

EASTER JOURNAL 2026



Dear Members and Friends of Clitheroe Civic Society,

Welcome to our first journal of 2026 which once again has a number of very interesting articles.

The Society's presentation schedule has been going well and we have David Wiggins providing what should be a very interesting update on the ongoing works to the Castle Keep when we meet on the 13th of April. Following that, we meet on the 11th of May when we will have a walking Treasure Hunt around the town centre followed by a supper at the Assembly Hall - more details to follow but make sure it is in your diary.

A few weeks ago I spoke at the RVBC Community Services committee meeting in support of a proposal to progress a compulsory purchase order for St Mary's and Heild wells - along with representatives from the Clitheroe Town Wells Conservation Committee. I'm glad to say that the proposal was fully supported by the new RVBC Chief Executive and officers and all councillors present voted in favour. Early days on this with many steps to follow but a land agent will now be appointed to begin preliminary work to progress with a CPO if possible to do so. This long running issue 'might' be on a path to resolution after many years. We will keep members updated.

I wish you all the very best for Easter and hope to see as many as possible of you soon.

Peter Llewellyn
Chairman
CCS

Presentation Summaries – January to March 2026

5th January 2026

The Anglesey Bonesetters

In the first presentation of the year John Spencer told us of a family dynasty from Anglesey, who became skilled orthopaedic surgeons.

The history started around 1745, with a shipwreck of the coast of Anglesey. Two young boys were the only survivors of this wreck. One died shortly afterward; the other survived and was adopted by a local doctor and given the name Evan Thomas. Evan Thomas was presumed to be Spanish, as his language was unknown to the locals, and he was described as having a dark complexion.

This boy grew up to become a “bonesetter” and well known on the island for his skill at fixing broken limbs. Succeeding generations left the island to further their education and, in the process, becoming renowned orthopaedic surgeons. Evan’s most famous descendant being Robert Jones who rose to become a Major General in the Army Medical Corp, credited with reducing the First World War death toll from long bone injury by three-quarters and the first surgeon to use x-ray’s. He was knighted in 1917.

As a final twist the DNA of the family was recently sequenced, and it was found that far from being Spanish, Evan had probably originated from the Caucasus Mountains.

2nd February 2026

The Lancashire Cotton Famine

Stephen Irwin’s talk on the Lancashire Cotton Famine was very interesting. He comprehensively covered Britain’s involvement with the Civil War in North America, and highlighted how important the importation of the American raw cotton was to the Lancashire textile industry, as they supplied 75% of our requirements.

Leading up to the war, cotton manufacturers had enough foresight to stockpile raw cotton, so it was not until a year after the war started that the shortages started to bite. The impact of this was that by the end of 1862, 33% of Blackburn workers were on poor relief.

Luckily the war was of short duration and by the end of it in 1864 things gradually returned to some normality. In consequence of the famine many of the smaller manufactures went under, and those in a larger way of things built the larger mills that we are now aware of.

The impacts of the American Civil War were far reaching in Lancashire. After the cotton famine fewer employees returned to their previous jobs, with some emigrating and others making use of new skills learnt during industrial classes. A major benefit was that the system of poor relief was improved. As the crisis led to the development of local relief committees, soup kitchen and private charitable aid networks.

Most poignantly, Lancashire workers, despite their own hardship, publicly supported the Union cause and the abolition of slavery. This gained them significant moral recognition.

2nd March

The excavation of a Bronze Age Ring Ditch at Clitheroe in 2018

In our March presentation we welcomed Ben Dyson, Senior Planning Archaeologist at the Greater Manchester Archaeological Advisory Service. In a previous role, Ben was responsible for managing the excavation of a Bronze Age site in Clitheroe, prior to the construction of the Half Penny Meadows estate, off Pendle Road.

Ben explained the circumstances of the excavation, which took place as a condition of planning consent for the housing development, and was funded by the developer – Taylor Wimpey. The archaeological excavation followed a series of assessments, including a desk-based assessment, geophysical survey and test trenches.

Despite the terrible weather conditions on the site (they worked through the 'Beast from the East'), it became apparent that a large, circular ditch was present, cut into the clay beneath the topsoil and turf. This ditch was 15-20m in diameter, and a series of pits in its centre contained cremated human remains.

Some of the remains were inside decorated pottery urns. Many of these urns had been damaged by 1000s of years of ploughing the earth; however, one urn survived well. This urn had been carefully placed inside a larger vessel and contained the remains of a child.

A total of nine cremations were found. Radiocarbon tests on charcoal from the site showed a wide date range for the earliest and latest cremations, from around 1950BC to 1700BC. This means the monument was in use for over 200years and was revisited perhaps by a particular family over time.

Cultivating Clitheroe Spring Report



We have survived ! Each year the winter tests our endurance to the limit!
But even in the depths of the dark dreary wet windy days we are looking ahead.



