

HISTORY OF THE HUMBER SUPER SLOOP SPIDER T

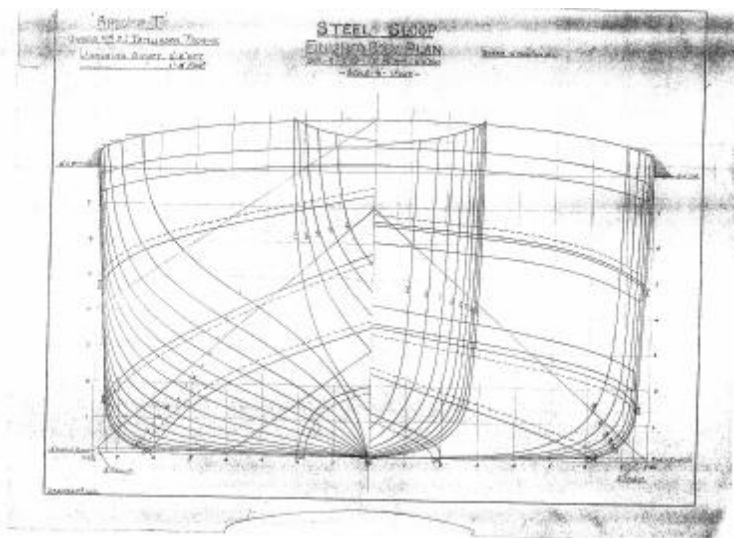
Fredrick Warren designed the Zenitha and Spider T, yard numbers 213 and 216 respectively. They were very similar in construction except the Spider T was one foot deeper in the hull. Fredrick Warren was labelled a genius when it came to ship design and the Zenitha and Spider T were testaments to his skill, the last Sloops he designed before his untimely death. These Sloops were to be known as Super Sloops, heavily built and designed to go seaward with a deep hull and large cargo capacity and a fine run aft to give them speed and handling qualities, the bluff bow cleverly picks her head up even when heeled over stopping her from diving, unlike a chisel bow form, a swansong to the end of the sail powered cargo era, encompassing over a thousand years of development and know how, with every new trick, in fact everything Frederick Warren knew about hull design went into these two ships. The origins of these vessels go back to the Viking long ships which were used and repaired in the Humber region and were adopted and developed, they were square rigged, bluff bowed and seaworthy. As one historian said cut the prow off a Viking Long ship and look at a wooden Humber Keel's bluff bows they are almost identical.

Frederick Warren

Born 28/8/1881 at Barnsley Street, Hull. Married to Olive Smith. Died 1/11/30. Parents Mary Eliza Bacon and William Henry Warren, married 23/5/1881, believed to have lived at Great Yarmouth, Barnsley Street Hull, Beverley and New Holland. Served his apprenticeship at Cochranes shipyard, Beverley in the ship drawing office, at some time later he taught at the Technical college teaching ship design and construction.

Fred joined the Territorial Army while living at New Holland. He was called up for military service in the Great War 1914-1919 where he served in France, India and Persia.

After being released from military service he rejoined his father and his brother, Ernest, at the New Holland shipyard, taking over as chief draughtsman. He could now design coastal vessels, tugs and river craft to be built in their own shipyard.



Frederick's lines of The Spider T



Frederick Warren

Peter Warrens father and grandfather built the Spider T at their Warrens Yard, New Holland on the banks of the river Humber. She has many unusual features in her design and very heavily built, $\frac{1}{2}$ inch plates below and $\frac{3}{8}$ inch above, with such a deep hull form make her much heavier than other similar vessels.



Spider T on her Keadby moorings at night



Spider T at daybreak with the coast of the Netherlands in her sights after a night under full sail crossing the North Sea.



Coming home on the tide Spider T and Alva leading the regatta in 1926



Two old sailors with stories to tell both sailed Spider T in her prime



Peter Warren and his wife Marjorie & Val Nicholson



The three wise men





Descendants of Admiral Sir Peter Warren, Frederick with his father, brother and family



Admiral Sir Peter Warren

The Super Sloop Spider T at 70.4 gross cargo tons was built to carry bricks seaward and was financed by Fosters Brickyard of Barrow Haven, who also had the Zenitha built for themselves to a similar specification. Spider T was launched in February of 1926 and delivered in the March to Thorne, home of Captain Tomlinson of 26 South Parade, Thorne before fame and fortune took him to Hull. The name Spider was his nephew's nickname and the suffix 'T' stood for Tomlinson. Spider T was the pride of

the Tomlinson fleet. When the Spider T was only weeks old and brand new she was entered into the Humber Regatta and came second in 1926 and subsequent years up until the final year of 1929 saw the Spider T and Zenitha as strong front runners often leading by considerable distances. Proof if any were needed of Frederick Warrens "Super Sloops" and their ability to take on the best of the rest through his genius and technical excellence. When Captain Tomlinson died in 1970 his fleet was auctioned at Goole and his widow bought the Spider T back again, eventually becoming a sunken derelict at Castleford being raised by Rotherham Police as a community project earning Sgt. Keith Bown the British Empire Medal for his work with the Spider T and will feature in the second half of his autobiography he assures us.



Spider T lifted out at Rotherham note the Ford Cortina on the left to give perspective on scale.

