

## THE STEAMBOAT BUILDERS OF BRIMSCOMBE. (Part 2)

Isaac J Abdela & C. -1901

Isaac J Abdela & Mitchell Ltd. 1901 - 1925

Isacc J Abdela & Mitchell (1925) Ltd. 1926 - 1929

Abdela - Mitchell (W Smith). 1929 -

A.M. Langford

Isaac J Abdela & Co. - 1901

### The Initial Transfer

Notice of Winding Up of Edwin Clerk & Co. Ltd. was not published in the London Gazette until 8 January 1901. Three weeks before, the Stroud News(7) published a detailed account of the full acquisition of the assets of the Clark firm by Messrs Isaac J Abdela & Co., George Street, Manchester. Apparently this enterprise had already taken over some of the interests of the Clark business some eighteen months before.

Isaac J Abdela & Co.(21) were manufacturers of slippers, were glass-cutters and engineers of 45 Caernarvon Street Manchester. From 55 George Street the firm engaged in the business of Shippers and Agents. Shortly after the boatyard acquisition, Isaac J Abdela & Co. effected a merger with grey cloth merchants Mitchell & Company of 311 Moss Lane Manchester.

Isaac J Abdela & Mitchell Ltd. 1901 - 1925

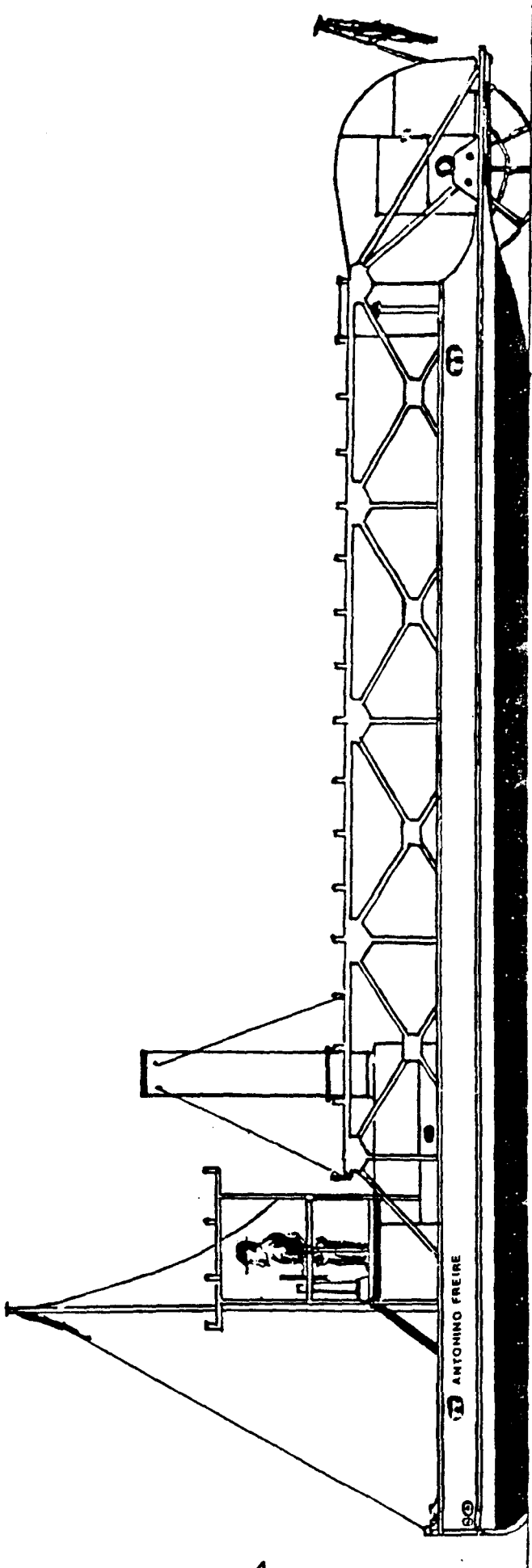
### The Formation

It was on 3 April 1901 that the firm of Isaac J Abdela & Mitchell Ltd. was registered. Isaac J Abdela was Chairman, Demosthenes Tchaoussoglou (from Mitchell & Co.) a fellow Director and John W Earle (formerly Edwin Clark & Co. Ltd.) Managing Director(21).

### The Abdela Family

The Abdelas had come from Corfu. At one time this island was a possession of Venice, and, in 1622 a Samuel Abdala had successfully acted as envoy to the Doge on behalf of the Jewish Community there, making pleas against imminent threat of repressive sanctions.(22)

Isaac Jacob Abdela was the third son of a prominent leader of the Jewish Community in Corfu who had fled the island, by then under Turkish oppression, in about 1875, when Isaac Jacob was just three months old. His father, Jacob Elias Abdela, obtained a Certificate of Naturalisation in October 1878, having settled



'Antonino Freire' by Isaac J. Abdela & Mitchell, Ltd., Brimscombe

in Manchester(23). At about this period other Abdelas had migrated from Corfu to Egypt, and some had later gone thence to Brazil and to the USA. The exact timing of this diaspora is not yet available, but it may explain the pattern of the boatyard's later exports.

