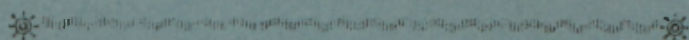
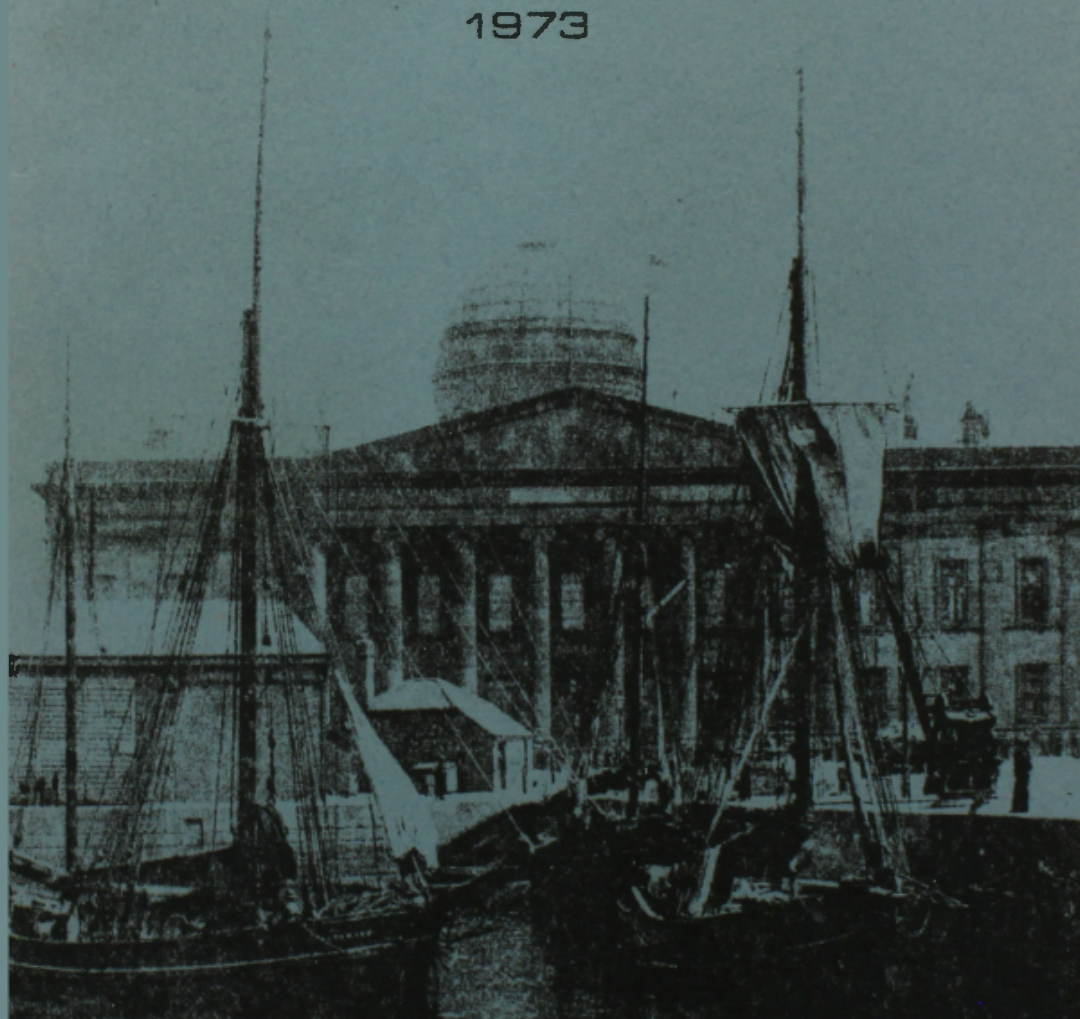


LIVERPOOL
NAUTICAL RESEARCH SOCIETY



THE BULLETIN

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L I V E R P O O L N A U T I C A L
R E S E A R C H S O C I E T Y

B U L L E T I N

The Liverpool Museums
William Brown Street
Liverpool 3.

Hon.Secretary - M.K.Stammers, B.A.
Editor - N. R. Pugh

There is a pleasure in the pathless woods,
There is rapture on the lonely shore;
There is society, where none intrudes,
By the deep sea, and music in its roar.

Byron.

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SAM J.M. BROWN - MARINE ARTIST (1873-1965)

Fifty years ago a well known marine artist, Sam J.M. Brown, resided in Belgrave Street, Liscard, Wallasey. Of his work, there are still originals and reproductions about, and fortunately Liverpool Museums have some attractive specimens. It happened that the writer once had tea with the family, being in 1925 a school friend of Edwin Brown, the artist's only son. Edwin later became a successful poultry farmer but was not endowed with his father's artistic talents.

Sam Brown painted for Lamport and Holt, Blue Funnel, Booth, Yeoward Lines etc., in advertising and calendar work. He made several sea voyages to gain atmosphere for his pictures, even to the River Amazon. In local waters his favourite type seemed to be topsail schooners, often used as comparisons to the lordly liners of the above mentioned fleets.

About 1930, the Browns moved to Malpas, Cheshire, and though Sam exhibited a beautiful picture of swans at the Liver Sketching Club's autumn exhibition one year, no further ship portraiture appeared.

In November 1972, I was privileged to attend an exhibition of Marine paintings, on the opening day at the Boydell Galleries, Castle Street. Here I found quite a number of Sam Brown's works. "British Battleship dropping the pilot" at the Mersey Bar, was one unknown to me before. It shows a pulling boat transferring the pilot to DAVID FERNIE, the No.4 boat of those days, fifty odd years ago.

These pictures have a quiet charm about them, which reflects the retiring disposition of the man. Like Samuel Walters before him, Sam Brown put on record many Mersey scenes in times before colour photography was developed. Other members will have memories, no doubt, of this popular artist and his work, for he painted in the era of "ships - beautiful".

N.R.P.

FLOATING RESTAURANT

WESTWARD HO, ex VECTA, once well known as a small passenger motorship between Southampton and Cowes, and in the Bristol Channel, has arrived in Manchester. There, Messrs. Compass Caterers are having her fitted out as a floating restaurant in the docks.

SHIPBUILDING AT BIRKENHEAD

Six ships were launched by the Cammell Laird Yard in 1972:-

ESSO MERSEY	OAKWORTH	ORDUNA
ESSO CLYDE	GAMBADA	ORBITA

Those actually delivered to their owners during the year, mostly ahead of promised date:-

ESSO MERSEY	LETCHWORTH	GAZANA
ESSO CLYDE	OAKWORTH	ORBITA

When ORDUNA and GAMBADA are completed, the output will be four pairs of sisterships, with the hope of plenty more to follow.

NOVEMBER MEETING

On 9th November 1972, Mr.E.Paget-Tomlinson spoke to the Society about Mersey and Weaver flats. Unlike Thames barges, very little has been written about flats. The term "flat" is vague and was applied to both dumb and sailing barges. Those of the eighteenth century were single masted with square sails. In the mid eighteenth century, the Weaver flats were built with square sterns in order to fit the improved locks on the Weaver. The square stern remained a typical feature of the Weaver craft until the present century.

The Mersey sailing flats retained the pointed stern and were rigged with a single gaff mainsail and jib. In the 1890's larger flats for coasting work were fitted with a mizzen mast. These were called "jigger" flats. Sailing flats began to decline on the Weaver with the introduction of steam power, making possible the towing of dumb barges.

Sail lasted on the Mersey into the twentieth century, but very few flats were under sail after the first world war, except for a few of the "jigger" type. The last flat under sail was the KESKADALE in 1947. Many sailing flats were converted into dumb lighters.

These vessels carried many different cargoes. Salt from Winsford to Liverpool, and coal on the return trip, were particularly important. Grain, lime and building materials were also carried in large quantities. A few small flats specialized in delivering explosives to and from the powder hulk at Bromborough.

The larger jigger flats traded coastwise to North Wales, Fleetwood and sometimes further afield. These vessels could carry up to 200 tons of cargo. There were also the "cut flats" - canal flats designed for towing. These were to be found on the Bridgewater, the Shropshire Union, the Leeds and Liverpool, and the Rochdale canals. Their dimensions and design varied according to the working conditions of navigation on each waterway.

The Rochdale flats, for example, had to be of shallow draft in order to make the trip up to Sowerby Bridge. They were towed by horses, whereas the "dukers" on the Bridgewater Canal were invariably towed by steam tugs after 1860. The modern steel motor barges on the Bridgewater still have the same hull form as the older wooden "dukers".

Flats were built at several places, including Runcorn, Northwich, Winsford and Widnes. They were always of solid construction, with a very heavy keelson to compensate for the structural weakness of the two large holds. As far as is known there are no sailing flats left afloat. A number of hulks survive at Widnes and Runcorn. The ex-Shropshire Union flat MOSSDALE and the Leeds and Liverpool coal flat SCORPIO have been saved for the North Western Museum of Inland Navigation.

Mr. Paget-Tomlinson's talk was illustrated by some excellent photographs and slides. After coffee there was a lively discussion. Dr. F. Howard proposed the vote of thanks and he was seconded by our President, Mr. R.B. Summerfield. This motion was carried with acclamation. It is good to hear that Edward Paget-Tomlinson is writing a pamphlet on the flats, which will be published shortly.

M.K.S.

LIVERPOOL BAY LIGHTSHIPS

On 4th September 1972, the Bar Lightship PLANET was removed from station and replaced by an unmanned lightfloat, so ending a chapter in the port of Liverpool's history which began on 1st December 1813, when the first manned lightship in Liverpool Bay was established by the Dock Trustees.

She was the GOOD INTENT, a Dutch galliot of about 90 tons displacement purchased for £525, and used to mark the "North West" station about $4\frac{1}{2}$ miles 325 degrees from Hilbre Island. At that time the position of the lightship served as a landfall mark for vessels using either the Horse Channel or Hilbre Swash. GOOD INTENT was fitted with a single lantern containing four oil wick lamps. She continued to serve until 1836 when she was sold for £21.

The relief vessel in the early days was the sailing survey cutter AURORA, but in 1817, the new lightship MILO was built by Peter Quirke and Co., to be followed in 1820 by COMET built by Humble and Hurry.

About this time, the Horse and Rock Channels were proving inadequate for vessels wishing to enter the port at all states of the tide, and surveys were made by Lieut. Evans in 1828 and by Lieut. Denham in 1833 in order to mark the channel between Burbo Bank and Taylor's Bank, now called Queen's Channel, but known at that time as Victoria Channel. The buoyage system of the whole port was greatly improved by Lieut. Denham and in 1833 a new lightship, NORTH STAR, was built for the Formby station, established in 1834. The cost of NORTH STAR was £1,910, complete with all equipment. Oil and wicks for one year cost £150 and each of the three-man crew was paid £100 per year, finding his own food and clothes. METEOR was built in 1835 by Humble and Mylchrist. During a great storm in January 1839 when her moorings parted, she succeeded in making the River under her own sail, although many fine vessels were wrecked in Liverpool Bay.

In 1840 the Crosby Station was established. Two new lightships were built, QUEEN in 1839 and ALBERT in 1840. QUEEN was valued at £2,000 and she was 71 ft. long x 15 ft. beam, with a gross tonnage of 81. All the Liverpool lightships built in the period 1813 to 1840 were constructed of oak, but in 1842 the first iron lightship in the world, PRINCE, was built for the Dock Trustees by Laird Brothers of Birkenhead. PRINCE was 99.2 ft. long x 21.1 ft. beam and had a displacement of 200 tons on a mean draft of 9 ft. PRINCE was moored on the North West station in 1843, and proved to be extremely seaworthy and practical. So much so, that from that date until 1912 all Liverpool lightships were constructed of iron.

