

Boats

We have a variety of boats ranging from fast launches to kayaks, with specific boats required to suit different locus and operations.



The most suitable boat for the Clyde is not the same as the most suitable for the Kelvin or Cart, or for Hogganfield Loch or Bingham's Pond. A special boat is best for launching off a trailer down steps or banking into the water.



Seconds count sometimes and one has to be best prepared.

Three boats of each kind are kept in readiness, one in the river, one on a trailer and one spare (as these types of boat cannot just be bought instantly off a shelf—they have to be custom built or customised).





During Regattas or Head of the river Races when we are giving additional safety cover (which we prefer to do by stationing rowing boats at intervals down the courses) as many as ten craft can in use on the one day.



George Parsonage and William Graham on patrol 2015

The following is a list of Boats used for the work of the Society.

George



Left-Ben and George Parsonage giving safety cover at a Regatta

Right-George teaching the Kennedy Cupcakes to row during a Glasgow Show

Rowing /outboard (max 5hp)

Called after GHS Officer Mr George Geddes Parsonage (1979) The "Bennie" lifeboat was conveyed to Brown's boatbuilders in Durham and a copy was made. The boat while on the original clinker design is made from marine ply. Every plank is glued as well as riveted.

The boat was built in 1994.

Christopher



Rowing/outboard (max 5hp)

Called after George and Stephanie's second son

The boat while on the original clinker design is made from marine ply. Every plank is glued as well as riveted. It has slightly thinner planking than the George.

The boat was built in 2006.

Special rowlocks designed by George Parsonage and made at the Glasgow College of Nautical Studies were added to the original design

Officer John Wiseman





Called after the second officer of the Society who joined in 1796

It is a 4 metre Dell Quay Dory powered by a 60hp Mariner outboard. It is mainly kept in the water and was/is used for rescue and search and other work as required or requested upstream of the weir and downstream (Tide permitting).

There are two dory's. One is kept in the water and one on a trailer ready to be taken to Renfrew or other suitable launching place when required. The boat in the water and the boat on the trailer are changed on a regular basis. A dory type boat is used on fast flowing rivers as it can be rowed in an emergency. It is also the largest Dory with a low enough gunwale to lift a person over the side.

Any larger boat or more powerful engine, would throw up too much wash and make the river less suitable for rowers, the wash could damage the banking and affect the water life.

The launch was purchased in 2002

Ben and Sarah Parsonage



Called after Mr & Mrs B Parsonage BEM.

Dell Quay Dory built in 2000. A 4-metre dory powered by a 60hp Mariner engine, used on fast flowing rivers as it can be rowed in an emergency.

Officer Robert Nathaniel Jones



Ann Parsonage (daughter of Sarah & Benjamin Parsonage & sister of George Parsonage) at the oars

Called after the first Officer of the Society

10ft fibreglass Orkney Dory anonymously donated to the Society.

This boat operates either as a rowing boat or as a motor boat with up to 15hp.

Officer Robert Duncan



Called after the 3rd Officer of the Society

Purchased in 1962 this is a 14ft boat. It can be rowed single or double scull or used with an outboard motor.

Fibreglass boats are stronger than wooden boats when it comes to being manhandled across rough terrain. They do not row or handle as good as the wooden boats. Some of the places where boats are launched in the greater Glasgow area are so bad that wooden boats would be damaged and only have a very short life span. On the whole fibreglass boats are lighter and therefore easier to lift. This boat has had to be customised and rebuilt by Ben then George Parsonage on many occasions such is the rough usage that the lifeboats receive.

Elizabeth



14ft rowing/outboard (max 5hp) built by George Parsonage.

Called after Mrs Elizabeth Thomson nee Parsonage daughter of Sarah and Benjamin Parsonage and sister of George Parsonage

This is a fibreglass copy of the boat "Bennie".

Mr James Buchanan



13ft fibreglass rowing/outboard (max5hp) Purchased 2002

Speed wise this boat is slightly slower than the Bennie –much slower if double sculled with no one sitting at the stern, but still allows a person to be lifted over the gunwale.

This is the most suitable boat for the GHS work that can at present be purchased "off the shelf".

Mr James Buchanan was a member of the Clydesdale Amateur Rowing Club in Glasgow and became Scottish Champion in single sculls.

A friend of Benjamin Parsonage the then Officer of The Glasgow Humane Society he was often to be seen assisting at the Society wharfage.

Mr Buchanan kept in touch with the Parsonage family and delighted in following the sculling career of George Parsonage. When Mr Buchanan died, he left a sum of money to the Glasgow Humane Society.

Miss Isabel Ferguson Harvey



13ft-fibreglass rowing/outboard (max5hp) taken from the same moulds as the James Buchanan.

Purchased 2002

Mrs Harvey left money in her will for the purchase of a lifeboat.

Stephanie



Called after Stephanie wife of George Parsonage this boat completed Jan 2008 is a fibreglass and wood copy of the Bennie—the boat has been built by George Parsonage

A mould was made from the Bennie and this boat was the first lift. The boat is different in that everything is bolted together. The boat is exceptionally strong.