Will our bulbs put on a show? Will our tender treasures recover? Have we been too ruthless in our pruning? Will our new trees burst into blossom?
And, as we wait and hope, there are snowdrops and hellebores and anemones and cyclamen and beautiful trees and even the odd bright sunny day to enjoy.

The Cultivating Clitheroe group doesn't hibernate completely. Tree planters and tubs are patrolled regularly . Damage repaired. Rubbish removed. Neglected sites tidied. Even in January and February we have had occasional work sessions with our friends on the RVBC Grounds staff.



We are lucky to have such a variety of local nurseries to visit. Stonehill Garden Centre particularly has been a generous benefactor with gifts of plants and bulbs and discount on our purchases. The Castle Grounds have had more Stonehill daffodils added this year.

Spare plants from our gardens, and those of members and friends, are all gratefully received and added to our planting schemes.



It is not all good news. We have lost a friend in the Ribble Valley Council office. Winston Robinson, the Head of Engineering Services, died suddenly and unexpectedly in February. We met Winston on several occasions when the Market and Market Place improvements were underway.

The five tree planters added in August last year are a result of our collaboration. He had hopes of enhancing the seating area within the Market itself with perhaps a further three. It may yet happen.

If you pass by the bandstand in the castle grounds you may notice a new tree, an acer platanoides Crimson Sentry, planted by the Council Grounds staff. It will be forever known as 'Winston's Tree'.

On a happier note, it's safe to say that Spring is here. The best season of the year.
Make the most of it!



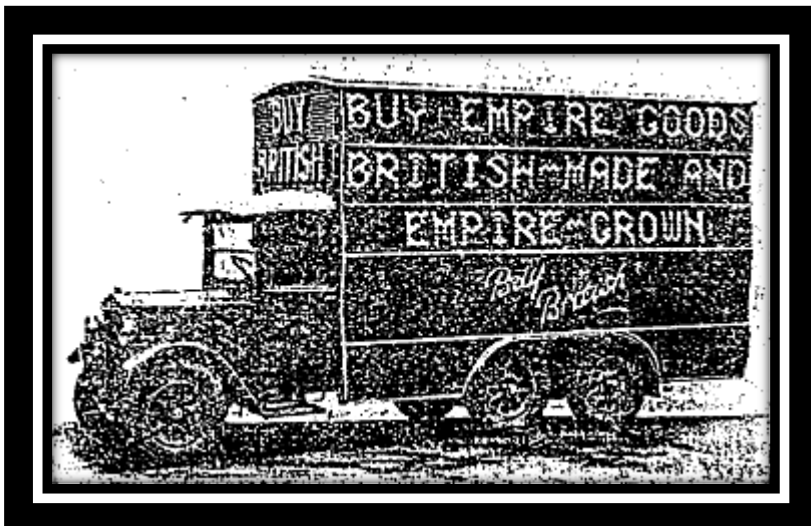
THE "BUY BRITISH" VAN

OPERATIONS IN CLITHEROE

PARADE FOR PROMOTION OF PATRIOTIC PURCHASE

By arrangement between the "Clitheroe Advertiser and Times" and Mr. H.L. Underwood, 146, Fleet-street, London, the organiser of the "Buy British" Parade, the wonderful "Buy British" electric slogan display van will visit Clitheroe and parade its principal thoroughfares on Friday of next week, November 29th.

Wherever it goes (and the task it is engaged upon is a lengthy tour of principal towns) this wonderful vehicle is a magnet which draws all eyes.



Constructed for its ambitious project by Touring Electric Signs, Limited, and equipped with nearly 3,000 Cosmos lamps, the van is in reality a miniature mobile power station. By means of the huge electric signs which form its sides, it flashes in letters of brilliant light its staccato exhortations and messages, one moment urging preference for British Goods in general – the next reminding the public of the excellence of this or that well known British-made commodity.

The general effect is that of a display of the prize-winning efforts in a competition for the construction of effective and telling slogans. "Publicity with a punch," as it is called.

It may be mentioned that a slogan which will doubtless attract attention will be one relating to this journal, which is co-operating in the parade in Clitheroe.

The whole of the cost of this impressive "Buy British" demonstration is borne by British firms and concerns of national reputation, prominent amongst them being:- New Zealand Dairy Board (butter and cheese), Daren Ltd. (bread and biscuits), Metropolitan-Vickers Electrical Co., Ltd. (Cosmos lamps), Neave's Food Ltd., A. Wander Ltd. (Ovaltine), Tyne Brand (herrings and pastes), Nestle's Milk Company, Holbrook's Sauce, Bachelor's and Meltonian Shoe Polishes.

This journal heartily endorses a phrase broadcast from the van: "BRITISH MADE-BEST FOR YOU-BEST FOR TRADE."

Clitheroe Advertiser & Times 22nd November 1935

ROBERT DEWHURST 1814-1888. An Entrepreneur of the Cotton Industry

In 1847 Robert Dewhurst and his family took up residence at Shaw Cottage, then owned by the Grammar School, with a seven year lease.