PRINCE had a long career - she served as a lightship or watch vessel until 1926, when she was sold to Coopers, who continued to use her as a sand barge up to September 1961, when she was broken up for scrap at the amazing age of 119 years!

TOBIN was built in 1850 and continued as a lightship until 1894 when she was sold to the North British Railway Co., who in turn employed her as a lightship outside Silloth Harbour. A further nine lightships were built after TOBIN up to the year 1960. Of these, seven were constructed of iron, one part iron and part steel, and one steel. In 1870, the pay of each member of a crew was £2.50 per month and a complete food allowance was provided, which included one pound of beef, and a half gallon of beer per man per day!

On 3rd September 1873, the Bar station was established with the COMET built in 1866. The Bar marked the entrance to the main channel (Queens) and replaced the boat bell beacon which had formerly marked this location. The North West station was moved to a position about 7 miles west of the Bar, and on the day before the Bar was established, the Formby lightship was fitted with the first revolving light to be used in Liverpool Bay.

The Upper Mersey Station was established on 9th November 1886, off Otterspool, with MARS built at Runcorn in the same

year. This increased the number of manned lightships operated by Mersey Docks and Harbour Board to five, but in 1912 the Upper Mersey was abolished, MARS was converted to a barge and eventually broken up in 1927. The first lightship (apart from the original GOOD INTENT) to be built outside the Mersey, was launched in 1912, at Leith by Hawthorns and Co. Ltd. She was named ALARM, constructed with iron shell plating below the sheer strake, an iron bar keel, but with steel frames and bulkheads. The cost of ALARM was £12,165 complete with lantern etc., and her dimensions were: length 104ft., beam 24ft., with a mean draft of 10'8".

ALARM was built to replace another lightship of the same name which had been built in 1885, and run down and sunk by s.s. PACUARE on 22nd August 1911, whilst on the North West station. The new ALARM was the first Liverpool lightship with a specially built central lantern tower. Prior to 1912 all the lightships had a lantern, encircling the mast, which was lowered into a lantern house at deck level during daylight, for trimming and cleaning the oil lamps. The exception to this was COMET which was sunk for the third time in 1909 whilst on the Crosby station. She was salvaged and the foremast lantern was replaced by a three feet diameter mast supporting a fixed lantern. The mast went through all decks, and housed the weights which drove the clockwork mechanism for revolving the petroleum vapour lamp. The weights had to be wound up about every 15 minutes throughout the hours of darkness.

Whilst on the subject of lanterns, it is interesting to note that STAR built in 1885, was originally fitted with a carbon-arc light powered by steam driven dynamos. However, this light proved unreliable and was never used on station. A distinguishing feature of all Liverpool lightships, except PLANET built in 1960, was a short, stumpy bowsprit. There were two reasons for this; it helped to reduce damage caused by vessels drifting down across the bows of the lightship, and it provided support for a block, clear of the ship's side, which was used when removing turns from the mooring swivel.

In 1927 the Bar lightship ALARM was one of the first lightships in the British Isles to be fitted with a radio beacon. The other ships fitted were the Coningbeg and the Spurn lightships.

On the 4th October 1960 ALARM was withdrawn from the Bar station for the last time and replaced by the new ship PLANET built by Philip and Sons Ltd. of Dartmouth. PLANET remained on the Bar station, except for overhaul periods, until her withdrawal on the 4th September 1972. The triple-flash was rated 685,000 candelas, and in addition to the radio beacon and fog signal, a racon radar beacon was also fitted. The dimensions of PLANET were length 133ft., beam 26'6", depth 12'6".

The lightfloat replacing PLANET is 55ft. long and has a displacement of 105 tons. The light is a "Dalen" lantern, burning a mixture of acetylene and air through a gauze mantle with an intensity of 3,750 candelas. The electric fog horn operates continuously and in addition a Racon radar beacon is fitted.

G. J. HOLDEN

(It is hoped that Mr. Holden will give an illustrated talk to the Society on Mersey Lightships, during our 1973-74 season. He is a member of the Surveyor's Dept., Mersey Docks and Harbour Company)

ANOTHER MANXMAN COMES ASHORE

There was a boisterous fanfare of ships' whistles on the Mersey at eleven on the morning of 29th November. Captain Harry Kinlay, due to retire from the Isle of Man Steam Packet Co., in January, was taking out the BEN MY CHREE for the last time. He has spent 31 years with the Company, and completed almost 50 years of sea service.

His first ship was the coaster BRIARFIELD when he was

fifteen, and later was aboard the Thomas Wilson coasters plying between Liverpool and Whitehaven. He took part in the Dunkirk evacuation, and has commanded Manx passenger vessels since 1964.

Captain Kinlay resides at Colby, I.O.M., and we wish him a happy and well-earned retirement.

NEW NAMES FOR OLD

AEGIS CARE	ex AEGIS MYTH ex THESEUS
AEGIS BEAUTY	ex FIRBANK
AFRICAN LION	ex KING HENRY
AMOY	ex OBUASI (sunk)
ANIARA	ex ADA GORTHON
ASCANIUS	ex AKOSOMBO ex ASCANIUS
ALCINOUS	ex ANCHISES
ARCHIMEDE SAILEM	ex GLADSTONE (tug)
ARION	ex MERTOLA ex POORTVLIET
AMALLA	ex KINGENNIE
BENLEDI	ex PANDO CAPE ex BALLARAT
BRIGHT SEA	ex SANDRINGHAM QUEEN
BURMAH OPAL	ex JONWI
CALYPSO	ex SOUTHERN CROSS
CELEBES SEA	ex PANAMA
CITY OF DELHI	ex BENEDIN ex CITY OF WINNEPEG
DA VAREZZANO	ex BENALBANACH
DA NOLI	ex BENLEDI
DA RECCO	ex BENWYVIS
DYNAS	ex GLENLOCHY ex ANTENOR
ELLEN B	ex WORCESTERBROOK
ELENMA	ex AKASSA PALM
ELENI I	ex KING GEORGE
FOCOMAR	ex LOCHBROOM
FIBROOK	ex WARWICKBROOK
GLENBROOK	ex ARKLOW VALE ex TORQUAY ex ROSCREA
HOBART STAR	ex BUENOS AIRES STAR
HUNG MIEN	ex DOLIUS ex GLENFRUIN ex DOLIUS
HONGKONG ISLAND	ex ORITA ex AFRIC
JADE BAY	ex RAMON DE LARRINAGA
JULIETTA	ex PORT HUON

KAIGO	ex DARDANUS
KAPPA PIONEER	ex CORBEACH
KYRA MARUKO	ex CORSTREAM
KAVO MALEAS	ex PIZARRO
KAVO LONGOS	ex COTOPAXI
KAVO PEIRATIS	ex POTOSI
LEVANTINO	ex AFGHANISTAN
LANTAO ISLAND	ex OROPESA ex PACIFIC EXPORTER
	ex OROPESA ex ARAMAIC
MILOS	ex GRIGORIOS ex SCOTTISH PRINCE ex ALBEMARLE
	ex AFRIC
MELBO	ex MELBOURNE STAR
MARIETTA	ex PORT ALBANY
MEDITERRANEAN SEA	ex CITY OF EXETER
NATALIE LETZER	ex HAMTUN (tug)
OKRIKI	ex LIZZIE TERKOL
PARWARI	ex PATANI
PHILOCTETES	ex PATROCLUS (scrapped)
PROTOAPOSTOLOS	ex NEW WESTMINSTER CITY
PREMIER PACIFIC	ex LOMBARDY ex MANCHESTER FREIGHTER
	ex CAIRNFORTH
PREMIER ARCTIC	ex FIDENTIA ex KEPWICKHALL
QUICKTHORN	ex TANMERACK
SHENGLI	ex TORR HEAD
VASILIOS S	ex MARIA S ex ERROL ex LADY ANSTRUTHER
	ex DELILAH ex RUTH
VITTORIA	ex COCUR (bucket dredger)
YONG CHUN	ex BENARMIN

Readers are always left to absorb these name changes, and make their own inferences as to what they imply. It would be wrong however, to assume that practically all the British Merchant Marine has now been sold to Greeks, Cypriots and Chinese!

The ~~coastal~~ tanker LIZZIE TERKOL, which used to visit the Mersey, has changed to the Liberian flag, and her new name suggests an imprecation.

The Workington Harbour Authority's bucket dredger COCUR came to the Mersey on several occasions for refit in the early 60's, under her own steam (and a pall of coal smoke!). It will be noted that she has now been renamed VITTORIA and works in Italian waters.

DECEMBER MEETING

On 14th December some forty-five members enjoyed the annual Social Meeting. Excellent refreshments were provided by Miss Susan Welsh and her helpers.

Mr. Jack Manning of Flooksburgh gave a talk on "Shrimp Fishing in Morecambe Bay". He described the geographical lay-out of the Bay and its many hazards. Originally all fishing was done by boats, but reclamation of the upper estuaries had made the channels so shallow that in the early years of the present century, the Flooksburgh fishermen took to trawling from a horse and cart. In the 1950's the first tractors were used for trawling and these were so successful that they have been universally adopted.

Originally the fishermen depended on selling their catch locally, often eking out their living by running small market gardens. Today they own their own co-operative shrimp processing plant, which is very successful. However, the job is still a hard one, with long hours of work, often with poor catches.

Mr. Manning showed an idyllic film of the cart fishermen at work, which was much appreciated by all present. After a short interval for questions, Mr. W.P. Raine proposed the vote of thanks, and was seconded by Mr. P. Welsh. This was carried with enthusiasm, and led us up to sherry and mince pies, coupled with Christmas greetings.

M.K.S.

LAKE DISTRICT STEAMBOAT MUSEUM AND DOCKYARD

Following recent mention of the Maritime Trust, Mr. George Pattinson of Windermere has written to say "You may be interested to know that seven of our vessels are now classified as unique in Europe, and have been formed into the Windermere Nautical Trust, a charitable trust for the preservation of these vessels. The Maritime Trust is sponsoring quite an elaborate Steamboat Museum and Dockyard for these vessels, for exhibition to the general public. It is a

tremendous project, which will be well worth seeing when it is opened, probably in about two years time."

It will be remembered that George Pattinson has purchased and salvaged a number of vessels which once plied on the Lakes, including the historic ESPERANCE, RAVEN, GONDOLA etc. ESPERANCE was built by Seaths of Rutherglen in 1869 of wrought iron. 75ft. long overall, she was shipped to Barrow, and thence by rail to Lakeside. Single track was improvised in the centre of the arched bridges to allow clearance. Mr.H.W. Schneider, chief of Barrow Ironworks, used this yacht daily in part of his journey between Bowness and Barrow - roads not then being adequate.

More news of this Steam Boat Museum of the Lakes is awaited with interest.

MERSEY NOTES

The Rea steam tug THROSTLEGARTH for long laid up at Birkenhead, left for Troon on 3rd November in tow of DUNHERON ex GOLDEN CROSS. THROSTLEGARTH was launched at Aberdeen in 1954, and doubtless through the changeover to diesel propulsion, she has gone to the breakers at a comparatively early age. Although most of her working life was spent on the Mersey, she did have her highlights at Barrow in Furness attending on ORIANA and on HMS HERMES

The small stern-trawler EDWARD FORBES of Cardiff was at Princes Stage on 2nd November. She was engaged in research work in the Irish Sea, for the Tidal Observatory at Bidston.