Isaac Jacob Abdela had a good engineering background. He had been a pupil for 3½ years at the Technical School, Manchester and had served for three years with Messrs Foden of Sandbach, Cheshire. He Claimed (in 1901) to have five years in association with John Waterman Earle, who had proposed him for Associate Membership of the Institution of Naval Architects.

#### The Boatyard in 1901

A full description of the boatyard at the time of takeover is given by the Stroud News.(7)

#### Canal Iron Works Sites:

3 Unpartitioned Sheds. Four vessels could be simultaneously constructed

1 Hornsby 7 HP Oil Engine powering punching, shearing rolling and planing machines.

1 Powerhammer for cold bending of sheet steel.

2 Slipways with a third under construction.

1 Winch for hauling vessels.

Draughtsman's and Manager's Office.

#### Hope Mills:

1 Engine House with portable boiler and engine (outside)

2 Perpendicular iron-smelting furnaces (outside).

Double smithy and brass foundry (outside).

Engineers' Workshop with planing machines, lathes, drilling machine and other tools (ground floor).

Patternmakers Shop (1st floor).

Pattern and Plan Store (2nd floor).

The principle Hope Mill building remained in the ownership of Charles Barton, silk-throwster, until at least 1910.

#### Abdela' Brimscombe Production

Isaac J Abdela had applied for Patent for his design for steel surfboats. These were about 28 feet long and were claimed as virtually unsinkable due to inbuilt steel airtanks ranged fore, aft and as central seats. The description fits photographs of CANARY and the larger URANA. URANA was reputed to have been used for gun-running; this is possible as some form of semi-submersibility was claimed for the craft used, and the URANA design would meet such criteria.

Eight surfboats were sold in 1902 and the ISLANDIA was launched in February of that year. ISLANDIA was a 73 feet Amazon steamer with two cabins and an upper deck. The vessel was too high to have negotiated the canal in complete form, and she would have been partly dismantled after her Brimscombe launch to be later re-assembled on the Gloucester and Berkley Canal, possibly at

Saul. This large vessel must have represented a prestigious order for the Brimscombe firm. The Abdela production, as far as can be gleaned from Canal tonnage books, catalogue literature photographs and magazines, is listed at Appendix 'C'. Many more vessels were built, but any estimate of production based on Abdela vessels un-named in tonnage books would be misleading. In 1901 the steamboat DOT and the motorboat DOOK went their way down the canal, but these took shape in the Clark era. The only recorded boat in 1903 was ADIS ABABA(sic), a steamer designed by Naval Architects Arthur Brown for an expedition, principally American, to the Blue Nile. Four 19 foot prefabricated steel punts were also used in the expedition, but it is not known whether these too were made by Abdela(24). On 29 March 1903 the HAROONY was launched. She was a vessel of 13 tons destined for Turkey or Turkish domain. On 31 March Isaac Abdela was married to Sophie Moss in London (25). They were to honeymoon on the Riviera, in Italy and in Greece, locations coincidentally on the route of HAROONY's delivery voyage if she had gone under her own power. Four steamers, two barges and ten sets of machinery comprised the 1904 output, but it was 1905 that production boomed to seventeen craft, most with Hispanic/Portugese names, the Amazon their most likely destination. A motorlaunch, a small steam skiff and a small tug for UK customers, the latter for Lysaghts of Bristol, ironfounders who also dealt in sheet steel, Abdela's principle raw material. But the output that year included two wooden vessels: the ROSIE and the RIO BALSAS, and two large passenger river craft: the HUMAYTHA and the SANTA ROSA. 1906 saw the emergence of the 75 foot steamer SAN JUAN, the 70 foot lighter PAJURA and the first of a whole series of 'bread-and-butter' 25 foot launches, their appearance sharply different due to the use of either a locomotive boiler (MARTHE) or a return-tube boiler (D'ANGELA). The little launches mostly employed an Abdela vertical compound engine, but D'ANGELA had a high pressure single cylinder engine as her source of power. IBEX was a second tug for Lysaghts and a 12 BHP motorboat IRIS was also launched. The 53 foot IRIS carried the name of Isaac Abdela's elder daughter. A similar vessel was called RAY, the name of Isaac's sister (Rachel?), and designs exist for VIOLET possibly named after Isaac's younger daughter. FREDA of 1909-1910 may denote a similar dedication to Fred, Isaac's son. The sequence in a catalogue list suggests that EDITH, an 80 foot sternwheeler appeared in 1907. Otherwise there was a range of smaller steam vessels and two lighters which are known to represent part of the 1907 output, but there are many vessels of unknown date of which a significant proportion may be of that year. In 1908 the 55 foot VALPARAISO emerged and it is the first tug of this size which can be tied to year. Arthur Brown, Naval Architects, had designed a tug of this size built by Abdelas, and it is likely that ths particular vessel would be of a year or two previous to VALPARAISO. The first tunnel tug, SHARPNESS, was launched in 1908 and is still afloat. There is some evidence of another large sternwheeler, the IRIS, in 1908 also.