The lease included Shaw Cottage and garden, an adjoining meadow of roughly 3.5 acres, and almost 4 acres of land towards High Moor, described as Headings and Allotment. The land was that previously rented by Nathaniel Baldwin who was given notice to leave. Robert seems to have negotiated a discount to the original proposed rent and was paying £31.10s.0d in total. Grammar School records indicate that he was reimbursed for several improvements made at the time. Installing water pipes was one of them, stone flags for the barn another, and it was agreed that a new wall would be built in front of Shaw Cottage to enclose the waste land adjoining the highway.

In 1850 there were problems with a Mr. Kenyon, of Blackburn, regarding the openings being made from the back part of the cottages he owned nearby, now 49 to 67 Shawbridge Street, infringing the private road to Shaw Cottage, the road being made and supported at the cost of Mr. Dewhurst. This was before the construction of Shaw Bridge in 1860, and before improvements to Pendle Road. The settlement of this dispute is not known, but openings onto the private road exist today, suggesting that some satisfactory resolution was achieved.

In 1851 the census describes Robert Dewhurst as born in Whalley, a 'cotton manufacturer employing 60 men, 152 women, 40 boys and 48 girls.'

He was in partnership with his brother Archibald William Dewhurst at their Salford Bridge Mill following the demise of the Stuttard enterprise.

Robert was 37, and his wife Margaret (nee Whitaker), born in Chatburn, was 42.

At the time there were four children at home, all of whom were born in Clitheroe.

Alice Ann 11yrs,
John 6yrs,
James 5yrs,
Mary Matilda 2yrs.

The family had two servants, Mary and Jane Whitaker, aged 37 and 31 respectively, both born in Chatburn, and likely to be family members.

There were six children in all. William Archibald was their eldest, and Robert Jnr., the youngest. With each census the family composition changed. Children left home then returned, servants moved on and were replaced, visitors came and went.

The 1861 census has William at home, aged 23, but James, now aged 15, missing. There was another youngster in the house, a 9 year old visitor, a scholar named Walter, whose surname sadly is illegible, born in Manchester.

Mary Whitaker had been replaced by Ann Bradby, aged 34, but Jane was still there, having only aged five years since the previous census!

In 1854, as well as his original lease, Robert Dewhurst rented more land described as Highmoor and paid an additional £120 to the school. This continued for just over ten years, until 1865/66, when his tenancy reverted to only Shaw Cottage, garden and meadow for £26.0s.0d.

He became an alderman, and in 1859, a magistrate, and was influential in affairs of the Borough, serving as mayor from 1865 to 1868.

His lease with the grammar school ended in 1874, after almost four seven year terms.

However, several years before that he and his family had moved to Littlemoor House and Shaw Cottage had become the home of Henry Robinson and his family.

The logical explanation is that the two men had made a private arrangement until Robert Dewhurst's lease came to its end.

The School records are clear. They state that in 1874 Robert Dewhurst gave up Shaw Cottage to become the tenant of Highmoor Farm for a second period and Henry Robinson signed a lease for Shaw Cottage.

There is no record of the Dewhursts ever living at the farm. Robert must have employed an agent or bailiff to manage it, as he had probably done previously for land rented in the 1850's.

(In 1881 Highmoor Farm was occupied by Robert Marsden, aged 33, described as a farm bailiff, living at the farm with his wife, children, a farm servant and a lodger. At the time of the census, his brother-in-law, Thomas Parkinson, was visiting there too!

Whether Robert Dewhurst still held the lease of the Farm has not been ascertained)

Littlemoor House, the Dewhursts' home from sometime before 1871, until 1883, was an elegant dwelling which was built in the early 1800's by John Bateson, and later acquired by Thomson's, the owners of Primrose Mill. With the failure of Primrose Mill in 1854, Littlemoor House became available. Exactly when Robert Dewhurst and his family moved in is not known, but his first lease on Highmoor Farm ended in 1865/66, while his lease on Shaw Cottage continued until 1874. During his time at Littlemoor House his brother Archibald William was living at Rockdale, Eshton Terrace.

By 1881 William, John, and James had all married and left the family home. Daughter Mary Matilda died in 1863 when only a teenager. Alice Ann, aged 30, and Robert Jnr, aged 27, were still at home, together with Robert Jnr's wife and two children.

The family servant/relative, Jane Whitaker, was still with them, aged 61, with three youthful assistants, Mary Willcocks, Martha Johnson, and Mary A. Evans, aged 19 to 23.

The Dewhurst Brothers manufacturing business expanded. They had acquired Albion Mill when the previous owner, Hornby, failed, blaming the cotton famine. Their workforce numbered 850 hands.

Shaw Cottage was a stepping stone in Robert's advancement.

Sadly, though, this success story came to a sorry end.