The Cawood container ship CRAIGAVAD damaged by grounding on Great Copeland Island, as previously reported, was repaired in Amsterdam and returned to service in the New Year.

28th October being the last Saturday of British Summer Time, the afternoon tide was sunlit and full of interest at Birkenhead locks. The green hulled Swiss vessel BASILEA sailed, and the Somali-registered CELEBES SEA ex PANAMA entered from Copenhagen, light. A chinese crew had taken her over in Denmark as a redundant unit of the East Asiatic Co's fleet.

On this tide, the Panamanian tanker KULAND ex OTINA sailed from Lairds Basin, and the Norwegian tanker CARDO left Tranmere to allow a clear berth for the incoming ENERGY TRANSPORT. Rea's super tugs BRACKENGARTH and HOLLYGARTH had to leave CARDO stemming now ebbing tide off Seacombe, to attend the even larger ENERGY TRANSPORT. When more than one large tanker is moving, the "supers" can be hard pushed.

The Cyprian ship NEFELI ex OSBORNE QUEEN was on passage from Garston to Antwerp in ballast, and was in the Lands End area on 4th November. She had had a fire caused by an electrical fault which put her radar out of action, and to make matters worse, fog descended. At 3 a.m. she grounded on rocks half a mile from shore, which tore a hole in her bows and sheared off the rudder. She was soon ashore in Dollar Cove beneath 200ft. cliffs. Both lifeboats were smashed in launching, but nine of the crew reached the base of the cliffs with three men remaining on board. Coastguards located the ship and hauled the survivors up by rope. She was built by Ardrossan Dockyard Co. in 1957, of 1424 tons.

The Rea tug ROSSGARTH ex ROSSMORE sailed from the Mersey for Malta on Sunday 26th November. One of a trio which Rea's acquired from Furness Withy Lines, she leaves FOYLEGARTH and KILGARTH still working in our port.

November 20th was the 25th wedding anniversary of H.M. The Queen and Prince Philip. One would have expected ships to be dressed, but in casting ones eye along the river front, only the Alexandra tugs CROSBY and ALFRED put up a brave show of new bunting. Surely this was an occasion when vessels of the Mersey Docks and Harbour Company, and the Merseyside Passenger Transport Authority could have shown an example.

Is Liverpool finished as a great port? Your scribe does not think so. We hear much of ships which have left the port because of slow turnaround and high charges, but much less of new services established. Extra size and speed means fewer ships. The bigger lines, once highly competitive, have grouped together internationally. The pattern is

altogether different, and would have taken place even without the intransigence of dock workers, which many critics blame has alone killed Liverpool's former glory.

Fifty years ago, the Mersey was often full of anchored ships waiting to dock on the next tide. Nowadays, with Gladstone, Langton and Waterloo entrances capable of working at all tidal states, this does not happen. Ships are held at the Bar anchorage until their berths are ready for them. This is a factor which may not be apparent when scanning an estuary completely devoid of ships.

A Dutch built motor coaster used by Coast Lines Ltd. in their Irish Sea trade was FERNFIELD, which became surplus to requirements in 1972. She became SHEVRELL, which is a name favoured by Tyrell's of Arklow, but did not stay with them and crossed the Atlantic to Canada to be renamed FERNFIELD. At time of writing, she is at Quebec as owned by Enterprise de Navigation de l'Ile, Inc. She awaits the dispersal of this winter's ice, when she will head up the St. Lawrence for the Great Lakes, with the new name of COUDRE DE L'ILE.

The Isle of Man Steam Packet Co's cargo motorship FENELLA left Princes Stage at lunchtime on Thursday 28th December, to lie up pending disposal in Morpeth Dock. PEVERIL has completed conversion to container carrier at the yard of her builders - the Ailsa S.B.Co. of Troon. A substantial quantity of cargo for the Island is now carried by another Company, between Glasson Dock, near Lancaster, and Castletown where container handling gear has been installed. Small vessels like TOWER DUCHESS, NORTHGATE and ROYALGATE work this service.

The Alexandra Towing Co's WAPPING ex WILLIAM LAMEY is reported to have taken up towing operations in the port of Gibraltar.

As the trimly painted Chinese ship HUNG MIEN sailed up the Mersey to dock at Birkenhead on Saturday 25th November, it was soon apparent that she bore the unmistakable features of a Blue Funnel ship. And sure enough, she turned out to be ex-DOLIUS, drydocking in Glasgow and smartly turned out with grey hull, green boot topping and a cream funnel with narrow black top.

Readers will have noticed, and future researchers will certainly discover, that the changes in Ocean Fleet's nomenclature are at present quite bewildering. It came about late in 1972, that the fleet contained two PATROCLUS's and two PERSEUS's, although unless pressed, I shall not use space to explain why! And so we saw PHILOCTETES ex PATROCLUS, the last of the turbine ships, sail from Birkenhead on 4th December finally destined for the breaker's at Taiwan. The thought goes through the writer's mind as to whether reputable Greek gods are now in short supply!

Last April, a thousand-tonner passed the Princes Stage one lunchtime, fast and light on the strong ebb. She was the Cyprian CAPE SABLE ex HAMBURGER BURG, ex THOMAS SCHULTE built at Kiel in 1957. She has no connection with a vessel of the same name owned by the Lyle Shipping Company. On 16th December, she foundered off Corunna, and out of a crew of 19, only 6 were rescued by a Spanish trawler.

Saturday 20th January gave the Mersey its first snow of the winter. With easterly gales making Douglas untenable, BEN MY CHREE embarked her Liverpool passengers at Peel. The shelter of the island is lost when passing Chicken Rock in these conditions, and the voyage time is considerably extended. The other winter service passenger vessel MONAS QUEEN left Liverpool at 11 a.m. for Peel, whilst BEN was only abeam of Langness at that time.

The Dutch coaster TIDE, which was an occasional Mersey visitor, came to grief early on Sunday 21st January. On passage from Sligo to a Cornish port to load china clay, she was in the vicinity of South Rock Lightship when a fire occurred. It was not possible to reach the engine controls and stop her, and she sailed on at ten knots. HMS BERWICK sent a helicopter but in the darkness it was unsuccessful in taking off the crew. HMS BRONINGTON sent a motorized rubber dinghy and took all the men off. Nine survivors were landed at Bangor, Co.Down, suffering from shock. TIDE hit the rocks at the entrance to Strangford Lough.

N.R.P.

YOUTH TRAINING

In most European countries, the value of sea training for young people has become recognized, and Great Britain is well represented with the sail training vessels SIR WINSTON CHURCHILL, MALCOLM MILLER, ROYALIST and CAPTAIN SCOTT. So far as I know, only the latter has not visited the Mersey.

ROYALIST was here twice last summer, and is interesting in being brig-rigged and therefore would conform to Commander Alan Villiers preference for square rig training, as opposed to schooner types. The pity is she is so small, having a length overall of 76ft., whereas an average sized Mersey tug is 90ft. Nevertheless she can accommodate ten officers and eighteen trainees, and is normally based at Portsmouth.

ROYALIST is owned by the Sea Cadet Corps, and not by the Ministry of Defence as stated in a previous issue, who nevertheless contributed handsomely to her construction.

Our member Captain F.W.Skutil, C.B.E., R.N.N.(Rtd), of 20 Briarfield Road, Heswall, is Chairman of the Merseyside Branch, and is always pleased to provide information about the ship and of the Cadet Corps.

And regarding youth training, another vessel which lies at moorings in Portsmouth Harbour should not be forgotten. She is FOUDROYANT, launched at Bombay in 1817 as the teak-built frigate HMS TRINCOMALEE of 46 guns. She remains a training centre for boys and girls, bringing into their lives a breath of the sea, the benefits of discipline through teamwork and some knowledge of their country's maritime traditions.

Except for HMS VICTORY, at 155 years she is the oldest surviving ship of the Royal Navy, and last year was docked for the first time for 68 years!

N.R.P.

THE SOCIETY'S ORIGINS AND PROGRESS

The idea of a research society in Liverpool was certainly in the minds of a number of independent research workers in 1937, notably Arthur C. Wardle and W. Stewart Rees. Some local ship model makers, drawn towards research in their quest for accuracy in their models, were also thinking on similar lines, notably W.M.Mather, H.Owen, V.H.Green, H.N.Leask and others.

Articles in "Sea Breezes" and "Liverpool Daily Post" gave stimulus to the idea. Subsequent events were also influenced by the return from Burma to Merseyside of Capt. E.A. Woods, an authority on sail.

The City Librarian at that time, J.F.Smith, M.A., F.R.S.A., lent his support, and at his invitation a private meeting was held at Picton Reference Library on 23rd March 1938 with A.C.Wardle in the chair. The meeting resolved that the Liverpool Marine Research Society be formed with three main objects. To encourage a public interest in Liverpool's maritime and ship history, to collect and collate material relating to Liverpool ships and seamen of the past, and to undertake an historical survey of locally-owned vessels.

The inaugural meeting was held on 11th April 1938 in the Accountants Hall, Fenwick Street with Capt. E.A. Woods as Chairman, and Mr. Wardle as Secretary and Treasurer. After a short time, "Marine" went out of the title, which became "Liverpool Maritime Research Society" and later "Nautical" was substituted for "Maritime".

In June 1938, the Earl of Derby accepted the Presidency, whilst vice-Presidents were Sir Edgar R. Bowring, Sir Geoffrey Callender (Director of the National Maritime Museum at Greenwich), Mr. Robert Gladstone, and Mr. Ernest B. Royden (later knighted). In July two more vice-Presidents were added in the persons of Sir Sydney Jones and Mr. Ronald Stewart-Brown.

The first lecture meeting was held on Monday 9th May 1938 at the School of Commerce, Tithebarn Street, when A.C.Wardle presented a paper on "Early Liverpool Vessels and Trade". Four further papers were given in that 1938/39 season, when the advent of war caused the Society to close down.

However, the enthusiasm was still there, even though many valuable records were lost through enemy action. Founder members were keen to renew activities, and with Liverpool standing firm after that testing year of 1941, a meeting was held in Richmond Street premises on 3rd October 1942. Capt. E.A. Woods spoke on "The White Star Australian Packets". As a safety measure meetings were held on Saturday afternoons until October 1945.

Other meeting places were Crane Studio, Cunard Building, Dock Offices, Common Hall, Ocean Club, Clubship LANDFALL, and latterly Liverpool Museums. In the 1960's LANDFALL was a particularly appropriate and popular rendezvous near buses, trains, ferries and car park. The ship came to be converted into a restaurant with dancing and was no longer available to us. In any case, with the closure of the South Docks in 1972, LANDFALL has been moved to Collingwood Dock, more remote from the City than formerly.

But to harken back - from 1944 onwards, several volumes of Transactions have been published by the Society containing the results of members' research. A further volume is at present being prepared, thanks to a bequest made by the late Mr. Foster-Petrie.

One of the early members was Mr. R.B. Summerfield who had the distinction of holding the chairmanship from 1952 to 1966, when business commitments dictated retirement from this onerous office. Since then we have been fortunate indeed to have had Mr. W.P. Raine 1966/69 and Mr. P. Welsh 1969/72. Now, Mr. K. Stuttard assumes the reins of office as Chairman, to which we have welcomed him wholeheartedly.

From 1953, Miss E.M. Hope was our very able Hon. Treasurer for a long period of years, from whom Mr. T.D. Tozer has assumed the duties of exchequer.

It was a great joy to us all that at the end of 1969, the marriage took place between Mr. Summerfield and Miss Hope.