It is not possible to date four sternquarterwheelers built by Abdelas at Brimscombe. Their names appear neither in Canal tonnage books nor in production data published in 'Marine Engineer'. Designed for shallow-draft work, their construction was likely to be prefabricated for easy assembly up-river beyond rapids and falls. It is possible that they never sailed down the Canals, but were shipped by barge or railway to their port of embarkation. Photographs of these vessels on the Thames & Severn Canal exist, and it is only by this means that their existence, their name and their configuration, are known. They are: FRONTEIRA, JOACHIM CRUZ, ANTONIO FREIRE, 15 NOVEMBRO, three of them sister-ships, their destination signalled by reference to Brazil's 'Day of the Republic', 15 November.

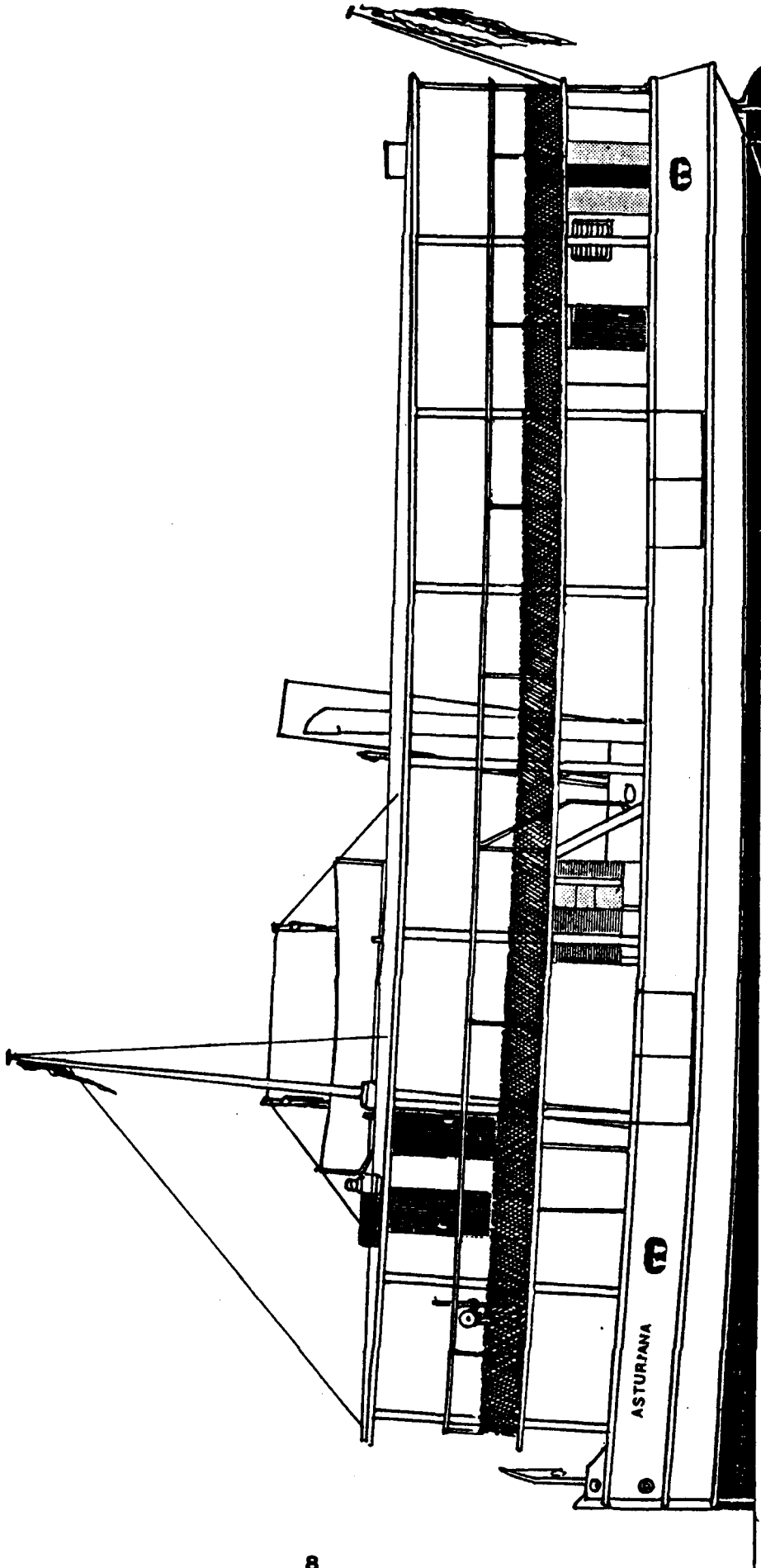
#### More capacity - More Production

In 1908 or 1909 the company acquired the Dee Shipbuilding Yard at Queensferry, Flint (now Clwyd). A diminutive tug PEPUHY was reputed to be the first boat built after takeover, but this yard could launch much larger vessels, and in 1909 two tugs for the port of Marseilles were launched: PROVENCAL 17 and PROVENCAL 19. Not long after, Abdelas issued a catalogue extolling the virtues of a French outboard motor called 'Motogodille'.

The acquisition would have called for considerably increase capital, and the list of Directors then would give a clue. They are not available for that year, but from 1912 to 1925 the Directors were: Isaac J Abdela and Joseph Jacob Abdela, with no evidence of a continued interest by the former Mitchell & Co Directors. Family tradition holds that by then Isaac Jacob was not the predominant partner, so it is probable that Joseph Jacob held the majority shareholding and could have financed the Deeside acquisition.

