fishing trade, was owner at one time of the ketch *Thames*. At the time of his retirement from active seafaring, two years ago, he was master of the *Margaret Twaits*. Always a keen supporter of the Royal Hobart Regatta Association and a participant in the ketch races conducted by it, he sailed the *Diana* at the 1939 regatta, and in her was second across the line.

TROVE, <http://nla.gov.au/nla.news-title10>



Jack Langford at the wheel

Photo: Geni.com – John Thomas “Jack” Langford

The old *Thames*, c. 1900-1920



Photo: TAHO, NS2511/1/14 Lantern Slides – Maritime (NS2511)

The above photo taken between 1900 and 1920 shows the *Thames* on the Derwent River and judging by the formal dress of crew, possibly for a family outing or regatta day. The family also is likely to be the Langfords who owned her from 1909.

In 1939, *Thames* was sold to the Norling Bros from Welshpool, Victoria and in the 1970's was sold on and taken to Eden, NSW where she was renamed *Girl Pat*. *Thames* was 120 years old by this time.

The builder

Edward Barrett was born in Ireland in 1823 and arrived in Tasmania in 1825 with his mother and two older siblings, Catherine and John on board the *Lady East*. His father Michael Barrett had arrived in 1824 onboard the convict ship *Phoenix*. He was a foot soldier with the 40th Regiment which had been sent to help guard the colony. After Michael de-mobbed in 1833, the family settled in Esperance area and later, on Bruny Island near Barnes Bay. More children were born in Tasmania and all the sons were at some time in their life, sawyers, farmers, boat builders, watermen, and mariners.

Edward's only son, Edward Alfred Barrett (1846-1929) was a master mariner and carted firewood from Bruny Island and North West Bay to Hobart for more than 30 years in his beloved she-oaker *Waterlily*.