In these recent times, we have reason to thank Mr. E.W. Paget-Tomlinson who was our hard-working Secretary for quite a number of years, and who is still active in the Society's interest. Mr. M.K. Stammers has assumed the important role of Hon. Secretary since 1969.

In this short historical account, it is not possible to mention all the names of people who have made contribution to the Society, and supported it in different ways. Nevertheless, let us remember the personalities we were fortunate enough to have in their lifetime, like Miss E.B. Saxton of Liverpool Corporation Libraries, Capt. George Ayre, Secretary of New Brighton Lifeboat, Capt. Beard D.S.C. and his sailing ship records, Capt. Beggs, Capt. Ewart and Capt. Cumming. Then there were Nigel Kennedy, Leslie Speller, Harold Pattinson, John Smart, A.L. Bland and many more.

The Society has been fortunate too, in having as President the late Earl of Derby from 1938 to 1948, then the late Sir Ernest B. Royden, until 1960. In 1962, Mr. Arnet Robinson accepted the Presidency. As Dock Board Chairman, he welcomed H.R.H. The Queen to the opening of the Langton Dock entrance. His knighthood was bestowed in 1963 for his services to coastal shipping. Sir Arnet relinquished the Presidency so ably accomplished in 1972. On the invitation of our Chairman and Council, the Presidency has been accepted by Mr. Ronald B. Summerfield.

A quarterly pamphlet - News, Notes and Queries - was commenced in January 1951. The first editor was Mr. Keith P. Lewis, followed by Mr. Summerfield and later by Mr. A. Stuart Mountfield, a present vice-President.

News, Notes and Queries therefore celebrates its 21st birthday this season under its fourth editor. This spring will, of course, commemorate the 35th anniversary of the Society's birth.

"The record of today is the history of tomorrow" states a pamphlet named "In Retrospect" produced in 1955 by Mr. R.B. Summerfield. It is from this account of the Society's progress that most of the foregoing stems. What would Messrs. Wardle, Stewart-Rees and E.A. Woods think of their brain child, if they could see it today? They would not be disappointed, for the Society thrives on the enthusiastic support it receives from members and friends. Much has been done - much remains to be done. Liverpool is in the throes of great change - the Seaforth Dock complex has arrived, the South Docks have closed - our maritime traditions prevail.

N.R.P.

PERSONAL COLLECTIONS AND RECORDS

Bram Hallam writes from Great Crosby - "Fred Henry's remarks (in our last issue) about the preservation and disposal of members' records upon the termination of life on earth is not new. I suggest that he knows young men who are interested in his subject, and who would welcome his records, for the personal satisfaction of the recipient; who would be able to share them with his friends of similar interest. In my own case, association with societies has enabled me to see young men grow from boyhood, to develop interests, some specialist, some general, and so long as these young men do not refer to a ship as "it", and sail "in" ships and not "on" ships, refer to "dayvits" and not "davvits", they will receive their due from my collection. But I hope it will be many years before this happens!"

Have any members given thought to this matter and reached conclusions? Any further observations would be appreciated by the Editor, for inclusion in our next issue. Some of us have scrapbooks, photograph albums, precious Lloyds Registers, models and hosts of other marine objects. It would be heartening to think that they might be of use to some enthusiast, and not find their way prematurely to an incinerator, which can easily happen.

JANUARY MEETING

On Tuesday 9th January 1973, over one hundred members and friends of the Society were privileged to hear and see Commander Alan Villiers, who presented one of his excellent films. This showed the development of the sailing ship from a simple log raft to the great steel-hulled grain ships of the twentieth century. All the film had been taken by Alan Villiers himself, and the shots of the big square riggers are now unique, for no one had made films of these beautiful vessels, despite the fact that they were very good subject for the medium. Marine historians therefore, owe a great debt to Alan Villiers, not only for his film record of life aboard the last of the great commercial sailing ships, but also for his many books on sail.

Our speaker provided his own very entertaining commentary to the film. From the primitive log fishing craft of the Indian Ocean, the next sequence showed life aboard the dhows of Arabia. The splendid efficiency of the lateen sail, which can be both a square and a fore and aft sail, was well demonstrated. It was also emphasized what marvellous seamen the dhow sailors were. They sailed with few navigational aids and often without any charts. The importance of the continuity of seafaring tradition, when much knowledge was handed down by word of mouth, was also emphasized.

Much later, on all the world's seas, the traditions of how to sail large ocean-going vessels could only be preserved through use. The best of the present day sail training ships are worked with the inherited knowledge of generations of seafarers in sail; and the small nucleus of square-rig trained men in MAYFLOWER II ensured the success of the voyage.

In 1957, the replica of the original MAYFLOWER sailed well, although the fact that the rigging rolled more than the ship, was rather worrying until it was discovered that it was designed to be flexible, and not rigid, like steel masts and rigging. It was also discovered that the spritsail was a much more useful sail than the spanker that superceded it.

Following that part of the film dealing with MAYFLOWER II, there was a sequence on two Sicilian brigantines, which had been converted to look like eighteenth century British frigates. Finally Alan Villiers showed some of the film he had taken on board GRACE HARWAR and PARMA in the 1930's. This included many shots of the crew working the ship in all kinds of weather, including a gale off Cape Horn, with decks awash, and sails blown to ribbons. Commander Villiers commented on how useful he found the brace winches, and the many capstans on PARMA. The latter-day British sailing ship owners and skippers appeared to be very conservative about such labour saving devices. But they were adopted whole-heartedly by the Germans, who managed the finest of the twentieth century sailing ships. He described his interview with the amazing master of PREUSSEN and POTOSI who is still alive, aged 96, in Chile.

After coffee, a lively discussion ensued which centred on the present sail training ships. Alan Villiers regretted the tendency for fore and aft rigged vessels to predominate.

The vote of thanks was proposed by Mr. M.B. Glasier and seconded by Mr. G.E. Rodger (both of whom have sailed in square riggers). This was carried with acclamation.

* * * * *

Later we were delighted to hear that Commander Villiers derived much pleasure from his visit to Liverpool. Surely no city could be more appreciative of real seamanship than ours - for all of us, this was an evening to remember.

M.K.S.

THE ENGLISH ADMIRALS by R.L.S.

"When Raleigh sailed into Cadiz, and all the forts and ships opened fire on him at once, he scorned to shoot a gun, and made answer with a flourish of insulting trumpets! God has made nobler heroes, but he never made a finer gentleman than Walter Raleigh".

TWO QUERIES

The Plymouth barquentine FRANCES AND JANE is the subject of a query received from Mr. Ian D. Merry of Culliford, Bere Alston, Yelverton, Devon, who sailed in her as A.B. in 1930. Mr. Merry is particularly interested in detailed records of her voyages, on some of which she carried Cornish china clay to Runcorn, and coal on the return trip to Falmouth. This vessel, and also MY LADY were owned by the Westcott family.

Can anyone assist Mr. Merry, please? Are there any photographs around?

The subject of our second query is a Birkenhead artist - Walter Preston of 26 Argyle Street - who painted a fine picture of Liverpool Pierhead in 1895. This work is still in Liverpool, and our Secretary Mike Stammers would appreciate any information about the artist, and any other works he accomplished.

BIRTHS, MARRIAGES AND DEATHS

It would be quite easy to start, in a journal such as this, a quarterly record of launches, company take-overs and ship demolitions, to compete with the local newspaper's popular attraction.

Notice may, nevertheless, be taken of one or two recent launches - in Japan, of Ocean Fleet's TANTALUS, a turbine oil/ore carrier of 117,000 gross tons. Bank Line will be taking delivery of MEADOWBANK, of 11,400 g.tons building by Swan, Hunter. The Panocean subsidiary of Ocean Fleets have the thousand ton motor tanker ALCHIMIST LIVERPOOL coming into service in a few months time.

The new bulk carrier ANTENOR, of 16,406 tons, built in Japan, has come into service with the Ocean Group.

And from births to a death - the motor tanker CONSTANTINOS ex ASTRID ELIZABETH was condemned at Bahrein in November. Built in Sweden in 1952, she visited the Mersey in her former name. The Japanese tug FREESIA towed her on the long haul to the breakers' yard at Taiwan.

1972-1973 SEASON - REMAINING FIXTURES

March 8th: An evening of Lantern Slides of old Mersey scenes. (A.E.Jarvis and M.K.Stammers)

April 12th: Members' Exhibition Evening.

May 10th: Annual General Meeting.

A CHANGE OF TITLE

Members may remember that suggestions were made for a change in the title of our quarterly publication. Elsewhere, it will be noted that News, Notes and Queries has reached its majority - however, the decision was made by the Council that henceforth it would be known as "The Bulletin" of the Liverpool Nautical Research Society. Only the title alters, and it is proposed to keep to the same general plan, as regards reporting on Society meetings, maritime news, catering for members' interests, etc.

For those who pick up this little journal for the first time, we would invite you to attend one of our meetings as a visitor. If as a ship-minded person you decided in consequence that you would like to become a member of the Society, then application should be made to:-

Hon.Secretary (Mr.M.K.Stammers)
Liverpool Nautical Research Society,
Liverpool City Museums,
William Brown Street,
Liverpool, 3.

The annual subscription is £1.50, which includes attendance at monthly meetings September to May, one of which is a Christmas Social event. Also you will receive by post quarterly a copy of this Bulletin. Most meetings are held at the Museum at 7.30 p.m. on the second Thursday in each month. There are special terms for man and wife membership, and for country members residing more than 30 miles from the city.

Hon.Editor: N.R.Pugh,
7 Dunbar Road,
Hillside, SOUTHPORT.

L I V E R P O O L N A U T I C A L
R E S E A R C H S O C I E T Y

B U L L E T I N

The Liverpool Museums
William Brown Street
Liverpool 3.

Hon. Secretary - M.K. Stammers, B.A.
Editor - N. R. Pugh

Nobly, nobly Cape Saint Vincent
To the northwest died away;
Sunset ran, one glorious blood-red,
Reeking into Cadiz Bay;
Bluish mid the burning water,
Full in face Trafalgar lay;
In the dimmest northeast distance,
Dawned Gibraltar grand and grey;
"Here and here did England help me;
How can I help England?" - say.

Robert Browning

Vol. XVII No. 2

April-June 1973

SD 14 - SUCCESSOR TO THE LIBERTY SHIP

The mass production of cargo ships in U.S. yards was a magnificent feat to combat merchant ship losses by U-boats in the last War, and to prepare for the onslaught on Hitler's Europe, which came in 1944. Vast amounts of stores and equipment would be needed to sustain our invading armies, and

as D-Day approached, a large number of "Liberty" ships steamed towards Normandy.

The commonest types were the "Sam's" and "Victory's" many of which, built around 1942 were still trading on world routes in the 1960's, although designed for only a few years usage. After the war ended, many of the principal British cargo lines used these Liberty ships as stopgaps until specialized tonnage could be built. Gradually they passed into other hands, mostly being registered in Greece, Liberia, Panama etc.

The three masted "Sams" predominated, some diesel, some steam driven. Their gross tonnage was about 7000, but with no great turn of speed. Some were lengthened latterly and used for grain and bulk cargos generally.

After the war they tended to be the work horses of many fleets, and owners began to wonder what type of ship would emerge to replace them, when their life span, already so much exceeded, finally expired. What is now the consortium of Austin and Pickersgill and Bartrams, of Sunderland have designed and turned out many vessels of a type known as the SD.14 as a successor. There are a few under the British flag, one or two have been to the Mersey, but the Greeks have really taken to the type, and one owner is reported as having sixteen. Two examples would be LONDON GRENADE and GEORGE N. PAPALIOS.

