



Time Changes Everything!

Red Funnel's history is varied and rich.

What can you discover and how could you present it?

Student Introduction

- ▶ This resource asks you to research information on Red Funnel and their ships, events and activities that have taken place since the company began.
- ▶ Can you work together to research, collate and construct an informative and illustrated timeline?

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Questions to Consider

Can you identify:

- ✓ vessels that are similar, identifying why
- ✓ vessels that are different, identifying why
- ✓ which vessels mark turning points - and what are they?
- ✓ vessels that are part of living memory, and those before that
- ✓ which vessel is the longest / shortest
- ✓ which vessel is the fastest / slowest
- ✓ reasons for the above.

Can you explain the link between two or more of these findings?

Can you link any changes to local and national events?

Construct a bar chart from any of the categories of data and then use them to identify historical trends!

Also consider:

- » Why have Red Funnel vessels changed over time?
- » Are there any patterns in the names given to the vessels?
- » How have ferries changed life on the Isle of Wight?
- » Have ferries made life on the Isle of Wight better or worse? Can you explain why?
- » The impact of the growth of British railways on the changes in ferry travel. Why is there a free bus from the Ferry Terminal in Southampton to the Railway station?

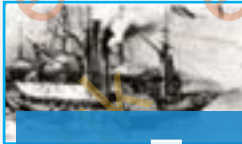
Your challenge is to **construct a timeline** with the information you think is most interesting!



VESSEL INFORMATION

107544

PS RUBY



Facts		Description
Built	1841	This is the first paddle steamer (PS) we have a picture of. Paddle steamers did not rely on the wind to get them where they were going. This meant that they could work to a timetable.
Weight	103 tonnes	
Length	35 metres	
Width	5 metres	
No. of passengers	100	

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PS VECTIS



Facts		Description
Built	1866	This was a much bigger paddle steamer and carried more passengers. The opening of the railway in 1862 had increased the number of tourists coming to the Isle of Wight by a lot.
Weight	137 tonnes	
Length	46 metres	
Width	5 metres	
No. of passengers	208	
Speed	9 knots	
Crossing time	100 minutes	

PS BALMORAL



Facts		Description
Built	1900	As you can see by comparing it to the cliffs in the background the Balmoral was a big paddle steamer. Even so it was still crammed with passengers in a way that is not allowed today.
Weight	473 tonnes	
Length	72 metres	
Width	11 metres	
No. of passengers	1033	
Speed	19 knots	
Crossing time	40 minutes	

VESSEL INFORMATION

107544

TS MV MEDINA III



Facts		Description
Built	1931	The Medina was the first motor vessel (MV) to have propellers at the rear like boats today. It was shorter than PS Balmoral, but none of the deck was taken up with the paddles.
Weight	688 tonnes	
Length	43 metres	
Width	8 metres	
No. of passengers	400	She had space for 10 cars that had to be lifted on to the

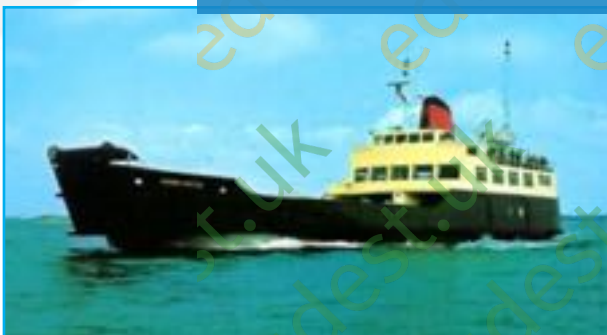
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TS MV NORRIS CASTLE II



Facts		Description
Built	1942	This ferry was built to carry tanks on D-Day. It only had one ramp so if you drove on you had to reverse off. Then because so much of the space was taken by cars there was much less for passengers.
Weight	473 tonnes	
Length	54 metres	
Width	11 metres	
No. of passengers	250 (30 cars)	
Speed	10 knots	
Crossing time	90 minutes	

MV COWES CASTLE



Facts		Description
Built	1965	MV Cowes Castle was the same size as MV Carisbrooke Castle but was converted in 1975 to a 'roll on / roll off' ferry.
Weight	786 tonnes	
Length	58 metres	This made loading and unloading the ferry simpler and quicker. You can see the passenger decks are much higher so it could carry lorries as well. In the 1960s car ownership increased quickly and transporting cars to the Isle of Wight became a bigger part of the business.
Width	14 metres	
No. of passengers	500	
Speed	12 knots	
Crossing time	50 minutes	