In 1909 and 1910 thirtyone, possibly thirtythree, craft can be listed as Brimscombe production (with thirteen more for Queensferry). Of the Brimscombe boats, seven were steamboats in the range 21 to 29 gross tons, but it is likely that some of the Queensferry boats were larger. There are photographs of many of these, but though photogenic, the most photographed of the Abdela vessels was the Queensferry river steamer of 150 feet, the 1911 LOBAO. At her launching, two tugs were also on the stocks, with a wooden launch, possibly PUFFIN beached nearby.

As with other Queensferry craft, LOBAO's steam engines were built at Brimscombe, and so too was her steam launch also named LOBAO. On 30 August 1911, four launches, strapped together were logged through the Gloucestershire Canal system. There are photographs of four such launches range on the quay at Queensferry with the larger ship in the background. After 1911 production appears to have declined. The 'Marine Engineer' records substantial Queensferry output for 1912 and this includes the canal tugs WORCESTER (on view at Ellesmere Port



'Asturiana'. 1910, by Isaac J. Abdela & Mitchell Ltd., Brimscombe

Boat Museum) and BIRMINGHAM. These appeared to be marginally larger versions of Brimscombe's SHARPNESS constructed for the same customer in 1908. In 1909 a canal tug DROITWICH left Hope Mill. Curiously a vessel HARRIETT had gone for rebuild at Abdela's some months before, and it is possible that HARRIETT and DROITWICH were one and the same. FIREQUEEN, a firefloat destined for service in Cardiff Docks, left Brimscombe in 1912, an order no doubt earned by the reputation of another Abdela firefloat, the SALAMANDER, made for Gloucester Docks in 1906.

The 1913 Brimscombe production reflects only three identified boats, one of them the oddity FERRY 1 of the Swansea Harbour Trust. Queensferry output appeared to hold firm, but by now there were no craft sent to South America, the mainstay of the Company's trade so far. Abdela's South American Agents, E A daCOSTA of Liverpool, survived until at least the early 1920s, however. The Amazon rubber trade had met disaster! Brimscombe's 1914 - 1919 output included many lighters, but there were also four wooden Admiralty steam harbour launches and the tug ADDIE (still afloat). In the early 1920s there was little substantial production on record; most noteworthy were three un-named sternquarterwheelers for Colombia: 1567, 1568 and 1569. Abdela had purchased some Curtiss seaplanes which lay in a nearby field: these were eventually burned for the value of their copper rivets, it is said.

By February 1925(21) a resolution for winding up the Company had been passed. Trade was poor and misfortune had dogged the firm, evidenced by an uninsured fire which destroyed the Hope Mill Workshops. Speculation in steelstocks also failed.

#### Isaac J Abdela & Mitchell (1925) Ltd

#### The Reconstruction 1926 - 1929

Permission to use the Company name was given in November 1925 and the short-lived firm of Isaac J Abdela & Mitchell (1925) Ltd. was registered in 1926(21). Isaac J Abdela still appeared as Chairman of the Board, but a Mr Walter Smith, a significant newcomer, was listed as one of the four Directors.

#### Six Vessels

Records exist for a production total of six vessels from November 1926 to June 1928. Three standard Abdela 55 foot tugs were launched, a motor pleasure boat and the BINTANG, which reports have described as a powerboat with two Rolls-Royce engines. But problems again arose and the new Company was forced to resolve for Winding Up procedures in October 1928.(21)

#### Abdela-Mitchell (W Smith) 1929 -

#### New Horizons

Walter Smith, who owned Debenture stock, had applied to the Receiver over non-payment of interest when due and the yard

henceforth became part of the successful manufacturing firm now called Air Plants, which made ventilating equipment. Boats were still on the stocks and the new venture, Abdela - Mitchell (W Smith) advertised these widely and successfully sold them. Interestingly, ADDIE, the First World War tug, returned for refurbishment, was also on the list but there is doubt as to whether she was ever sold. She was later impounded in the Second World War for non-payment of dues, having lain idle many years. She was then pressed into War Service.

The Gloucestershire County Council did not consider that the Thames and Severn Canal had a viable future; the Canal had fallen into disrepair, and by the mid 1930s was unuseable. The new firm in 1937 told the County of potential boat orders in the hope of reopening the Canal but there was no hope of this. Nevertheless some design work continued at Brimscombe, as a large sternwheeler, her hull, her engines, her boiler built elsewhere, is credited to the Brimscombe firm in 1935. Fabrication work still progresses at Brimscombe, but the Canal there is now filled in.

#### Postscript

The Queensferry yard was closed in 1931. Mr Isaac J Abdela is believed to have died in Blackpool in the 1930s. Mr John W Earle died in Cheltenham in 1937. Elias Abdela, hitherto unrecorded in this boatyard history was resident at Brimscombe Court in the early 1930s and the main Hope Mill Building, originally retained until at least 1910 by Charles Barton, silk-throwster, was sold for £740 in October 1930. Hope Mill had been the personal possession of a 'Mr Abdela' who had rented it at £200 per annum to the boat yard firm.(17)

The Hope Mill premises were then as follows:

A well-lit mill, 5 floors, 70' x 33', with 15 HP iron waterwheel and gearing, and storage capacity on the ground floor. On the first floor was a machine shop, on the second the carpenter's shop, on the third floor a pattern store. Another building, of three floors, formerly workshops with stores and offices over.