Robert's wife Margaret died in 1882, and the following year the business suffered a disastrous failure.

He himself died in 1888 (aged 74) and is buried with Margaret at Christ Church Chatburn.

Research has revealed that one of the Dewhursts' grandsons, Robert Padget Dewhurst, son of James, went to India with his new bride, Florence Frances Millington, produced a family of six children there, and had an illustrious career in the Indian Civil Service, becoming Undersecretary to the Governor of India in 1900, aged 31. On his return to England he became a lecturer in Hindustani at Oxford University.

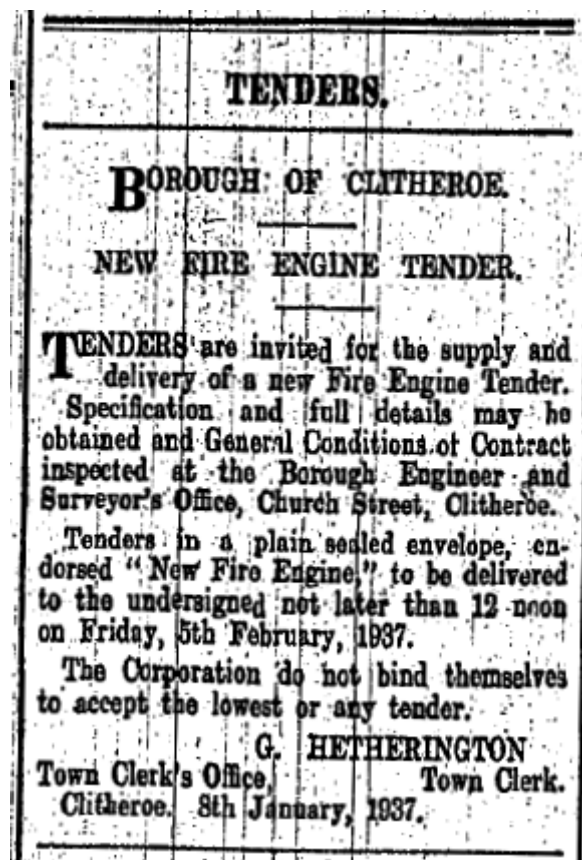
He was, apparently, proficient in Persian, Urdu, Hindi and Arabic, and is credited with the English translations of several Indian language books.

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CLITHEROE'S NEW FIRE ENGINE (1937)

In 1936 the Corporation decided that a new fire engine for the district was sorely needed, to replace the one purchased in 1926. The Clitheroe Advertiser and Times of 23rd October 1936 reported 'The Chairman of the Fire Brigade Committee (Councillor French) reported generally as to the position of the Fire Brigade and appliances. It was resolved to recommend that a new fire engine and tender be purchased. A sub-committee consisting of the Chairman, Councillor Leith, and Alderman Manley, was appointed to inspect suitable types of fire engines and tenders, obtain particulars and prices, and report to a further meeting of the Committee'.

The tender notice for the new engine was issued on 8th January 1937:



Tenders were duly received and on 19th March 1937 the local paper said 'The Fire Brigade Considered a list of tenders for the supply and delivery of a new fire engine and a fire engine tender, and the Borough Engineer reported on the various types of engines. It was resolved that the chairman (Councillor J. Wilkinson), in consultation with the Borough Engineer, arrange with Messrs. Leyland Motors, Ltd., for a demonstration of their fire engine, and also to recommend the Council to accept the quotation of Messrs. Walmsley and Simpson for the supply of Messrs. Vauxhall Motors Ltd's. fire engine tender, subject to the consent of the Minister of Health to necessary borrowing and the approval of detailed drawings, etc., by the Chairman, in consultation with the Borough Engineer, and the Fire Brigade Superintendent'.

All must have been found satisfactory as on 1st October 1937 it was reported:

CLITHEROE'S NEW FIRE ENGINE.

At a cost of over £1,000, Clitheroe Corporation have purchased a new fire engine, complete with a two-stage turbine pump mounted at the rear. The body is of the orthodox type, providing ample accommodation for personnel and equipment, and the wheels have track grip tyres. In accordance with modern designs, the body is also of the low-lying style, painted red, with chromium plating, and the lettering in silver. On the side of the engine is the borough crest. It has been purchased not as a replacement but in order to ensure that country districts are satisfactorily provided for, in addition to the town itself. Clitheroe now possesses two engines, a tender and a trailer pump. The old Merryweather engine was bought in 1926 and named after the then Chairman of the Fire Brigade Committee, ex-Councillor Dixon. It is interesting to note that with the exception of the Merryweather and the trailer pump, the entire equipment of the brigade is new, even to uniform and helmets.

Seated on the engine, from left to right, are Councillor J. Wilkinson, Chairman of the Fire Brigade Committee; Councillor Rushton; Mr. Goodman, the Borough Engineer; and Mr. J. Taylor, Superintendent of the Fire Brigade.