An audio CD of a 93year old sailor who saw the Spider T as a young lad whilst sat on Admiral Steps at Kingston Upon Hull tells the story of what he saw.

His uncle Joe was skipper his father and uncle Mitzpah were crew for the Spider T in The Humber Regatta they were leading by a country mile and what looked like an absolute certainty of an overall win she was really flying when disaster struck. His father asked Joe to reef the main and get some tops'le down, and Joe replied "what's up are you yellow" "no he replied I will turn her over if you want" by this time she was heeled well over and the clew ripped out of the main and the race was lost. But nothing would ever make him forget the speed and the amount of heel, he said "she was laid in the water not on it laid on it". He went on to become a skipper and to work the Spider T and many other vessels including Sobriety and Daybreak in his long career.

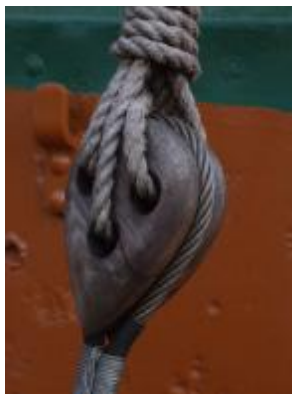
Every effort has been made to make the Spider T authentic to her original methods of construction ie. Hand forged steel crab roller frames with hot swaged mountings so as not to weaken the structure, just as in the originals. Also the huge red sails hand made to original specifications with clipper canvas. The new rudder to Warrens pattern must weigh $\frac{3}{4}$ ton, stern rail or "hoss rail" out of pitched pine a huge timber 20 foot long 10" thick and 20" wide to get the curve and so many more engineering challenges undertaken to make her not just look correct, strong and heavy duty but most important useable even in the most difficult conditions as her voyage back from

Rotterdam direct over the North Sea was to prove recently 12 hours in storm force nine conditions sails up and spilling the wind, from 10pm to 10 am between Smith's Knoll and Lowestoft in huge seas, proving herself stable tough and very capable, just what Frederick Warren wanted, eventually putting her in to Yarmouth as a safe haven. She is indeed a testament to the Warren family and their shipyard, Peter Warren last of the dynasty worked for Harland and Woolf, Vospers and other shipyards has an active interest in the Spider T and with his two sons and wife Marjorie are regular visitors to the vessel. In Peters own words "I would like to acquaint myself again with Spider T It will be over fifty years since I last saw her".



Sunk and derelict Spider T at Rotherham

Peter Warren continues to help with information photographs and informative discussions, if it were not for Peter and his Warren archive most of this information would be lost forever.



Dead eyes



Boltsprit arrangement



**Rodney Clapson
Last in the line of
Clapsons Shipbuilders**



Zenitha Sister Ship Yard no. 213 built at Warrens Yard for Fosters Brickyard



Spider T Ship no. 149049 Yard no. 216

The Spider T has in around three years been to West Mersea, Harwich, Lowestoft, Yarmouth, Hull, Grimsby, Bridlington, Whitby, Blythe, Eyemouth, Anstruther, Arbroath and Rotterdam some ports visited many times giving the Spider T around 5,000 nautical miles in this period with some calm seas and some very rough conditions. Overall the sheer enjoyment and adventure make all the hard work and sacrifice worthwhile for the crew and skipper.

Publicity, she has been given TV coverage many times by the regional networks, magazines, newspapers, website and now in Chris Horan's latest book.....what next?

Transcript from. Ref. No.DPC 1/73 page 89, Hull City Archives, 79 Lowgate, Kingston upon Hull. HU1 1HN.
Tel:01482 615102/615110

Official Number of ship		149049		Name of ship				Spider T	
Number, Year and Port of Registry	Number, year and Port of previous registry (if any)	British or Foreign Built	Whether a Sailing ship or steam ship, if steam, how propelled	Where Built	When Built	Name of Builder	Name of Shipyard		
24/1926 Hull		British Built	Sailing	New-Holland	1926	Warrons Limited, New-Holland	Warrons New-Holland Shipyard Ltd., New-Holland		
Particulars of Tonnage		In Register Tons		In Cubic Metres		Number of Decks		Feet	
Gross Tonnage						Number of Masts			
Under Tonnage Deck Closed in spaces above the Tonnage Deck (if any) Space or spaces between Decks Forecastle Deck house Other closed in spaces (if any) as follows		0.15				Rigged..... One Sloop Stern..... Elliptical Build..... Clencher Galleries..... None Head..... Straight Stern Framework..... Steel, Sloop. Cargo		Length from Forepart of Stern under Bowsprit to The Aft side..... 61 7 Main Breeseoth to Outside Of Plank..... 15 5 Depth in Hold from Tonnage Deck to Ceiling at Midships..... 7 9.5 Depth in Hold from Upper Deck to Ceiling at Midships in the case Of Ships of Three Decks and upwards..... Length of Engine Room (if any)..... 0 6.5	
Excess of Hatchways		10.25				No. of Bulkheads..... Two No. of water ballast tanks..... Two			
Gross Tonnage Deductions as per Contra		70.40		199.23		Total Deductions			
Register Tonnage		70.40		199.23		Description			
						No. of engines			
						Whether British or foreign			
						When made			
						Name and Address of maker			
						Diameter of cylinders			
						Length of stroke			
						Number of horse power combined			

Spider T's Registration Certificate