Lean-to motor-house with concrete floor. Large yard with double-door approach from the Canal towpath.

Stone-built foundry.

Cottages were also listed in the sale of premises.

#### References

- 1 Marriage Certificate
- 2 Stroud Journal 6 Dec 1884 et seq
- 3 Stroud News and Stroud Journal 18 April 1885



- 4 100 Years of Specialisd Shipbuilding and Engineering, 1964 Huthchinson.
- 5 The Engineer 27 March 1885
- 6 Gloucestershire County Record Office TS 270/10
- 7 Stoud News 14 Dec 1900
- 8 Marine Engineer 1 Jan 1889
- 9 Stoud Journal 2 Nov 1888
- 10 Stroud Journal 14 Feb 1890
- 11 Stroud Journal 4 Nov 1892
- 12 Steamship November 1897
- 13 Clark Family Album
- 14 Gloucestershire County Record Office QRUM 443
- 15 Gloucestershire County Record Office TS 212/1/2
- 16 Stroud Journal 4 Sept 1896
- 17 Gloucestershire County Record Office D2299 4854
- 18 Gloucestershire County Record Office TS 128
- 19 Stoud and District: A Pctorial Record, c. 1898
- 20 River and Coast 23 June 1900
- 21 Public Record Office:
 

	Comp No R Box
Edwin Clark & Co. Ltd.	54350 1384 7613
Isaac J Abdela & Mitchell Ltd.	69762 2984 16619
Isaac J Abdela & Mitchell (1925) Ltd	210110 29332
- 22 The Jewish Chronicle 19 Sept 1902
- 23 Public Record Office Home Office Paper 78363 Cert A2742 of 26 October 1878
- 24 Stroud Journal 6 Feb 1903
- 25 Stroud Journal 10 Aprl 1903

Appendix (This should be read across the two pages.)  
 Notes are to be found at the end.

Brimscombe Vessels 1901 - 1931

Date	Name or Number	Lgth	Beam	Depth	Dgt
30.05.1901	DOOK				
18.01.1901	DOT	42'0"	8'0"	3'8"	15"
4.01.1902	ISLANDIA	73'0"	14'6"	4'6"	
(1902)	CANARY)	26'0"	8'6"	2'10"	
(1902)	URANA)				
27.01.1903	ADIS ABABA	39'6"	6'6"	3'6"	24"
29.03.1904	HAROONY	48'			
30.06.1904	LOTUS	40'			
16.07.1904	CATUABA				
29.10.1904	CALLARU	39'0"	7'2"	4'0"	
2.11.1904	ERENA				
1904	No 433				
20.06.1905	LOTOS				
3.07.1905	PALMA				
5.09.1905	MIMI	41'6"	7'3"	4'0"	
21.09.1905	RIO BALSAS				
9.1905	EMMA				
10.10.1905	TORPEDERA				
2.11.1905	(LYSAGHT)PUFFIN	35'6"	8'0"	4'6"	
1905	ALLIANCA				
1905	COUTO	46'0"	9'0"	5'0"	
1905	HUMAYTHA	75'0"	15'6"	4'6"	
1905	HUNGRIA	34'6"	8'3"	3'6"	24"
1905	ROSIE				
1905	SANTA ROSA (434)	66'6"	18'0"	5'0"	
1905	VELOZ				
1905	No. 444				
1905	JAMARY	41'			
1905	FORTALEZA	41'6"			
14.08.1906	IRIS	36'0"	8'0"	3'6"	
10.09.1906	IBEX	35'0"	8'0"	4'6"	45"
6.10.1906	INES				
19.06.1906	MARTHE	25'0"	6'0"	3'6"	20"
1906	COUTO II				
1906	D'ANGELA	25'0"	6'0"	3'6"	21"
1906	HIDALGO				
1906	PAIVALINA	44'0"	10'0"	4'6"	
1906	PAJURA	70'			
1906	SALAMANDER	55'0"	11'0"	5'0"	
1906	SAN JUAN	75'0"	15'6"	6'0"	
1906	SEPAHUA				
1906	Surfboat				
1906	4 dingys				
5.01.1907	AUDAZ	25'0"	6'0"	3'6"	20"
5.01.1907	VELOZ	25'0"	6'0"	3'6"	20"