JIMMY CLITHEROE (the 'Eternal Schoolboy')

A fond tribute to one of Clitheroe's most famous sons on the centenary of his birth (24/12/2021)

Jimmy Clitheroe was born ... in Clitheroe!
a co-incidence, hard to believe ...
it was way back in Nineteen-twenty-one,
to two weavers, on Christmas Eve.

There were complications at his birth,
he didn't grow like boys should do ...
and all the way through his formative years,
He only made four-feet-two.

His childhood was spent in Blacko,
where something happened he couldn't explain...
taking part in a Sunday-school concert.
he realised... he could entertain !

Too small to work in the local mill,
couldn't reach the looms, to produce ...
so he joined a professional juvenile troupe ...
put that new-found talent to use!!

He appeared on stage as a schoolboy,
dressed in short pants, cap and blazer ...
a role, he always played to the hilt,
With a wit as sharp as a razor.

In an adolescent, high-pitched voice,
no audience had heard before ...
he'd tease ... "Don't some mother's 'ave 'em!"
then serve up, catchphrases more ...

"I'm all there, with me coughdrops!"
only he knew what that was about ...
and when he got in a silly scrape,
"Oh, flippin' 'eck !" .. he would shout !

Turning up at his concert venues,
in an adapted car, he'd arrive ...
with wooden blocks on the pedals,
so his feet could reach them to drive !

Looking suspicious, behind the wheel,
like a youngster, out for a spin ...
he could seldom complete a journey,
without a policeman pulling him in !

But by the late nineteen-thirties,
a pantomime star, he'd become ...
thanks to his pint sized stature,
He was perfectly cast as Tom thumb.

In between causing chaos on stage,
he did radio, film and T.V. !
"The Clitheroe Kid!" was the B.B.C.'s
longest - running comedy.

Summer seasons followed in Blackpool,
and he didn't have too far to roam ...
he bought a bungalow in Bispham,
and considered the town his home.

He was known to be careful with money,
in business ... pulled out all the stops!
for he was a proud racehorse owner,
with a hotel and betting shops.

Never once did he divulge his age,
kept it secret, to allay confusion ...
his "youthfulness" was the key to success,
didn't want to spoil the illusion.

Perhaps because he was different,
meant that romance never did come ..
in truth, he wouldn't have wanted one,
all he cherished in life .. was his Mum.

When she died, he was left heartbroken,
His whole world had come to an end ..
On the very morning of her funeral,
He was found, passed away, by a friend.

' The little boy who never grew up '
... Jimmy Clitheroe, known by the name
of the 'Peter Pan of Showbusiness'....
who beat adversity ...to find fame.

ANON.



It is unclear as to when Shows/Pantomimes were first staged at the Hall, but what we can say for certain is that it was at least early 20th century. The first advertisement found in Clitheroe Library records is for RED RIDING HOOD back in 1911, which was performed by the Catholic School Children. In January 1921 the Opera IL TRAVATORE was performed, and later on that year in December CINDERELLA AND THE PRINCE. THE CHATELAINE was performed in 1926.

Revue's seem to have begun in 1927 with 'A CHRISTMAS HAMPER', followed by two more Revue's in 1928 and 1929.

The more modern Pantomimes seem to have started in 1932 with a production of BABES IN THE WOOD, produced by Mrs Sherliker, followed by DICK WHITTINGTON IN 1933, CINDERELLA IN 1934 and ROBINSON CRUSOE in 1935. In 1936 a Revue was staged, with MOTHER GOOSE in 1937 and ALADDIN in 1938, these carried on through the war years, unfortunately no programmes for any of these productions have so far been found.

In 1947 the production was HUMPTY DUMPTY, the first one to be produced by Edmund Cambien. He went on to be both in the cast and producing pantomimes together with Mrs Sherliker up to QUEEN OF HEARTS in 1956, which sadly was the last one staged.

Looking through the more recent programmes prominent names in Showbiz at that time sent their best wishes to the cast each year – Norman Wisdom, Wilfred Pickles, George Formby, Max Bygraves, and Harry Secombe. YOUTH ON PARADE in 1942 was compared by the famous Finlay Currie.

Hope to include some photographs in the next Journal.

Janet Clegg

A CLITHEROE SUBMARINE

By Andrew Schofield

Some time ago Shirley Penman sent me information about a Clitheroe man & his submarine. I spoke to Shirley and she agreed that the story of this Clitheroe inventor and innovator should be more widely known. Therefore, with Shirley's permission, I have tried to lay out her research to date. There is more to be discovered concerning Mr. Waddington & his inventions but here is what has been unearthed so far.