VESSEL INFORMATION

107544

SHEARWATER



Facts		Description
Built	1969	The hydrofoils were launched to meet the demand for high speed crossings. They only carried passengers but covered the distance in less than half the time. They were revolutionary and popular with passengers
Weight	26 tonnes	
Length	18 metres	
Width	5 metres	
No. of passengers	54	

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MV NETLEY CASTLE



Facts		Description
Built	1974	The MV Netley Castle was the first vessel built as a RO-RO (roll-on / roll-off) ferry. It had two wheel houses so it did not have to turn round. It could carry 80 cars as well as its passengers.
Weight	1183 tonnes	
Length	74 metres	
Width	15 metres	
No. of passengers	1000	
Speed	14 knots	
Crossing time	55 minutes	

HM2019



Facts		Description
Built	1981	As you can tell from the fact that these hovercraft were not given names, they were not seen as part of the main fleet of ships. One was used from time to time on the Cowes Southampton run but in the end the hovercraft were no longer used.
Weight	18 tonnes	
Length	15 metres	
Width	6 metres	
No. of passengers	60	
Speed	32 knots	
Crossing time	23 minutes	

VESSEL INFORMATION

107544

RED JET 1



Facts		Description
Built	1991	These catamarans replaced the hydrofoils. They have two hulls and this makes them more stable and gives a large deck to carry passengers.
Weight	168 tonnes	
Length	32 metres	
Width	8 metres	
No. of passengers	138	Red Jets are powered by taking in water and forcing it through a propeller at high pressure.

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MV RED EAGLE



Facts		Description
Built	1996 (refit: 2005)	This is the largest Red Funnel ferry to have ever served the Isle of Wight. It can carry 220 cars as well as its passengers.
Weight	4075 tonnes	
Length	93 metres	
Width	17 metres	
No. of passengers	894	
Speed	14 knots	
Crossing time	60 minutes	

COMING SOON: RED JET 6



Facts		Description
Built	2015-2016	What improvements would you expect to see?
Weight		
Length		
Width		
No. of passengers		
Speed		
Crossing time		

KEY WORDS

Vessel Any craft that operates on the water.

Packet service A timetabled journey to move people or goods.

Paddle Steamer The first type of vessel to have a motor, it had large paddle wheels at each side. So it was like a giant pedalo powered by steam. This meant that it could run to a timetable because it did not depend on the wind.

Motor Vessel These had a propeller at the back that allowed it to move through the water. It could cope with waves much better than a paddle steamer and so be used in rough weather.

Tug A vessel that is used to push or pull other vessels.

Hydrofoil A vessel that has wings which lift the hull out of the water. These are used for fast travel.

Catamaran A vessel that has two hulls. These are used for fast travel and are great for carrying lots of passengers.

Hovercraft A vessel that has propellers to push air below the deck so that it sits on a cushion of air. It can travel over any flat surface: water, grass, sand or roads.

Ro-ro Acronym from 'roll on roll off' this describes how vehicles get on and off the ferry. Before Ro-ro vessels the cars had to be lifted on by crane and this was slow.

Yacht Vessel moved by the wind in its sails.

Deck The word for floor on a boat.

Hull The part of the vessel that is in the water.

Port hole The word used for a round window on a ship. The most important thing about it is that it does not let water in.

Galley The word for kitchen on a vessel.

Excursion You get on and off the vessel at the same place. The enjoyment is being on the boat for the day to see the sights and enjoy the food.

Commuter Someone who lives in one town but works in a different one and so has to travel between the two regularly.

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RED FUNNEL TIMELINE

KEY



Local Events
Red Funnel Events
National Events

- 1820 George Ward and William Fitzhugh of Cowes started the **Isle of Wight Royal Mail Steam Packet Company**. This was the first regular service between Cowes and Southampton to use steam ships. It would take 115 years for the Company to adopt a simpler name: **Red Funnel**.
- 1821 Ryde population had risen to 3000 from 600 in 25 years. This was because Ryde Pier made the town the main route to the Island.
- 1845 Queen Victoria bought the Osborne Estate for holidays and to spend time with her family. Many rich people followed Queen Victoria and built houses on the Island. So more ferries were needed.
- 1851 Population of the Isle of Wight was 45 640. With the encouragement of Prince Albert the first America's Cup Race was held. This gave sailing and all things connected with the sea the Royal seal