Dis	Power/Construction	S/W	Sold
	Motor	S	
	Steam	S	
34	90 HP 8, 16 8 cpd	S	Peru
	Rowing Boat	S	
	Rowing Boat	S	
6	25 HP cpd	S	Upper Nile
13	35 HP cpd	S	Turkey
5	25 HP cpd	S	Colonies
3	20 HP cpd	S	Foreign
7	35 HP cpd 10 mph	S	Colonies
10	Lighter	S	Colonies
	Cattle Barge	S	
	Steam	S	
22	Lighter	S	40 Tons on 48"
8	45 HP cpd 9½ mph	S	Peru
8	60 HP cpd	W	Brazil
10	Lighter	S	20 Tons on 42"
15	80 HP cpd	S	Foreign
7	75 HP cpd	S	Bristol
3	Rowing Boat	S	Brazil
14	65 HP triple	S	15 Tons 4' dpth
27	150 HP cpd 10 mph	S	Brazil
5	45 HP cpd 9 mph	S	Brazil
2	6 HP cpd	W	UK
38	135 HP cpd 10 mph	S	Foreign
8	30 HP cpd	S	Foreign
5	20 BHP motor	S	UK
8	Steam	S	Foreign
9	Steam	S	Foreign
	12 BHP Motor	S	
7	75 HP cpd	S	Bristol
10	Lighter	S	Foreign
3	4,7½ 5 cpd 8½ mph	S	Brazil
14	25 HP triple	S	Foreign
3	16 HP hp 5 6 8 mph	S	Brazil
52	Lighter	S	Foreign
12	Lighter	S	Foreign
24	Lighter	S	Foreign
19	Steam firefloat	S	Gloucester
38	260 HP cpd 11 mph	S	Foreign
3	Lighter	S	Foreign
2	Surfboat	S	Foreign
		S	Foreign
3	4,7½ 5 cpd 8½ mph	S	Foreign
3	4,7½ 5 cpd 8½ mph	S	Peru

5.01.1907	AMERIGO	45'0"	9'0"	4'0"	24"
11.03.1907	POTOMAYO				
11.03.1907	JULIO	35'0"			
12.03.1907	INTREPIDA	25'0"	6'0"	3'6"	20"
26.03.1907	ARTHUR	41'6"			
23.12.1907	BENJAMIN	41'0"			
17.10.1907	MARIA	30'0"	6'0"	3'6"	30"
(1907)	TUPA	20'			
(1907)	EDITH	80'0"	15'5"	3'6"	13"
1908	DINGO				
1908	TRAGENA				
1908	IRIS				
1908	JUJU				
1908	LULU				
1908	POCAS LEITAO				
1908	SHARPNES	45'0"	5'0"	4'3"	
1908	SPEEDY	30'0"	7'0"	4'6"	
1908	SWIFT	30'0"	7'1"	4'5"	
1908	VALPARAISO	55'0"	12'0"	6'3"	60"
1908	1183 and 1184				
1908/9	1144,5,6 & 7				
(1908/9)	ALVES DE FREITAS	25'0"	6'0"	3'6"	21"
5.04.1909	LAILEE				
19.04.1909	DROITWICH				
19.07.1909	TRIUMPHO	30'0"			
21.10.1909	1197				
1909	1198				
1909	1174				
1909	1185				
1909	MILOCA	45'0"			
1909	S.RAYMUNDO	30'0"			
1909	VENCEDORA				
1909/10	DORA SPP	35'0"	7'6"	3'6"	
1909/10	FREDA	20'0"			
10.04.1910	CASSIO REIS	25'0"	6'0"	3'6"	
8.06.1910	UNIAO	61'6"			
1.09.1910	ASTURIANA	70'0"			
1910	ABELHA	25'0"	6'0"	3'6"	
1910	ARIPUANA	20'0"			
1910	D.BEMVINDA	30'0"			
1910	DOLLY	25'0"	6'8"	3'6"	
1910	FORTALEZA	41'6"			
1910	FREIRE CASTRO	25'0"	6'0"	3'6"	
1910	MERAN	40'0"			
1910	SHISHAQUITA	25'0"	6'0"	3'6"	
1910	TAPUIA				
1910	EMMA				
1910	VALPARAISO	25'0"	6'0"	3'6"	
1910	1210				
1910	1235				
1910	1237	33'0"	8'0"	3'0"	11"
1910	1229 & 1229A				
6.04.1911	PACAYA	30'0"			
10.04.1911	CAROLINA	30'0"			

8	80 HP cpd	10 mph	S	
	Lighter		S	Peru
	Lighter		S	Brazil
3	4,7½ 5 cpd		S	Foreign
8	Steam		S	Brazil
8	Steam		S	Foreign
	Steam		S	
	hp single		S	Brazil
	Steam		S	2 Ton per " dep
16	75 HP cpd		S	Colonies
16	70 HP cpd		S	Foreign
25	170 HP cpd	Sisson	S	Sternwheeler
1	4 HP cpd		W	Brazil
9	45 HP cpd		S	Foreign
9	80 HP Steam		S	Foreign
7	26 HP motor		S	W&B Canal
5	5,10 6 cpd		W	Ceylon
5	5,10 6 HP cpd		W	Ceylon
25	9,18 12 170 HP cpd		S	Foreign
26	Lighters		S	Foreign
3	25 HP cpd		S	
3	4,7½ 5 cpd		S	Foreign
7	40 HP steam		S	
14	65 HP Steam		S	Brazil
64	Lighter		S	
64	Lighter		S	
25	160 HP Steam		S	
26	Lighter		S	
24	80 HP Steam		S	Foreign
4	30 HP Steam		S	Brazil
7	40 HP Steam		S	Brazil
5	12 BHP motor	10 mph	S	UK
1	3 BHP motor		S	Foreign
3	4,7½ 5 20 HP		S	Brazil
9	40 HP Steam		S	Brazil
29	80 HP Steam		S	Brazil
3	4,7½ 5 20 HP		S	Brazil
4	12 BHP motor		S	Brazil
8	40 HP Steam		S	Foreign
3	5 BHP motor			
9	40 HP Steam		S	Foreign
3	4,7½ 5 20 HP		S	Brazil
7	30 HP motor		S	Brazil
3	4,7½ 5 20 HP		S	Foreign
28	80 HP Steam		S	Foreign
8	20 HP Steam			Foreign
3	4,7½ 5 20 HP		S	Brazil
4	12 BHP mtor			
14	50 HP Steam			
6	20 HP Steam			Sternwheeler
23	80 HP Steam			Foreign
	Steam		S	
	Steam		S	Brazil