In round figures the SD.14 was meant to carry 15,000 tons at 14 knots on 20 tons of fuel per day, and in average sea conditions, this performance has been proved.

A member of the Mercantile Marine Service Association however, writing in "Lloyds List" relates personal experience of the type. He says that in common with a great many other types of ship built recently, the block of accommodation is more or less a sheer sided tower. So as to accommodate a crew of approximately ten European officers and twenty-eight Chinese, there are a large number of small cabins, with correspondingly narrow alleyways. This accommodation is found to be extremely hot in the tropics. The noise level on the uppermost deck is

too high, is this master's opinion, and comes from the engine room air intakes.

There is a fresh water generator which can produce twelve tons per day, but there were problems, as the Chinese refused to exercise restraint, saying "ship got water maker - can make plenty water for himself!"

In basic design, these vessels are too lightly ballasted and when light, pound very heavily in any sort of seaway. When loaded they are very sloppy and ship a great deal of water, making work on deck virtually impossible. The "straight sheer" makes walking difficult and there have been some unpleasant bruising falls. It has become a common saying that there is no lee side on the navigating bridge. Eddying spray makes the lee side wetter than the weather side, which is bad for taking the noon sight.

This is not a wholesale condemnation of the SD.14, and the main Sulzer engine has been well proven. The type has been designed for standard building and economical running - it does what it was designed for, and anyway, ship designing has always been an exercise in compromise.

N.R.P.

A WORKING LIFE SPENT IN THE PORT OF LIVERPOOL

As the Editor has kindly invited me to recall some memories of my working life in the Port, here are a few recollections.

Actually I was not unfamiliar with the Port before I ever entered the service of the Port Authority, for I used to wander about it with my father, who had for many years been Manager of an old coasting firm - John Bacon Ltd. This was one of the first units to become part of Coast Lines.

I think the most vivid memories that I retain of those days before 1914, are of seeing CROWN OF INDIA, a large four masted barque, discharging nitrate in Salthouse Dock, and the

first MAURETANIA passing through the Huskisson/Sandon passage.

In 1918 I entered the service of the Mersey Docks and Harbour Board, and I so well recall entering the great domed building, and announcing that "I'd come" - news which was received with calm. My first job was to index a book containing copies of letters made on flimsies, a process provocative of much profanity. It was a bewildering world in which to find oneself as a boy but gradually as the years of apprenticeship passed, various aspects of the complicated scene of a great Port began to sort out, although until the last day of my service in 1962, I found that there was always something new to learn.

In those early days I remember being enrolled in December 1920 as a special constable, following some Sinn Fein activity, and patrolling the docks at night with various older colleagues. I was duly armed with a revolver, but to my chagrin, not allowed any ammunition. A few years later, during the General Strike, I was stoking the fires in Canada Dock Hydraulic Pumping Station, and learning something of industrial relations.

In the years that followed certain marine incidents remain in the mind - LOCHMONAR on the Taylor's Bank revetment, the vessel being parted just forward of the bridge, and the after portion being brought into Gladstone Dock. A new bow portion was subsequently built on. Shortly after this, the tanker SEMINOLE grounded on the Pluckington bank, and being badly strained, passed a large amount of dangerous petroleum into the River, causing much alarm and requiring stringent fire precautions.

VARAND, another tanker, was damaged in mid-Atlantic and completely disabled. She was brought to Liverpool by Dutch tugs, but off the Bar in bad weather got adrift, and was quite a problem to get safely in to the Dingle Jetty.

The years of the thirties were full of depression and financial anxieties for most people in the world of shipping. Then came the vision of the approaching War and all sorts of preparations.

Just before war broke out there was the tragedy of the submarine HMS THETIS, on trials from Cammell Lairds, and sinking due to misadventure with the loss of a hundred lives. Then shortly after the outbreak of war, the Pilot Boat CHARLES LIVINGSTON was wrecked off the Bar with the loss of 23 lives. I remember on that grim night following the disaster, going with Sir Rex Hodges and Mr. J.S. Rees to Southport for the identification of those washed up on Ainsdale beach.

Of the War and the Blitz much could be written. What a scene the Port presented in May 1941, with ships on the dock bottom, lying at strange drunken angles, and long burnt-out sheds still smouldering, and the roar of the explosion on MALAKAND.

One small memory sticks of an imperturbable colleague, and his comment as a great crash one night in the vicinity of the Dock Office sounded like the end of everything. "It's alright, brother, it's only the mice again". And the night when there was an even nearer crash just behind our control room in the Dock Office, and we had to evacuate to the Naval Headquarters in Liver Building. I can see, in my mind's eye, that somewhat dilapidated procession, headed by one carrying a cage of budgies, and with two injured men.

So we came to the difficult post-war years, with the problems of reconstruction against a background of shortages, and so to responsibilities of many kinds.

But the abiding memory is of friendship in a great service, of which I was proud to be a part, a service with a sense of duty which was at its best in the darkest hours; and that memory strengthens my faith in our great Port.

A.S.MOUNTFIELD

(Note - As a Vice-President of the Society, Stuart Mountfield is well known to all of us. He was General Manager of the Mersey Docks and Harbour Board from 1957 to 1962, and has written an authoritative history of the Board entitled "Western Gateway")

PERSONAL COLLECTIONS AND RECORDS

Fred Henry's plea for suggestions on how to dispose of treasured collections, was answered by Bram Hallam in our last issue. And now Ernie Worthy comments:-

"I do not agree with Bram that collections donated to Museums is the end of them. I have seen young enthusiasts get hold of collections, and then after some few years have let them go - due in some cases to marriage or new interests. Is Bram quite sure his wonderful collection will progress through the future? It could be carved up for profit!

Looking ahead - what about the Maritime Museum of Liverpool (when it comes to reality). These collections such as Bram's and Fred's would be there for decades for all to see. However, in spite of these remarks, I offer a solid practical suggestion - that is, for Fred to offer them for sale, and if any "young enthusiast" wants the collection, he is more likely to value it that way."

There were repercussions of this matter at the A.G.M. when a proposal was made by Mr. Worthy that items which members wish to dispose of, could be advertised in the Bulletin for a moderate fee. This income would be welcomed by the Treasurer on behalf of needful funds. It is hoped to include a few items for disposal in our September issue.

LIVERPOOL BAY LIGHTSHIPS

Mr. G.J. Holden requests the insertion of the following corrections to his article in last issue:-

Page 5 para.4 line 6 for "Victoria Channel" read "New Channel."

Page 7 line 2 should read "but about 1909 the Upper Mersey was abolished, MARS was converted to a barge in 1912 and eventually broken up in 1927".

FEBRUARY MEETING

Saturday 10th February was the date fixed for a visit to HMS EAGLET - a day of gale force winds and sudden showers. These conditions made reaching the comfort and warmth of this establishment a relief, after the rigours of the Pier-head and Princes Parade. Our Secretary did his kind deed for the day, by making several car trips to transport members to the premises.

The welcome accorded to us by Lieut.Comdr. Port was much appreciated, and we commenced by touring the building and viewing the trophies on display. The main stairway is flanked with the colourful crests of warships which have visited Liverpool in recent times - ARTEMIS, LONDON, DIDO, MAIDSTONE, TIGER and many more. At the foot of the stairs is a large brass bell, and this upturned, has been used as a font for numerous christenings.

There are many reminders in photographs and paintings of former drill-ships bearing the name EAGLET, stationed in the now-closed Salthouse Dock, which at one time saw such a forest of masts and spars.

So much has appeared in the Society's Bulletins and in Transactions about this, the largest Naval Reserve depot outside London, that it would be easy to reiterate what has been written before. See Vol.IX of Transactions.

It should be noted that because there was an EAGLE in the British Fleet, launched 1917, the Liverpool baseship was renamed EAGLET in 1918.

The highlight of the afternoon was our visit to the wardroom, where refreshments were served and our former archivist John Robinson, himself an officer of the Reserves, spoke to us about the Liverpool branch R.N.R. Above the fireplace of this long panelled wardroom, is a beautiful oil painting of HMS EAGLE, third rate, or 74 gun ship, of 1804, which became the Naval Reserve drillship in Liverpool in 1862.

Our President, Mr. R.B. Summerfield was instrumental in finding this painting, which was executed by William McDowell in 1927.

In the course of research into the history of warships named HMS LIVERPOOL, at the Naval Trophies depot in Portsmouth he discovered a painting of the second HMS LIVERPOOL of 1756, which he was able to obtain from the Admiralty for the Liverpool Museum. It had been painted by McDowell on behalf of Fairfields, the builders of the sixth HMS LIVERPOOL, for presentation to the ship's Captain.

Anxious to know more about McDowell, on learning that he had died, Mr. Summerfield traced his daughter, Mrs. Sheila Micklewright, who, when she realized that the inquirer came from Liverpool, immediately asked him to arrange for the painting of HMS EAGLE in her possession to be presented to HMS EAGLET. This he did, and after cleaning and framing, it now stands in a most conspicuous place in the Wardroom. For a biographical note on the artist, reference can be made to News, Notes and Queries, Vol.III No.5 (Nov-Dec. 1959)

The location of the Naval Reserves' new training establishment is a very fine one, on the Princes Dock wall where the white ensign is hoisted daily. Plenty of berthing space is available in Princes Dock, adjacent, where the minesweeper HMS MERSEY, attached to the base, can often be seen, as well as small visiting warships. There is a clear view extending from Seaforth Dock to Bromborough. Whilst we were there, a high tide was whipped up by the strong wind, and several merchant vessels passed at such close range, that their names were visible.

Our Navy has always needed ample backing from reserve forces, as has been shown at least in the 70 years of this century. We thank EAGLET for an instructive and interesting afternoon.

N.R.P. .

NEW NAMES FOR OLD

AEGIS LION	ex NORTHBANK
ANGHERING	ex RATTRAY HEAD
ANJA	ex WILCHIEF
ANDAIRON	ex BRITTENBURGH
ALA	ex MAID OF SKELMORLIE
BITUME	ex MANDAN
BANGLAR POLYXENE	ex FERNMOOR ex STREAMBANK (1958)
BARKIS	ex ELMGARTH (tug)
BANGKOK	ex ISOCARDIA
CONSTANTINOS	ex KARAGHISTAN
CAPETAN GEORGIS	ex SAPELE PALM (and to breakers)
EVROS	ex BRITISH GLORY
ELLY	ex SAGA SAILOR
FOOCHOW	ex KHUZISTAN
FILIA	ex SIR ANDREW DUNCAN
GUYENNE	ex FLORES
GOLDEN TRADER	ex LADY HYACINTH ex BALLYEDWARD
	ex LEAFOAM ex SPRINGWOOD ex GOLDLYNX
HUNGSLA	ex DEMODOCUS ex GLENROY ex DEMODOCUS
INTERNOS	ex SYDENHAM (flatiron)
IOULLA	ex MAYFAIR SAPPHIRE
KAILOK	ex DEUCALION ex AJAX
KAISING	ex DIOMED ex GLENBEG ex DIOMED
KAIYUNG	ex DYMAS ex GLENLOCHY ex ANTENOR
KATINA	ex DUNADD
KIMOLOS	ex GEESTPORT
KAROTUA	ex WEYBRIDGE
KAVO VRETANOS	ex BRITISH LANTERN
KAPPA VICTORY	ex CHERRYWOOD ex SILVERCRAG
MANCHESTER CONCEPT	ex MANCHESTER PROGRESS (1967)
MARSON CATHAY	ex SUSAN CONSTANT
MARIVIC	ex BRITISH VICTORY
MARINE SEAWAY	ex BRIDGEMAN ex TRIPP
MAHINDA	ex IRON BARQUE
MESIS	ex BRITISH VALOUR
MARITASIA	ex REDTHORN ex ORANMORE
NADIR	ex ZENIT ex SAILOR PRINCE ex VELARDE
NEPTUNE GARNET	ex EDEN
NORTH STAR	ex GEESTBAY

PUERTO PRINCESA	ex PORT MONTREAL
POLYFIMOS	ex SALINAS (and scrapped)
POLA ANNA	ex LAGANBANK
POUNENTES	ex BRITISH COURAGE
PLYNGARTH	ex THUNDERER (tug)
POLAMARY	ex IRISH POPLAR
RATCHABURI	ex MONTREAL CITY (1963)
SAPFO	ex SPERO (1966)
SEASPEED FERRY	ex SPEEDWAY
SEASPEED TRAILER	ex SKYWAY
ST.THOMAS	ex GARONNE (1959)
SEA BRISTOLIAN	ex FOREMAN (tug)
SIAM	ex ISANDA
SILVER LAKE	ex RIEVAULX
STAVROS EMMANUEL	ex ROSEBURN ex THORIUM (1947)
SEAN CLAIRE	ex PINEGARTH (tug)
SUSIE	ex DUNKYLE
THONBURI	ex HALIFAX CITY (1964)
TIZIANA	ex EILENAU
TROPIC	ex NOVA SCOTIA
VASSO M	ex FENELLA
VRACHOS	ex BRITISH ADVENTURE (1951)

QUERIES

Mr. W.Winter is writing a book on English marine painters, and would be interested to know of any examples of the works of Samuel Walters and Joseph Heard in private collections on Merseyside. Mr. Winter's address is 136 High Street, Eton, Windsor, Berks.