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- 1860 A new company, the Southampton, Isle of Wight & Portsmouth Improved Steamboat Company was formed in March 1860. In 1861, the company bought two paddle steamers. The following year, these took over the service from the Royal Mail Steam Packet Company.
- 1861 Prince Albert died and Victoria flew the Union Jack. The Isle of Wight was even more connected with Royalty.
- 1862 First railway line opened between Cowes and Newport.
- 1864 Railway opened between Ryde St. John's and Shanklin.
- 1868 The Company bought the **Cowes Floating Bridge Company** to link East and West Cowes.
- 1885 The Company bought two tugs and since then this has been a big part in its success.
- 1900 It was reported that there were just twenty cars on Island roads.
- 1901 **Queen Victoria died**.
The population of the Isle of Wight was 85 000.
- 1908 The Company bought **The Bournemouth & South Coast Steam Packets Ltd.** so that it could run excursion trips.
- 1912 **SS Titanic**, the pride of the White Star Line, left from Southampton assisted by the Company's tugs, on her fateful maiden voyage across the North Atlantic.
- 1914 - 1918 **World War One**
Many of The Company's vessels are taken by the Government for war work. The number of holiday makers on the Island fell during the war.
- 1921 Population of the Isle of Wight was 94,000.
- 1923 **Southern Railway** take over Island rail companies.
- 1931 **MV Medina III** bought it was the first vessel to have a propeller rather than paddle wheels. Vessels with propellers can work in stormier seas.
- 1933 A high speed service was started. Each vessel only carried eleven passengers. It was stopped in 1938 because it did not make enough money.

1935 The famous red funnel and black top was used on all vessels and this led to the new name: **Red Funnel**.

1936 *PS Gracie Fields* is the last paddle steamer to be built for the Company.

1939 – 1945 World War Two

A lot of the Company's vessels were again taken by the government for war work. The number of holiday makers on the Isle fell during the war.

1950's The number of people taking holidays on the Isle of Wight increases significantly.

1959 The motor vessel, *Carisbrooke Castle*, began service as the first purpose built car ferry. This is because more and more people own their own car.

1968 The *Balmoral II* was taken out of service. This was the last vessel used for excursions.

1969 The Company re-introduced its high-speed service using Italian built hydrofoils. These were

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1980s The price of houses increased nationally. This made houses on the Isle of Wight seem cheap so more people began commuting across the Solent to work.

1991 Hi-Speed catamarans were bought and the hydrofoils were retired from service. The catamarans were larger, more stable and more reliable than the hydrofoils. They carry only passengers but are very quick.

1992 **Red Funnel Holidays** is created to help develop tourism on the Isle of Wight.

1994 *MV Red Falcon* and *MV Red Osprey* entered service.

2001 Population of the Isle of Wight now 117 000.

2002 The Isle of Wight Pop Festival was started again and Red Funnel was perfectly placed to provide a lot of the transport.

2003 *Red Jet 4* was launched in Cowes by Dame Ellen MacArthur on 18th June. This continued the link between the Isle of Wight and important people in the world of sailing.

2011 The company celebrates its 150th anniversary and commissioned Keith Adams to write the book 'Red Funnel 150' to mark the occasion.

2014 *Red Falcon* was modernised so that it could carry more cars and more passengers.

In addition to the scheduled packet services between Southampton and Cowes, Red Funnel also operated a wide variety of popular excursions. The map from the early 1900's (on the next page) shows many of the popular steamer excursions along the South Coast which ran until the late 1930's. The Company's lengthy name perfectly illustrates the choice of trips available.

Cruises were operated around the Isle of Wight from the outset, stopping at one of the resorts like Yarmouth, Totland or Alum Bay. Where no piers existed, landings were made using the ship's boats or via the services of local longshoremen. As more and more piers were built and the paddler's got faster, longer trips were possible including excursions to France.

To extend coverage further, the Solent Queen and others were based at Poole and occasionally Bournemouth, so intensifying competition with local operators like Cosens & Co. Ltd.

Excursions from Southampton

- » Ryde, Southsea
- » Ryde, Southsea, Sandown, Shanklin, Ventnor; the Needles or Round the Island
- » Ryde, Southsea, Sandown, Shanklin, Ventnor; Bournemouth, Swanage, Weymouth, or Bognor
- » Yarmouth, Bournemouth, Swanage, and on to Weymouth, Torquay, or Dartmouth
- » Weymouth, Swanage, Bournemouth, Shanklin, Sandown, Ryde, or Cowes
- » Southsea, Sandown, Shanklin, and Cherbourg
- » Bournemouth and Cherbourg

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Excursions from Bournemouth

- » Swanage
- » Yarmouth (or Totland Bay)
- » Yarmouth, Cowes and Southampton
- » Yarmouth, Cowes, Ryde, Southsea and cruise in Portsmouth Harbour
- » Yarmouth, Round the Island (with stops at Sandown, Shanklin, Ventnor or Ryde)
- » Yarmouth, Ventnor, Shanklin, Sandown and cruise to the Nab Tower
- » Cherbourg

The outbreak of war in 1914 signalled the end of many of the piers, and so with it, many of the excursions, some of which had been running for more than 100 years.