30.08.1911	LOBAO + 3 others	25'0"	6'0"	3'6"
UNKNOWN	BOA AVENTURA	25'0"	6'0"	3'6"
"	BON FUTURO			
"	CAXIENSE	35'0"		
UNKNOWN	CECYANNA	41'0"		
"	FAUSTO			
"	FRONTEIRA		6'0"	3'6"
"	INZIA	45'0"		
"	JOACHIM CRUZ	71'0"	15'0"	3'6"
"	JULIA			
"	NOSSO ADVOGADO			
"	ANTONINO FREIRE	71'0"	15'0"	3'6"
"	PEDRO DE TOLEDO			
"	VALPARAISO (2nd)	55'0"	12'0"	6'3"
"	VILLAVERDE	20'0"		
"	YURIMAGUAS	25'0"	6'0"	3'6"
"	YURIMAGUAS	20'0"		
"	ZITA	41'0"		
"	15 DE NOVEMBRO			
"	LOUISE			
"	McALLISTER			
"	RAY	37'6"	8'0"	3'6"
"	VIOLET	33'3"	6'6"	3'6"
"	ENTERPRISE	30'0"	7'0"	3'6"
19.09/1912	MARY			
8.11.1912	FIREQUEEN	50'0"	8'9"	4'5"
1913	HALFREN	69'0"	12'0"	3'6"
1913	SHT FERRY 1	32'6"	12'0"	3'6"
1913	176	52'6"		
12.10.1915	SILVER GHOST			
17.11.1915	ANGDOLA			
13.03.1916	1405			
13.03.1916	1407			
19.06.1916	ADDIE	63'0"	13'0"	7'6"
16.09/1916	1332			
25.10.1916	F.A.1			
25.10.1916	F.A.2			
1916	189	52'6"		
1916	190	52'6"		
11.01.1917	1508			
6.03.1917	ABD			
20.10.1917	1506			
1917	220	52'6"		
1917	221	52'6"		
20.02.1918	1517,18,19,20,			
to	21,22,23.			
21.05.1918				
16.09.1919	1528,29,30,31			
to	1545,46,47,48,			
24.12.1919	49,50,51.			
23.05.1920	TEAL or SEAL			
3.06.1920	1559			
19.08.1920	GLADYS			
1920	LYSAGHT GULL			

3	4,7½ 5 20 HP	S	Brazil
3	4,7½ 5	S	Foreign
	Lighter	S	Foreign
	Steam	S	Brazil
	Steam	S	Brazil
3	Steam S½wheeler	S	
	Steam	S	Peru
	11,17 30 S½whlr	S	Brazil
	Steam	S	
	Sail	S	
	11,17 30 S½whlr	S	Brazil
	Steam	S	Foreign
		S	Foreign
	Steam	S	Brazil
	4,7½ 5	S	Brazil
	Motor	S	Brazil
	Motor	S	Brazil
	Steam S½wheeler	S	Brazil
	Steam		UK
	Steam Tug		
	15 BHP Amazon Mtr	S	
	Motor	S	
5	20 BHP Br Buffalo	S	
15	4 HP Steam	S	Cardiff
8	26 BHP Motor	W	Bristol
	4½,4½ 5 Steam	S	Swansea
	8,16 8 Steam	W	Admiralty
	Steam		
	Steam		
48	12,20 17 Steam	S	Swansea
			Bristol
			Bristol
	8,16 8 Steam )	W	Admiralty
	(Dodman) )	W	Admiralty
	Steam		
	8,16 8 Steam)	W	Admiralty
	Dodman )	W	Admiralty
	Lighters		
	Lighters		
	Motor		
65	Lighter	S	Bristol

1920	LYSAGHT PETREL				
(1920)	1567 S½ whlr	35'0"	9'0"	2'6"	11½"
(1920)	1568 S½ whlr	35'0"	9'0"	2'6"	11½"
(1920)	1569 S½ whlr	35'0"	9'0"	2'6"	11½"
1924	ABE				
1925	HUBERT (tug)				
8.11.1926	St CATHERINE	55'			
2.04.1927	NSABA	55'			
28.04.1927	ENTERPRISE	55'			
2.12.1927	Sections of boat				
19.02.1928	BINTANG				
18.06.1928	SWAN	57'6"	9'0"	6'0"	
1929	TRUSTIE	52'0"	12'0"	5'9"	
7.03.1930	AUDACITIE	52'0"	12'0"	5'7"	
5.11.1931	AVON QUEEN	85'0"	15'0"		
1931	STRONG*	50'0"	12'0"	5'0"	10"
1931	FIRM*	65'0"	15'0"	6'0"	11"
1931	ROBUST*	72'0"	15'0"	7'0"	14"
1931	ENDURANCE*	60'0"	12'6"	5'0"	10"
1931	1632	55'0"	12'0"	6'3"	
1931	633	25'0"	6'0"	3'3"	20"
1931	634	25'0"	6'0"	3'3"	20"
1931	1781	61'0"	12'0"	5'0"	

Notes: \* Possibly Queensferry.