Several references have been made recently to the former Wallasey artist Sam J.M.Brown, and Mr.M.B.Glasier requests members who have any knowledge of this artist's later years, to indicate what information they have of pictures painted after 1930.

Regarding the query in our last issue about the Plymouth barquentine FRANCES AND JANE, it is a pleasure to report that we have been able to assist Mr.Merry in his search for information, although this is by no means complete. She was last heard of, laid up at Polruan in 1934.

MARCH MEETING

On 8th March we had a joint meeting with the Victorian Society, when Messrs. A.E.Jarvis and M.K.Stammers presented a variety of glass lantern slides of old Liverpool and its port. These came from the City Engineers, the Museum, Dr. Dennis Chapman and the late E.C.Woods. Both speakers emphasized the historic value of such slides, and appealed to all members of both societies to try and ensure their preservation.

Mr.Stammers dealt first with the shipping slides, including some notable views of the ferries, liners at the landing stage, the sailing nobbies, Mersey flats, and a variety of other craft, including some rare views of the old Corporation refuse-dumping steamers.

Mr. Jarvis carried on with views of the docks and the city, including some buildings which were never built; also some excellent street scenes of about 1900 with horse trams etc. Following coffee, there was a lively discussion on how much Liverpool had changed since the slides were first taken - many present feared it had changed for the worse.

M.K.S.

APRIL MEETING

This was Members' Exhibition Evening (12th April), and probably one of the best exhibition evenings yet held, with a vast array of members' treasures and work. There were contributions from several of our artistically inclined members, including Messrs. Coney, Pugh, Boyes and Stammers. Keith Griffin brought along a magnificent new painting of the sailing ship OPAWA, together with some colour transparencies of his earlier works.

The President showed a watercolour by Commander Tufnell of H.M.S.LIVERPOOL, and Mr.M.B.Glasier brought along an excellent work by Sam J.M.Brown of an unknown tug towing a Mersey flat. A set of photographs of huge seas sweeping the sailing ship MONKBARNES, was also shown by Mr.Glasier, taken when he was serving in her.

There was a wide-ranging selection of relics, documents

and models including a waterline model of the schooner RESULT, by our Chairman and two ships in bottles by Mr. Leer.

After coffee, Mr. H. V. Coney contributed a short paper about some hitherto obscure incidents in the life of the great engineer Brunel, and Mr. A. Grant gave a brief slide show of Liverpool dock scenes.

M.K.S.

WITH GREAT SORROW

It is much regretted that the passing of our old friend G. A. Kiddie of Southport, at the age of 88, has gone unrecorded over the past months. At our first Christmas Social evening in December 1970, a number of Mr. Kiddie's watercolours were exhibited and aroused great interest.

He was not in sufficiently good health to attend on that occasion, but it was evident that members' appreciation of his sailing ship studies warmed his heart. He sailed in the square rigger WANDERER, and was proud to possess an autographed copy of the poem which John Masefield wrote about the ship.

His artistic talents were also used in the craft of the decorative embossing of leather, as for town hall furnishings etc. Our sympathy goes to his son Gordon, a member of some years standing.

As we go to press, news of the death of our old friend Ernie Worthy is announced. More will appear in our next issue on this sad loss to the Society.

We also hear with regret of the death of two of our members, Mr. John Fareham and his wife, of Acton Bridge, Weaverham, Northwich. They joined the Society in 1967, and both were killed in the air crash in Cyprus on 29th January.

MERSEY NOTES

In March the MacAndrews Line had on charter NORBANK for their service between Liverpool and Bilbao. This vessel will be remembered as the Belfast Steamship Company's BISON, which has been running between Hull and Rotterdam.

Also in March, two unusual visitors came to Birkenhead - SPEEDWAY and SKYWAY, motor vehicle carriers which have been running between Harwich and Scandinavian ports, and also to West Africa. Owned by a subsidiary of Ocean Fleets, they have been renamed SEASPEED FERRY and SEASPEED TRAILER respectively. They have commenced a regular car ferry service between Barry and Dublin.

To be Chinese-owned, and registered in Somaliland, have gone the former Blue Funnel ships DIOMED, DOLIUS, DEUCALION, DEMODOCUS and DYMAS. They loaded at Birkenhead for the Far East, and looked strange with their grey hulls, green boot-topping, and cream coloured stacks with narrow black top. The Somali flag is triangular blue with a white star.

In these days when road transport predominates, rail haulage has now ceased in the Liverpool dock system. The contribution made by rail haulage to the war effort was tremendous, with the majority of loading berths connected to the main rail system, local goods depots and ship repair work.

The new Ocean Fleet's bulker ANTENOR has started her career with a round voyage Maceio to Novorossisk (Brazil to southern Russia).

Of fairly recent memory is the B. & I. flush deck coaster WICKLOW with three white masts. Built in Holland in 1938 she now flies the Cypriot flag, as SONIA ex SINERGASIA ex WICKLOW ex DURHAM COAST ex ULSTER CHIEFTAIN ex HEBRIDEAN COAST ex VALERIAN COAST ex SANDHILL.

It is reported that the burnt-out Irish fishing trawler BENGALI, laid up in Egerton Dock, is to be converted to a pleasure cruiser.

The M.D. & H.Co. have transferred to Trinity House, the lighthouses at Point Lynas and Great Ormes Head, of which they have had control since 1857 and 1862 respectively. Trinity House now also controls the Bar Lightfloat, the Northwest Lightfloat, as well as Jordan Spit and Hilbre Swash lightbuoys.

On Monday 14th May, a flotilla of German minesweepers with depot ship entered the Mersey and swung off Seacombe at 8.40 am. This was a fine sight for ferry passengers but perhaps rather less so for ROYAL DAFFODIL'S skipper with a schedule to maintain. The names of the ships were NIENBURG, MARBURG, FLENSBURG, WIELHEIM, PADERBORN, KONSTANZ, DUREN, CUXHAVEN and VOLKLINGEN.

The exploratory work for a deep water iron ore berth in the Mersey, off Morpeth Dock seems to have come to nothing.

The Robertson coaster EMERALD was blown ashore when attempting to berth at Llandulas 25th February, and was refloated six days later by the Holyhead tug AFON CEFNI (ex APLEGARTH). This jetty where limestone is exported, largely to Dagenham and to Norway, is not a comfortable one with fresh northerly winds, and becomes quite impossible with gale force winds. The Holyhead tug delivered the coaster to the Mersey, where Alexandra's ALBERT and VICTORIA took her over for docking in Brocklebank Dock.

For many years the Burns and Laird Line's motorship ROYAL ULSTERMAN plied between Glasgow's Broomilaw and Belfast on the nightly passenger service. In 1968 she became redundant and came to the Mersey as the CAMMELL LAIRD being used as a support ship, during Polaris submarine trials. When Laird's were granted no further nuclear submarine contracts, the ship was chartered to Upper Clyde shipbuilders as accommodation ship for workmen completing QUEEN ELIZABETH II at Southampton. On 4th March, with the name SOUNION, she was preparing to leave Beirut with 254 cruise passengers, for Haifa, and with a crew of 79, when an explosion tore a hole in the hull. There were no casualties, but the ship sank by the stern to rest on the bottom with a thirty degree list. She was considered salvable. First reports suggested a bomb has been put aboard.

The lightship PLANET on the Mersey Bar station until last summer, was bought by Trinity House and is fitting out at Holyhead, for one of their stations yet to be decided.

MALTESE PRINCE, built in 1946 and well known on the Mersey,

has gone to Turkish breakers at Istanbul under the name of CORONIS.

PRIAM, PEISANDER and the other super-P's of Ocean Fleets have been withdrawn from the Mersey, to run between New York, South Africa and Far East.

On April 6th a new WANDERER was launched in Japan for T. & J. Harrison. She is the first of three 27,00 ton bulkers.

A rumour that Birkenhead Dock system was to close down, was scotched by Mr. Brimyard, Managing Director of the M.D. & H.Co. in April. He said that he wanted to deny this rumour entirely. Birkenhead Docks would stay open, were busy and doing a vital job.

The demolition of New Brighton Ferry stage was commenced on 2nd April 1973 - otherwise known, for reasons of the introduction of V.A.T. as Muddle Monday.

New Brighton Landing Stage was used to support its two connecting bridges when they were lifted by our old veteran MAMMOTH on Thursday 10th May, in boisterous conditions. Tugs NELSON and TRAFALGAR attended this sad operation, off the Pier, and soon the stage and its cargo were safely in Egerton Dock. What interest and acclaim there would be when the ferry was inaugurated in poorer times many years ago - what apathy when it is discontinued in times of comparative affluence.

Following the sinking of the effluent carrying coaster BERWYN in the Mersey channel in February, another vessel has arrived Birkenhead to join the MARINE SEAWAY in this dumping work. She is the FLORENCESTAN which has been doing bunkering duties at Guernsey. Road tankers bring the effluent to the Morpeth Dock berth vacated some time ago by Birkenhead Ferries. Here it is stored in barges to await shipment to the dumping grounds, by coaster.

On Easter Saturday, the New Brighton Rescue Boat B.509

skimmed past Alfred Locks at considerable speed. Manned by a crew of three, she was on river trials. Of similar appearance to RNLI Inshore boats but of larger size, her orange and grey topsides give her prominence. The crew, dressed in yellow oilskins, with red inflatable lifejackets, sit closely amidships one behind the other. The Coxswain in the forward position has a control console. There is a VHF rod aerial abaft the crew position for communication with Formby Coastguard Station, Headquarters for north west Britain. The crew have need of full protective clothing, being entirely exposed and travelling at what I took to be rather in excess of twenty knots.

Mergers, take-overs, amalgamations, rationalizations - everyone seems to be threatened by them these days. One talking point on the river front is whether there may be some day, but one towing concern on the Mersey. Seeing CALCHAS docked on Good Friday by Alexandra tugs, reminded us that she is a unit of Ocean Fleets, and that Elder Dempster ships always used Alexandra's where Holts had Rea's. Sometimes we see tugs of both owners attending the same ship.