A number were revived after WWI including Torquay, Eastbourne and Bognor Regis, In 1934 a day trip to Cherbourg from Southampton cost 12s 6d. Departing at 7.15am, calling at Southsea, Sandown and Shanklin, the ship was alongside on French soil by late morning, typically not departing for England until 4.15pm. By special agreement with the French Government, British excursion passengers were allowed to go ashore with landing cards rather than passports.

Sadly all good things come to an end; in 1939 the last cross channel trip had been run and also the final excursions to Brighton, Eastbourne, Bognor Regis, Weymouth, Torquay and Dartmouth. Never again were pleasure steamers to call at Seaview or the Victoria Pier in Cowes and never again would Lorna Doone or Balmoral be seen going about their summer duties - a sight that had been part of the Solent scene for more than 40 years. This time it really was the end of an era.

Or was it? After WWII some of the piers were repaired by 1945, and the Company attempted to restart its excursion business using less suitable second-hand ships. An innovation was trips round Southampton Docks and excursions to witness the arrival and departure of the great liners. However, the holiday market was changing fast and after a few years these fell victim as did sailings to Bournemouth and Swanage in 1952.

Remaining excursion sailings decreased year on year until they were phased out completely at the end of the 1968 season.



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PADDLE STEAMERS

Design

The design of the Solent steamer was fine tuned and perfected over the years. Early examples were rarely more than 100 ft long, built of wood, they had attractive 'clipper' style bows. Later ships had iron hulls, a conventional bow, were twice as long and considerably wider.

There were notable differences between ships used exclusively for excursions (*Lorna Doone I*, *Balmoral I* and *Bournemouth Queen*) and the multi-purpose steamers on the Packet Services were used for tendering duties and occasional excursions. These latter ships all had deck space for vehicles, luggage and lift-on lift-off cargo.

The last paddle steamer built in 1936 had a raised forecastle deck to give shelter to cars from spray in a choppy Solent sea and was fitted with a bow rudder to aid manoeuvrability.

Engines

Paddle steamers typically used oil-fired boilers, which provided heat to boil the water, and subsequent steam is then piped to the cylinders. The movement of the steam entering and exiting the cylinders exerts pressure on the pistons, creating motion. The steam is then piped to the condenser where it is converted back to water. The water is then recycled back to the boiler. The back and forth movement of each piston translates into a rotary

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The first steamers had just a single engine of 32hp or less, but as the ships got bigger and speed became important, more power was required. By the late 1850's power had increased to 50 hp from two oscillating engines. Morgan's patent feathering paddles also started to appear on new builds. By the 1870's compound diagonal or compound oscillating engines were in use with an output of 90hp or more. Troublesome or defective boilers often spelt the end of ageing steamers when it was not economic to fit new ones.

Accommodation

By 1927 paddlers had an open foredeck, a main deck saloon aft for first class passengers with alleyways alongside, a forecabin on the lower deck for officers accommodation and a bar for second class travellers. A dining room was also located aft on the lower deck. A later innovation was hot water pipe heating and electric light in the saloons and even an imitation log fire!

The top of the deck saloon was fitted out as a promenade deck for passengers, and on some ships it was extended to the sides so offering some weather protection to second class passengers using the open alleyway seats.

Catering

There is no question that the quality of food and first class service on board contributed significantly to Red Funnel's success. Food was served by the smartest of Silver Service waiters, using the finest china and cutlery in the most elegant dining rooms and "unsurpassed for moderation in price".

Advertising slogans of the day spelt out the message from the beaks of following seagulls "We always follow Red Funnel Steamers, the food is so good".

Entertainment

A band playing the latest dance and orchestral music often accompanied many of the excursion trips, and deck chairs were available for passengers at 2d. for each single journey.

Introduction

Every company, country, even football teams want to be recognised. Countries do it with flags and football teams with strips. A livery is the use of the same colours and patterns. The purpose is to allow people to work out who owns the boat from a distance.



In the last 195 years Red Funnel have had a number of liveries. This is partly because of the length of time and partly because the Company bought other shipping companies and so inherited their liveries.