Date: Dates given in full are culled from canal tonnage books.

Years shown unbracketted are derived from entries in 'Marine Engineer'.

Years shown bracketted are assessed from sequences of photo serial numbers, etc.

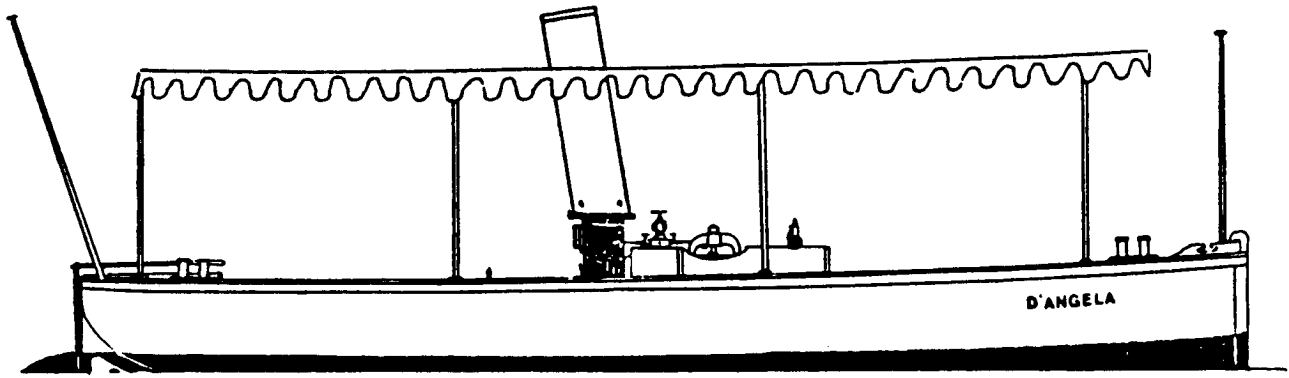
Dgt. Draught in inches.

Construction. S denotes Steel construction, W wooden construction.

Dis. Displacement in gross tons.

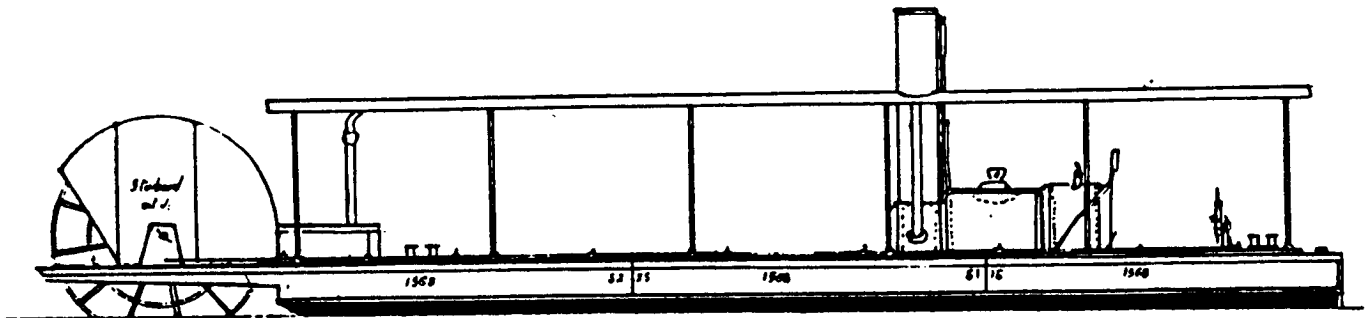


65	Lighter	S	Bristol	
	5,5 10 Steam	S	Colombia	
	5,5 10 Steam	S	Colombia	
	5,5 10 Steam	S	Colombia	
62	Lighter	S	Cowes	
			Bristol	
	Steam Tug	S	Ceylon	
	Steam Tug	S	E. Africa	
	Steam Tug	S	Singapore	
		S		
	2 Rolls Royce	S	Far East	
	Motor Pleasure	S	UK	
24	Steam Tug	S	Medway	
25	9,18 12 Steam	S	Medway	
	Bolinder motor		Severn	
12	Barge	S	50T on 54"	D
18	Barge	S	80T on 60"	D
24	Barge	S	100T on 72"	D
14	Barge	S	60T on 54"	
32	9,18 12 160 HP	S		
		S		
		S		
		S		
	30 BHP Semi Diesel		45T on 54"	



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'D'Angela', 1906, by Isaac J. Abdela & Mitchell, Ltd., Brimscombe



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'No. 1568', by Isaac J. Abdela & Mitchell Ltd., Brimscombe