N.R.P.

MAY MEETING

On 10th May the Society held its thirty-first A.G.M. and we reviewed a successful season with a most interesting programme of speakers - Commander Alan Villiers in person, the Coppack Story, visit to HMS EAGLET and much more besides.

Looking to next season, our Hon.Secretary gave some indications of further treats in store, when his ideas come to fruition. For instance, it is hoped to have a talk by the archivist of FOUDROYANT, a talk on the models of Scottish fishing boats held by Liverpool Museums, the finest collection in the country, and a talk by an official of the Maritime Trust. Again, we are to have a Social Evening near Christmas, and a seminar of ship model makers when perhaps Dr.Howard, Mr.Lear and Mr.Stuttard, our Chairman, will speak.

And having said all that, business matters cannot be balked, for that is what an Annual General Meeting is primarily about. Our Treasurer rose with a steely glint in his eye, to report on the economic situation. Mr. Barber, Roy Jenkins, Dennis Healey, Ted Tozer - they all have something in common, except that the last named has not yet reached Westminster!

The Society's finances, in these inflationary times are only just breaking even. Postages and printing costs have risen quite steeply. It was discussed whether "reminder postcards" could be dispensed with, and reliance placed on the annual fixture card. This matter has been raised previously, but it is felt that these cards are most useful in assuring good attendances at meetings.

The cry went up for a count of heads - 133 members at the start of the season, 139 at the end, with 21 in default of subscriptions.

"We are experiencing borderline finance" declared Ted, in a vein reminiscent of the Chancellor on Budget Day.

There is no intention of increasing the subscription rate at present, but reliance is placed on members paying their subscriptions when due, at the start of the season. It was good to know that our Social Evening held in December, was not only successful but produced a profit towards funds.

Ernie Worthy suggested a page of the Bulletin be used to advertise items which members had for disposal, and to make a nominal charge for this service. Also, he made a plea for a volunteer to co-ordinate these sales.

An increase in membership is highly desirable and all members are requested to do their best to this end. This will help to maintain the subscription rate at its present level.

The company assembled were reasonably satisfied with the running of the Society, for the Officers and Council were voted "en bloc" for a further term.

There was a pleasant little interlude when, by unanimous vote, our old friend and regular attender Captain Chubb was made an Honorary Member, which over the years he has justly earned. Because of suffering with a cold he asked leave to be excused from making a prompt reply, but signified his pleasure.

The evening concluded with coffee, and ample time for conversation after which we adjourned to the Lecture Theatre for a film about Southampton and the Queen liners, dating about 1950. Unfortunately the sound track was somewhat worn, but visually the film was of interest. The steam tender CALSHOT featured in many of the shots, reminding this writer of pleasant voyaging in her, as the motor vessel GALWAY BAY across to the Aran Islands a few years ago.

So ended our 1972-73 season.

N.R.P.

SHIPS OF THE ISLE OF MAN STEAM PACKET CO.

This, it will be remembered, is the title of Fred Henry's authoritative history of the famous Manx Company. The first edition came out in 1962, and now a third edition makes its appearance at a price of 55p, published by Brown, Son & Ferguson Ltd., 52 Darnley Street, Glasgow.

Many ship-lovers hold the I.O.M.S.P.Co. in high esteem for the traditions of speed, comfort and safety maintained over many years. Here is a sea route - subject to the vagaries of weather - requiring a good capacity for passengers and cars in summer, yet which causes all but two of its passenger fleet of eight ships to be laid up unprofitably for the long winter season.

Our member, Fred Henry, tells the whole story from the early days of last century to the present, and the advent of diesel drive, as typified in the new MONAS QUEEN, passenger and car ferry.

The addenda gives details of past and present ships, war losses, and where ship models can be viewed. An attractive cover showing the red and black funnel markings against a blue background, will give prominence to this worthwhile book on stalls and in bookshops.

N.R.P.

WRECK ON THE IRISH COAST

On the evening of 5th March 1973, the five hundred ton Irish coaster CROGHAN left Waterford in ballast for Sharpness. The long estuary of the River Suir ends at Hook Head, after which course would be shaped to the eastward. But before this change was made, the lubricating oil pressure dropped to zero, and with engine stopped the ship drifted on the strong ebb tide, whipped up with freshening southwest winds.

A temporary restarting of the engine failed to prevent going on these treacherous rocks, where she remained fast just after darkness fell. The crew remained on board, hopeful that she would refloat on the 6 a.m. flood, with Dunmore East lifeboat alerted, and one or two trawlers standing by. However, the ship had to be abandoned next day, the crew taking refuge in the nearby lighthouse. It was reported in the press that the insurance company concerned, had sold the grounded ship after initial salvage efforts, to a Wexford trawler owner.

By 8th March the ship was in a bad way. A strong westerly wind and heavy swell made any attempts to refloat CROGHAN impossible, her hold and engineroom being flooded. It was on Monday 19th March that the salvors who had bought her as she lay, tried to refloat her - their efforts ending in tragedy. The vessel came free from the jagged rocks, listed and sank almost immediately. One seaman lost his life and two others were seriously injured.

Twelve trawlers, Dunmore East Lifeboat and an Irish Army helicopter searched for the man's body. The wreck has slipped back into deeper water, on a part of the coast which has claimed many small craft.

CROGHAN was built at Foxhol, Holland in 1956 as the Dutch ZUIDERZEE,

TUG NEWS

Manchester Ship canal tug MSC ONSET has been bought by Holyhead Towage and Salvage Co.

In March a Danish luxury liner being built by Vickers at Barrow in Furness, and as yet unnamed, was towed to the Tyne by Alexandra's CROSBY and ALFRED. The tow took 5½ days. Arriving off the Tyne in a northerly gale, they spent a wild night waiting for the moderation which enabled them to enter next day. By the transfer of this ship to another yard, furnishing workers who have completed the VISTAFJORD contract, have been kept in employment.

BRACKENGARTH and HOLLYGARTH recently towed the Kuwaiti tanker KAZIMAH from Milford Haven to Birkenhead for major repairs, where she has become part of the Woodside scenery!

SUMMER CRUISING

Sunday 27th May saw the commencement of weekend cruises from Liverpool to Llandudno, and along the coast of Anglesey. From Princes Stage about 450 passengers availed themselves of this trip, but the two-hour coastal cruise from Llandudno demonstrated its customary popularity with about 1000 passengers. For MANXMAN this is well within her capacity, and it seems a pity that more Merseysiders, interested in the sea, should not be supporting these delightful outings.

From our port there are also the regular sailings to Douglas, Belfast, Dublin and occasionally to Manchester. So give your car a holiday, and take to the sea!

CHANGE OF ADDRESS

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L I V E R P O O L N A U T I C A L
R E S E A R C H S O C I E T Y

B U L L E T I N

The Liverpool Museums
William Brown Street
Liverpool 3.

Hon. Secretary - M.K. Stammers, B.A.
Editor - N. R. Pugh

Behold the Sea,
The opaline, the plentiful and strong,
Yet beautiful as is the rose in June,
Fresh as the trickling rainbows of July;
Sea full of food, the nourisher of kinds;
Purger of earth, and medicine of men;
Creating a sweet climate by my breath,
Washing out harms and griefs from memory,
And, in my mathematical ebb and flow,
Giving a hint of that which changes not.

Emerson

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July-September 1973

MEMORIES OF MERSEY SAILING SHIPS. 1920-1939

The visit in June 1973 of the Norwegian Training Ship CHRISTIAN RADICH to Liverpool, and the tremendous interest aroused in the ship, recalls other occasions when the last survivors of the sailing ship era came to our port.

The German Navy, in its various forms of surface raider or submarine, had dealt a severe blow to sailing vessels by sinking many in the years of World War I, but some did survive to operate again in the Australian grain trade. Many of them brought cargos to the mills on the Great Float at Birkenhead. As a very young boy, I was taken to visit some of them by an elderly relative, who hoped I think, that I might take up a career at sea.

The first ship, which left a very poor impression on my mind was FORTUNA, lying in Morpeth branch dock in the early 1920's. A full description of the vessel's rigging and equipment was given to me, a lesson which has enabled me to remember the types of sailing vessel ever since. This was a "ship" I was told. She has three masts, and is square rigged on all three. I was also informed that FERREIRA, formerly the CUTTY SARK, was coming to Birkenhead, and was of the same rig.

The focsle accommodation in FORTUNA did not appeal to me in the least, but the officers' rooms were very pleasant. At the time I was not over-impressed, but after an interval of fifty years, I look back with some affection to my first visit to a full rigged ship.

FORTUNA was outward bound from the Mersey in 1928, and had just released her tug off the south coast of Ireland for the long run to South Georgia, when an oil lamp in the accommodation exploded. The fire spread and the ship was a total loss.

A far more impressive ship was C.B.Pedersen, a steel four masted barque, which was built in 1891 in Italy as EMMANUELE ACCAME, and which came to Birkenhead in 1926. I made an unaccompanied visit to this ship, found the accommodation much better than in FORTUNA, and I met four of her cadets. All spoke English excellently, and were most keen on making successful careers at sea. I often wondered what happened to them all.

Another vessel which came to Birkenhead in 1926 was WINTERHUDE, a three masted barque, which was a former unit of

the German fleet of Rickmers, having been built at Bremerhaven in 1898 as MABEL RICKMERS.

Captain Eriksen was the owner of WINTERHUDE, who did so much to prolong the era of sail by his purchase of many fine ships in the years between the wars.

The steel four masted barquentine MOZART was an unusual visitor to the Mersey in 1925, when owned by Mr. Lundqvist of Mariehamn.

In September 1926, the Mersey welcomed the four masted barque GARTHPOOL for possibly the last time. The vessel did not use tugs, but sailed into the estuary unaided. To all who witnessed the arrival, it was an unforgettable sight. GARTHPOOL was built in 1891 as JUTEOPOLIS, was owned by Sir William Garthwaite and flew the red ensign. It was a great blow to all, when on 11th November 1929 she stranded off Boavista and became a total loss.

Probably the best looking, and certainly the most impressive sailing ship in my memory was the five-masted barque KOBENHAVN, which I visited as she lay in graving dock at Birkenhead in 1929. She was owned by the Danish East Asiatic Company and carried a large number of cadets. She was a particularly well equipped ship. The tug STORMCOCK towed her from the river, on what was to be her final voyage. She was posted missing on passage between Buenos Aires and Australia.

Almost as attractive as the green-hulled KOBENHAVN was the white-hulled four masted barque HERZOGIN CECILIE, which, built at Bremerhaven in 1902, entered Eriksen's fleet in 1922. As the Llandudno paddler ST ELVIES entered the Mersey at the conclusion of her final voyage in 1930, HERZOGIN CECILIE passed in tow, outward bound. Her career was soon to end on the rocks near Salcombe.

Although the ranks of the sailing ships were being depleted each year, the Mersey was the destination of many

fine ships in the 1930's. LAWHILL came three times, PAMIR, OLIVEBANK, both of which were to meet disaster, the first in peace and the second in war, came at least once. On another occasion, in July 1937 two four masted barques were in port at the same time. In Alexandra Dock, Liverpool lay the handsome L'AVENIR, built in 1908 as a Belgian training ship, and bought by Capt. Eriksen in 1932. This ship had accommodation for passengers. When in Liverpool she was bought by Germans and renamed ADMIRAL KARPFANGER, but fate overtook her, and she too went missing soon after change of ownership.