The idea of a Clitheroe submarine might seem unlikely but it was stated many years ago in the Clitheroe Advertiser and Times –

'It was recalled that Clitheroe had an interest in the invention of the submarine. As far back as April, 1886, it was reported that "an electrical submarine vessel, which will prove invaluable in warfare, has been invented and designed by Mr. J. F. Waddington, son of the Rev, J. B. Waddington, vicar of St. Pauls, Low Moor." A description of this vessel followed – "about 37ft. long, 6 ft. diameter amidships, tapering to a point at each end, with conning tower in the centre," and it was added: "One of the chief advantages claimed by its inventor is that a boat of this description can be carried on the davits of any man-of-war, and the 50 large accumulator cells which provide the propelling force, can be charged from dynamos whilst suspended on the davits. The submarine is thus ready for use at once. Further trials are to be made in the presence of an inspector from the Admiralty."

This raised many questions, not least who exactly was J. F. Waddington & was his submarine ever built? An email to Liverpool Nautical Research Society elicited a reply listing the following points:

1. Trading as J.F. Waddington & Co, they advertised as builders of submarine vessels, steam and electric launches etc. at Seacombe near Liverpool
2. Waddington had worked for Cochran & Co (shipbuilders) for a while and at their yard near New Street, Seacombe. This company had built the famous submarine "Resurgam" a full size replica of which can be seen at the Woodside Ferry Terminal at Birkenhead (see attached).
3. John Waddington appears to have been chiefly interested in electrical engineering and designed a submarine, which he called the "Porpoise". This was built at his own yard and NOT at Cammell Lairds
4. This craft was similar in design to the Resurgam but differed in its propulsion system. The new vessel used an accumulator of 45 cells arranged in series each with an Ampere hour capacity of 660 hours. This system drove a motor coupled to the propeller shaft capable of about 750 rpm. With this set up the craft was able to make about 8 mph for about eight hours on the surface. Sea trials of the Porpoise apparently went well and Waddington had high hopes for his craft and was anxious to get the Royal Navy interested in it. To this end it had been armed with two externally mounted torpedoes.
5. Additionally it carried a mine torpedo that could be detonated electronically. Despite his high hopes Waddington was to be disappointed, the Admiralty, for whatever reason, were not interested in his invention.
6. Sadly this innovative craft that nobody wanted was left at anchor a bit below high water mark opposite the Marine Terrace. She remained there for two years and was broken up at this location. 1887 saw the end of shipbuilding at Seacombe and Waddington went bust and was declared bankrupt.
7. There is an indication that Waddington went to the USA and developed submarines over there.

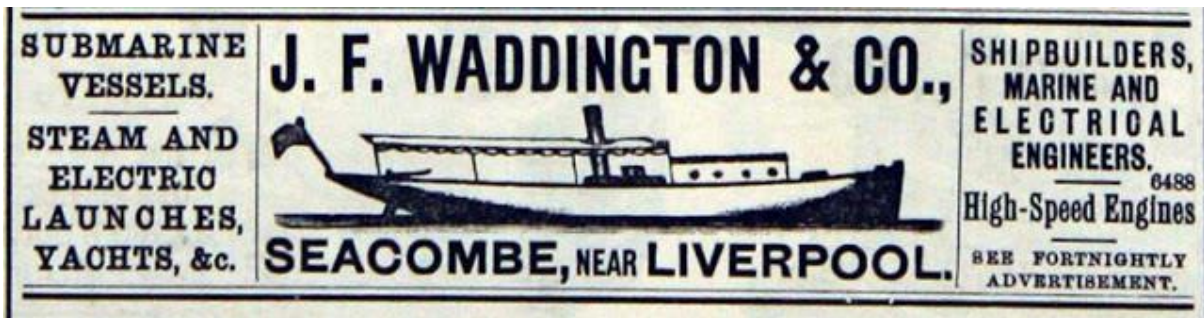
So the submarine was built but what else could be discovered about Mr. Waddington and his invention? What follows is some of the information which has been unearthed.

The first thing was to see what basic information could be found. Without holding out much hope a quick search was undertaken on Wikipedia. However a page called History of Submarines contained the following information:

Waddington's *Porpoise* vessel showed more promise. Waddington had formerly worked in the shipyard in which Garrett had been active. Waddington's vessel was similar in size to the Resurgam and its propulsion system used 45 accumulator cells with a capacity of 660 ampere hours each. These were coupled in series to a motor driving a propeller at about 750 rpm, giving the ship a sustained speed of 13 km/h (8 mph) for at least 8 hours. The boat was armed with two externally mounted torpedoes as well as a mine torpedo that could be detonated electronically. Although the boat performed well at trials, Waddington was unable to attract further contracts and went bankrupt.

If a Wikipedia page giving a brief description of the history of submarines carried that much information then Waddington's *Porpoise* must have been important.