A logo is a picture or symbol to represent the company. The logo is used in addition to the livery.

On your trip round the island make a note of liveries used by other companies and attractions (colour schemes) and logos (pictures to represent the company).

TIP - you could photograph them on your phone!

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Summary of how the liveries and logos changed over time

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bottoms, wood showing on the deckhouse

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- 1900-1908** The excursion vessels *Lorna Doone*, *Balmoral* and *Bournemouth Queen* were painted all white, funnels and all.
- 1909-1914** The Company bought the **Bournemouth & South Coast Steam Packets Company** and used its vessels for excursion trips but kept the livery they came with red funnels and black tops. The vessels already owned by the Company for excursion trips, the *Lorna Doone*, *Balmoral* and the *Bournemouth Queen* continued to be white. The vessels used for the packet service still had cream funnels, black hulls, red bottoms.
- 1919-1930** After the war all excursion vessels were repainted with white funnels. The packet vessels had cream coloured funnels.
- 1931** Black tops added to all the funnels.
- 1932-1934** All vessels were given white funnels with black tops.
- 1935** All funnels become red with black tops. The hull of the vessels above the waterline cream, black hulls. This made it sensible to rebrand the Company as **Red Funnel**.
- 1969** A Company logo was designed for the arrival of the new hydrofoils and was added to the other vessels in time.
- 1974** "Red Funnel Services" was painted in large letters on the sides of the vehicle ferries.
- 1985** Cream above the water, with red lines between two narrow white lines at the top of the black hull.
- 1991** Black bottoms, red hulls, white superstructure, grey side band, red Solent logo and lettering.
- 1994** New corporate logo and colour scheme of red funnels, black tops, red hulls, white superstructure, grey side band, black logo lettering that included the strap line "The Original Isle of Wight Ferries".



On 28th October 1897, whilst minding her own business alongside, 'Princess Beatrice' was struck on the bow by a ship called the 'Atrato' in Jersey. A similar fate befell sister ship, 'Her Majesty', when she was struck by the America Lines ship 'Paris'. After being repaired, 'Her Majesty' proudly continued to serve until 1940 when she was sunk at her berth during a bombing raid on Southampton Docks.



Probably one of the most unfortunate incidents befell the 'Princess of Wales'. This paddler never even entered service. Whilst on trials on the river Clyde, she was sliced clean in half by the Spanish

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and ended her life as an accommodation ship on the River Clyde before being scrapped.

The 'Duchess of Yorke' began service in 1896 and served as a minesweeper in World War I. She was handed back in 1921 and had her name changed to the 'Duchess of Cornwall'. At 2045 hrs on the 18th April 1935, the 'Duchess' set off from the Royal Pier to Cowes when she struck a submerged object near Calshot Castle. Unable to contact either Southampton or Cowes she was eventually rescued by a tug the following day - much to the relief of her weary passengers! After a long and distinguished service, her career ended during the same German bombing raid that destroyed 'Her Majesty'.

One ship destined to have a career dogged by incident was the 'Prince of Wales'. In 1896 on a foggy morning she ramméd Clarence Pier in Southsea at speed. It was reported that the pier came off worse, but luckily no one was hurt. In 1903 she came into contact with a submarine at the entrance to Portsmouth Harbour. The damage to the submarine went unreported, but the 'Prince' was holed below the waterline. In 1927, whilst backing into the fairway at Cowes, the unlucky ship collided with a schooner. Some 80 passengers were aboard and the ship had to be towed back to Southampton. In 1934 she collided with sister ship, 'Princess Helena', off Cowes, somehow both ships managed to reach port. In 1935, only 11 months after the last incident, she collided and sunk the 30 foot yacht, 'The Robin', on her maiden voyage. In 1937, to the relief of many in the Board Room, the 'Prince of Wales' was retired.

The 'Gracie Fields' was a reversion to steam after the limitations of the diesel powered, 'Medina'.

She became as popular as her namesake and was named by the popular entertainer in 1936. In 1939 her career almost ended when involved in a freak accident with an RAF flying boat. The plane clipped her mast, but miraculously there were no injuries despite fragments of aircraft showering the passengers. During World War II she was requisitioned by the Navy as a minesweeper and was used in the troop evacuation of Dunkirk. Having helped evacuate 280 troops from the beaches on the 28th May, she returned the following day for another 750, but was hit by a shell on her return journey. HMS 'Pangbourne' assisted and rescued all the troops, but the 'Gracie Fields' later sank.