Ann

Called after Ann Morrison Geddes Parsonage the brother of George and daughter of Ben and Sarah



This boat is a sister ship to the Stephanie and is a fibreglass and wood copy of the Bennie—the boat was built by George Parsonage.

Officers Geddes

This boat carries the name of 4 Glasgow Humane Society Officers and 1 Assistant Officer.

James Geddes, John Geddes, George Geddes 1, George Geddes 2, were all Officers with George Geddes 3 being Assistant Officer.



The boat is clinker built and was originally a ship jollyboat (date unknown)

During the winter of 2007-2008 this boat was painstakingly rebuilt by George Parsonage

A bow set of rowlocks was added allowing the boat to be used as a triple scull. The boat is the only one in the Society fleet that can be triple sculled and is also the only rowing boat with a rudder.

Lady Sarah



Ben Parsonage with Police

Ben and George searching

Ben searching the River Kelvin

Rowing/outboard (max 5hp)

Called after Mrs B Parsonage (Sarah) wife of Mr Benjamin Parsonage Built in 1960 this is a fibreglass boat. It is suitable for Canals Quarries parts of the Clyde where one has to come down Hursts (rapids) and rivers like the Cart and Kelvin.

This boat has had to be rebuilt by Ben then George Parsonage on many occasions such is the rough usage that the lifeboats receive. This boat has been customised several times to include things like a steel keel band and stronger gunwales

Para Handy



12ft rowing outboard (max 5hp) Gifted to the Society.

This boat has been customised and rebuilt several times to include things like a steel keel band and stronger gunwales.

Used similar to the "Lady Sarah".

Bob Barnes



11ft fibreglass Dell Quay Dory powered by 25hp Yamaha outboard gifted to the Society in 2007 by Mr Bob Barnes of Bishopbriggs.

Used mainly for coverage at events and for lifeguard training.

Officer Duncan Downie



Officer Duncan Downie---Dory type boat re built and modified by George Parsonage

Officer James Baird



Fiberglass boat called after the 3rd Officer of the Society. Re-built and modified by George Parsonage

Canadian Canoes



Used for work on narrow fast flowing rivers and burns where quick searches can be made-used mainly for spotting. They are also used for training purposes and for event coverage. All Canadian canoes have been donated.

Single Kayaks



Used mainly for search and locate. Kayaks have been donated from various sources or owned by lifeguards

Glasgow Humane Society Officers proved to be extremely good scullers and have over the years taken part in many Amateur and Professional races. Sculling boats were and are privately owned. Nowadays Officers and Lifeguards use sculling boats for fast, unobtrusive (no noise or wash) patrols and searches of the river. One sculling boat in particular that is still used occasionally is worth a mention

Razor

21ft sculling boat (10 inches wide) built by George Simms Putney and used by Benjamin Parsonage for recreation on the River Clyde it is the only boat of this type in the world. It is a cross between the old professional 32ft x 9" boats and the 18ft x 24" boats used by professional rowers in the 1800's.

The boat is v sectioned and extremely difficult to balance.

The boat is owned by George Parsonage and is wanted by several museums (though it really should be in a Society Museum in Glasgow—perhaps someday)

George Geddes and John Geddes won professional sculling races in the 1860's

Ben Parsonage won the Fleming Shield Championship of the Clydesdale ARC

Ben Jnr won the Fleming Shield Championship of the Clydesdale ARC

George had many victories throughout Europe including the record (still stands 2007) for the Clyde HOR and the World singles record for Loch Ness. George also won the Fleming Shield Championship of the Clydesdale ARC

Stephanie was a member of the GB squad and rowed for England

Stephanie and George's sons Benjamin and Christopher now scull

Bennie

Now in the Glasgow Riverside Museum

Rowing/outboard (max 5hp) designed and built by B Parsonage 14ft 6" Called after Mr Benjamin Parsonage BEM Officer Glasgow Humane Society 1928-1979.



This is the fastest rowing boat that allows the lifting of a 20stone person over the gunwale of the boat without capsizes. The boat can be rowed double scull without anyone sitting in the stern and will still not dive in the bow. The boat can be rowed backwards as fast as forward (except into a headwind due to the square stern). The height of the rowlocks and the distance and height of the seats to the rowlocks are carefully thought out as is the height of the seat from the footboard and the distance of the seat from the footboard. The boat has a box gunwale for strength and ease of

cleaning (the box gunwale is not capped).

The keel, bow and stern as well as the gunwale edge have steel runners. The bow stern and seats have steel strengtheners. The boat was designed and built by B Parsonage in 1954. It was drawn out in chalk on the floor of the shed. The planks are of Larch with a Mahogany gunwale plank. The ribs or timbers are of small leaf Elm and are held by copper nails and rooves riveted. B Parsonage built several boats to this design all of, which (with this exception) have been lost during floods. One of these types was built during the Second World War and permission to do so had to be given by the Admiralty. Papers referring to this are in the GHS records.