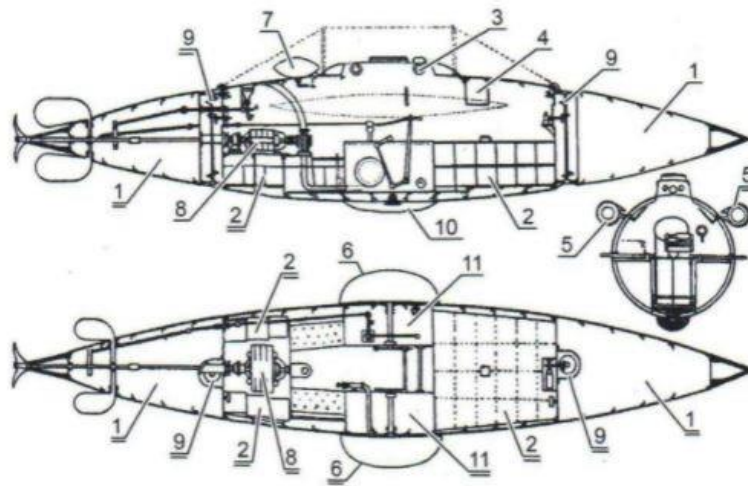
That he was working in shipbuilding in Seacombe is borne out by this ad in which he specifically mentions submarine vessels:



The next piece of information to come to light was an article in The Army and Navy Gazette of July 17th 1886 by C Sleeman titled 'Electrical Boats for Service'. In the article Mr. Sleeman says:

'Now the Waddington electrical submarine boat, about which some wonderful accounts of its performances have been lately published, is far too small and too slow, even admitting that, as has been stated, it can run at the rate of nine miles per hour, to find any favour with naval men generally, putting on one side all consideration of its practical value as a submarine boat in respect to the system employed in submerging it. This Waddington boat is 37ft. long, and 6ft. diameter in the centre, tapering towards each end; its motive-power consists of 50 E.P.S. 15 L cells, each cell weighing 122lb., and capable of giving a current of 33 amperes for 10 hours at a fairly vonstant two-volt pressure; the motor is a small Reckensaum five horse-power motor. These cells are used, in addition to driving the motor, for the electric lighting of the vessel. It can only be said that, if this badly-shaped craft is, with the said motive-power, capable of being propelled at the rate of nine miles per hour for 10 hours, and has a durability of 250 miles for one charge, there is a splendid opening for electricity in propelling properly designed boats at a high speed.'

Perhaps not the most ringing endorsement for Waddington's submarine but we are slowly building up a picture of the craft which was further added to by the discovery of a descriptive plan in a patent application:



Submarine "Porpoise" design Waddington, England, 1886

Built at the shipyard in the city of Sicom (a suburb of Liverpool). Type of construction – single -. The underwater displacement of about 7 m. Dimensions: length 11.3 m, diameter of 1.98 m. Material of hull: steel. Immersion depth: 15 m Engines: electric motor, 8 HP, speed, design of surface/underwater – 6,5/4 knots (test is not met). Armament: two 350-mm torpedoes with no vehicles, pop-up mine. Crew: 2 people. Was tested in 1886 not adopted

1 – tanks of compressed air; 2 – battery; 3 – headlight; 4 – zip camera; 5 torpedoes; 6 – bracket; 7 – the pop-up mine; 8 – motor; 9 – vertical screws; 10 – detachable ballast; 11 – ballast tanks

It might have been noted that so far all the information has been about the Porpoise submarine itself and its inventor has simply been referred to by simply his surname or as J.F. Waddington or Mr. Waddington. We don't even know his full name. Details of his marriage at St. Paul's, Low Moor were soon found so at least we knew his full name:

Marriage: 25 Aug 1884 St Paul Low Moor, Clitheroe, Lancashire, England
 James Franklin Waddington - 23 Shipbuilder Bachelor of "Birkenhead, Liverpool"
 Amelia Rimmer - 22 Spinster of "Low Moor, Clitheroe"

Groom's Father: John Barton Waddington, Clerk in Holy Orders

Bride's Father: Thomas Rimmer, Colonel late 77th Regt

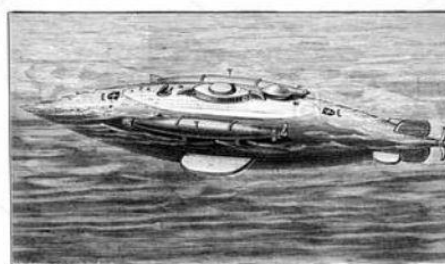
Witness: ? Garnett; Tom Garnett; W Edw Waddington ?; M Rockliff; Isabella Jane Coulison; ?

Married by [Banns](#) by: "Jno B Waddington, Vicar of Low Moor, Clitheroe, assisted by Edward Jump"

Register: Marriages 1871-1901, Page 21, Entry 42

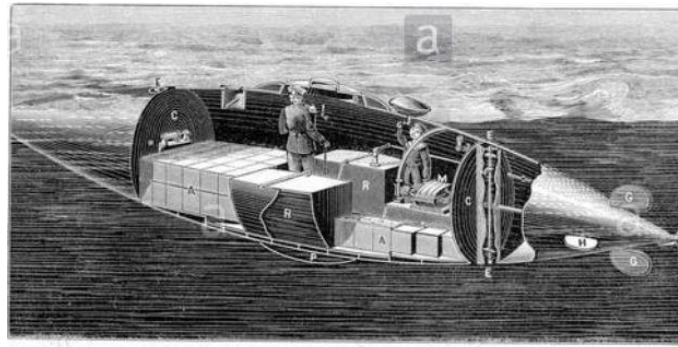
Source: LDS Film 1471152

Next to come to light were two sketches of James Waddington's Porpoise. They were included in an article on submarines but no other information was given. At least they provide us with more of a picture of what the submarine would have looked like:



T T. Lateral torpedoes.

Fig. 2.—EXTERNAL VIEW OF THE BOAT.



C C. Bulkheads. A A. Accumulators. M. Dynamo machine. R R. Reservoirs. G G and H H. Rudders. P. Weight. E E E. Tubes inclosing the shafts of the vertical screws.

Fig. 1.—THE WADDINGTON ELECTRIC SUBMARINE TORPEDO BOAT.

The same source also contains a copy of an article without citing its provenance. This however does give further details of the Porpoise:

Mr. J.F. Waddington's submarine torpedo boat has the spindle shape that necessarily characterises such vessels. It is a boat of small dimensions, capable of carrying one or two persons, which is 36 feet in length and 6 in width. It is divided into three compartments by two bulkheads. The end chambers re filled with compressed air, which may be used as needed for respiration or for furnishing motive power.

The central chamber, which the officer occupies, contains enough air to allow two persons to remain in it for six consecutive hours. The foul air is expelled through special valves, that open automatically as soon as the internal pressure becomes greater than the external. It might be possible, however, to absorb the disengaged carbonic acid by means of chemical reagents, in order to keep the air from getting foul. The central chamber is provided above with a small lookout containing large light ports, and which can be closed hermetically by a hatch that, at the same time, gives access to the interior. Movable hand rails can be put in place around the lookout when the boat is not submerged.

The electricity that furnished the motive power is derived from accumulators of 600 amperes-hour each, the boxes of which, 45 in number, are arranged at the bottom of the central chamber. These accumulators are assembled in series and attached to the electric machine that directly actuated the propeller. The latter makes 750 revolutions per minute.

According to data published in the Yacht and Industries, a power of 7.96 horses, corresponding to a current of 66 amperes, and 90 volts, permits a trip of 80 miles being made at full speed, say for 10 hours at the rate of 8 miles per hour, without any necessity of recharging the accumulators. On diminishing the speed, 110 or even 115 miles might be attained. It is interesting to compare these figures with the results obtained by Capt. Krebs.

The boat is likewise provided with a well arranged system of connecting devices, submersion screws, counterpoises for ballast, etc.

Submersion is effected and regulated by means of two vertical helices contained in tubes resting against the bulkheads of the air chambers. Each of these is actuated by a special motor, and can thus be driven separately. The boat is provided, too, with two plates with counterpoises movable around a horizontal axis. These are situated on the outside, and can be maneuvered from within in order to effect a submersion while running. The boat has, in addition, four submersion rudders, two of them horizontal and two vertical, designed to assure a horizontal position. These rudders act automatically under the impulsion of a special electromotor controlled by a sort of pendulum.

As was stated in the email from Liverpool Nautical Research Society it appears that Waddington went bankrupt because he could not attract the interest of the Admiralty or any additional funding. This is backed up by an extract from a book on the history of Seacombe:

The last of the local shipyards was Waddington's. In June, 1866, they took over the yard vacated by Andrews and Company.

Waddington was a man ahead of his time. He designed and built a submarine – or rather, a vessel something like one.

He called it the 'Porpoise'. He failed to persuade the Royal Navy to take any notice.

The Porpoise, the futuristic craft nobody wanted, was anchored for nearly two years a little below high water mark opposite Marine Terrace. Finally she was broken up there.

The year 1887 marked the end of boatbuilding at Seacombe. Waddington went bankrupt.

No other craftsman followed him. It was the end of a chapter.

It had flowered and then quickly died, the industry that came to Seacombe of over one hundred and fifty years ago.

So Waddington managed to build his submarine and ran it in trials for the Admiralty. It seems a shame that this innovative craft, running on electric cells rather than the steam engines of earlier craft, was left abandoned until it was broken up.

It appears that after bankruptcy James Waddington emigrated to the United States and continued to work on submarines as he applied for a patent in 1916 (granted 1919). The patent states that he was still a British citizen residing at Beverly in the county of Burlington, New Jersey. He had previously applied for a US patent in 1913 for a ship's davits and later filed a British patent (1919) for improvements to a ship's davits.

Work still needs to be carried out concerning his life in America and his further work on submarines but this is his story so far.



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