In graving dock at Birkenhead lay MOSHULU, which in 1904 had been built at Port Glasgow as KURT. MOSHULU survived the 1939/45 war, and is at present at the berths of the South Street Museum in New York, alongside another old Liverpool ship, WAVERTREE, of Leyland Brothers.

Just before the outbreak of war, Liverpool welcomed the Norwegian training ship SORLANDET, and like CHRISTIAN RADICH, a full rigged ship. She was towed downstream by the paddle tug TROON of Lamey's. The liner LACONIA with ULSTER MONARCH were both at Princes Landing Stage, otherwise the scene would have been reminiscent of the great days of pre-war sailing ships.

After the holocaust of the Second World War, few sailing ships remained in commercial service, but a welcome visitor to the Mersey was the Polish training ship DAR POMORZA which came into Kings Dock in 1948. This enabled the people of Liverpool to pay tribute to our Polish allies. Many Polish ships and seamen came to Liverpool in those distressing years.

To conclude on a personal note, and in a situation far from the Mersey, I was keeping the middle watch on a 271 RDF set (early radar) in one of H.M. small ships, when a most unusual echo developed on the screen. I reported at the usual intervals, when the door of the cabin opened, and a relief operator stepped in, telling me that the Officer of

the Watch wanted me on the forebridge. Wondering what was in store at that unusual hour, I went forward. The O.O.W. pointed out my unusual echo - a calm moonlit sea and on it the barque GUAYTECAS, all sail set, on passage to Lourenco Marques. I later found out that she had been built in 1884 at Sunderland as WESTWARD HO.

W.B.HALLAM

A LIFETIME WITH SHIPS

is the title of Tom Coppack's biography, telling the story of his life and of the family firm of Coppack Brothers, coasting ship owners, of Connahs Quay.

The book is edited and admirably illustrated by Charles Waine, who spoke to our Society last September about the Coppack story. It is a book about the adventurous voyages of the schooners and small steamers of Connahs Quay, and of the men who manned them. It has an amusing and racy style. The price is £2.70.

The late Harold Underhill, a well known marine historian, once recalled a visit to Deeside on a summer morning just before World War I; - "The blue waters of the Dee estuary sparkled in the early sunlight, and as one proceeded down the coast, each fresh vista disclosed a topsail schooner - two masters and three, all with topsail yards crossed and wisps of pale blue smoke curling up from their tiny galleys. If I were offered an opportunity of living again a few hours of thirty odd years ago, I would unhesitatingly go back to the schooners in the Dee Estuary on that summer morning".

It is of these ships, and men that Tom Coppack writes so feelingly.

N.R.P.

WHAT'S IN A NAME - RECENT CHANGES

ARMUS	ex PADUS
AEGIS GRACE	ex MINCHBANK
ACAIMA	ex VENIMOS (1956)
AGHIA THALASSINI	ex JOURNALIST (1954)
ADY	ex DUNBLANE ex REDCAR
AMIRA K	ex BOOKER VALIANCE ex JOHAN WESSEL
AFRICA SHELL	ex HELISOMA
BENVORLICH	ex RIBERA
CITY OF GLASGOW	ex CITY OF HEREFORD
CY - THREE	ex PASS OF GLENOGLE
FILLA	ex SIR ANDREW DUNCAN
FLORENCESTAN	ex THORWALD ex VIGILANTER ex NOORD (1949)
KINNAIRD CASTLE	ex SOUTH AFRICAN SCIENTIST ex CLAN ROSS
LUCKY TRADER	ex MAMFE ex SALAGA (1947) and scrapped
MARY	ex DUNCRAIG
MARIBRUNA	ex BRITISH SOLDIER
NAFTILOS	ex MANDRAKI ex ENGLISH PRINCE ex BEECHMORE
NEDI	ex BRITISH HONOUR
PESCASSEROLI	ex AFON WEN ex ROSEGARTH (tug)
PIGONZA	ex VIAJERO
PETROLA X	ex KREBSIA
PETROLA XIV	ex RFA BLACK RANGER
PELOPIDAS	ex BRITISH TRADER
PHILIPPA	ex SALAMAT ex WARKWORTH
REGENT RELIANCE	ex KADUNA
REGENT LIBERTY	ex KUMBA
QUIJOTE	ex MURELL EX TERRIER ex STEGE ex EBBA ROBERTS (Urug)
STOLT TIGER	ex STOLT ABADESA ex ABADESA (1962)
STOLT PUMA	ex STOLT GRANGE ex DENBY GRANGE
TANAMBI	ex VELOZ ex VALLENTE ex SPENCER (1959)
TANIA MARIA	ex KOSTANDIS ex FORINOS ex DARINIAN (1947)
TREMONT	ex LADY SABINA ex GLENCULLEN ex WALCHEREN (1952)
VALL COMET	ex NICHOLAS BOWATER
ZIAD	ex PIERRE RODOLPHE ex IKARIA ex BROOKMOUNT ex LAIRDSBEN (Leb)

MARINE ART

Many of us have great admiration for the works of the late Sam J.M.Brown, the Wallasey artist, but it has come as a great surprise and pleasure for me to view what must have been one of his last pictures.

With the knowledge that this artist painted for Blue Funnel Line, our member Mr.Bruce Glasier found in the offices of Rea Towing Company a picture which was thought to have been painted by one of the tug boat skippers. But on examination, he was delighted to find the unmistakable signature on the left hand edge of Sam J.M Brown.

The picture is larger than usual, and the subject is one which might have occurred, but never did. It shows the tug AYSGARTH towing HMS CONWAY past Great Ormes Head after the projected overhaul in Liverpool about 1952, when AYSGARTH was the most modern tug in the Rea fleet. The setting is a wonderful calm blue summer sea.

HMS CONWAY unfortunately was wrecked in Menai Straits before this projected refit. So Sam, in his old age, presumably painted the event in full expectation of its fulfilment. For him then, the wreck of CONWAY must have had great poignancy, for much care went into the work when he was approaching the age of eighty.

The painting has great beauty, and Mr.Glasier has kindly offered to make it available for viewing at our October meeting, the second of the season.

N.R.P.

DESTINED FOR THE SPANISH SCRAPYARD

On 23rd June 1973 the German tug FAIRPLAY X left Piraeus with two vessels to be delivered to ship breakers at Valencia. They were TRE ARDDUR ex HAMPTON FERRY built in 1934 and FLORIANA ex EL DJEZAIR, a passenger ship built in 1952.

LOSS OF H.M.S. COCHRANE

The story of the loss of this armoured cruiser in the Mersey at the end of World War I has never appeared in print, due to wartime censorship. It so happened that the writer had the opportunity recently of visiting the Public Records Office, and whilst there located the relevant file dealing with this incident.

The 13,350 ton COCHRANE, an armoured cruiser built in 1905 by Fairfields, had served with the Grand Fleet during the War. In November 1918, she was ordered to proceed to the Mersey for a refit, and George Sale, a Mersey pilot, joined the vessel at Scapa Flow. He had considerable experience of bringing vessels of this type into the Mersey, having previously piloted ROXBURGH, LEVIATHAN, DONEGAL and DEVONSHIRE.

On the morning of 14th November COCHRANE was approaching the entrance to the channel. It was a calm, foggy morning with a visibility of about half a mile, sufficient, the pilot felt, for the cruiser to be doing 12 knots when she passed C.1 Bell Buoy just before 8 a.m. After he had seen C.1 pass one hundred feet on his starboard beam, the pilot ordered fifteen degrees to port. This alteration of helm however, seemed to have no effect on the vessel's heading. The tide, which was acting on the starboard bow, was about fifty minutes on the ebb and gathering strength. Since fifteen degrees appeared to have no effect, thirty degrees was ordered, followed shortly afterwards by "hard a'port" (it should be remembered that opposite helm rule was then in force).

Despite having full helm, the cruiser's rate of swing to starboard was obviously going to be too slow to prevent her going across the channel, on to the revetment wall. The engines were rung hard astern. Whether this order came too late, or was not obeyed in time in the engine room is something of a mystery. At the subsequent inquiry there was some discussion about the difference in time recorded by the bridge

clock and the engineroom clock. The matter was not resolved satisfactorily, as the last two pages of the engineroom log had disappeared, prior to the inquiry.

Whatever the cause, COCHRANE went across the channel and lodged herself on the revetment wall, not very far from the spot where the steamship ULSTERMORE came to grief in 1913. And like this vessel, the cruiser was not long in breaking her back. The report in the Records Office stops short at this point. We have no details of the efforts made to refloat COCHRANE.

After she had been given up as a total loss, the wreck was stripped of all guns, ammunition and equipment, a task completed by April 1919. It was then reduced down, so that all that now remains of this great cruiser is a heap of rusty steelwork.

D.P. BRANIGAN

CAPE HORNERS VISIT LIVERPOOL MUSEUMS

On Wednesday 13th June members of the International Association of Master Mariners (Cape Horners) visited the galleries of the Liverpool Museums at William Brown Street.

Captain M.B.Glasier, as President of the British Section, welcomed members and guests to this informal function, several of the latter being members of Liverpool Nautical Research Society.

He spoke first of the collection of ship models in the Port of Liverpool Gallery, which was the first to be inspected, and of which those on show represented only about one percent of what could be housed in the proposed Liverpool Maritime Museum. We have waited for this project for so long, it is to be hoped that some of us will live long enough to see its fulfilment.

Captain Glasier had just attended the Annual International Congress of Cape Horners, for which he crossed from Harwich to Bremen in company with 22 other British members. The Germans, with their usual efficiency organized a comprehensive programme, and fortunately the language used throughout the Congress was English. There was a musical festival in St. Martini Church, as well as a grand banquet at the Park Hotel. Altogether 800 members and friends attended the Congress.

Forty miles down river is Bremerhaven, where the container loading berths are located. Bremerhaven has a new Maritime Museum on the edge of the River Weser, and behind the old dock. This reminded the speaker of our own Albert Dock, and what could be done with it. They even have a full rigged ship riding afloat, a steam whaler, conspicuously No.1 Elbe Lightship, and other old vessels. What a pity that our late Bar Lightship PLANET, or even ALARM, could not have been similarly exhibited in a Mersey setting!

Then there is a large room, lined with cellophane to deal with a ten-year conservation process to restore the remains of a fourteenth century 50ft sailing vessel. She would be typical of traders between Germany, the Scandinavian countries and the British Isles.

A visit was made to Heligoland, now a tourist attraction, with good beaches and clear water - where the severe bombing of the last war is now only a memory.

Congress members visited the Atlantic Terminal, now not very much used, but on this occasion conveniently visited by the Russian line ALEXANDER PUSHKIN.

Captain Glasier in conclusion, thanked the Liverpool Corporation for their hospitality, and also Peter Welsh for his excellent organization, and for the very tasty refreshments provided. Further exploration of the galleries was then made. Amongst those present were Captains Dunlop Jones, E.MacLachlan, W.Colbeck, W.Eynon, Messrs.C.E.Rodgers, R.L.Oliver, the Misses Page, who incidentally rounded Cape Horn in ORARI in 1895 and in JESSIE OSBORNE in 1897.

Our Society was represented by the President, Mr. R.B. Summerfield, Chairman Mr.K.Stuttard, Mike Stammers, Capt. Chubb, Ted Tozer, Keith Griffin, Wilfred Raine, Ray Pugh and Susan Welsh.

Looking fit and bronzed in retirement was Capt.Colbeck whom we remember so well as Marine Superintendent of the Mersey Docks and Harbour Board in stirring times. It was interesting to recall that Mrs. Colbeck, also present, was sponsor at the launch of the lightship PLANET at Dartmouth.

So now the Cape Horners have also rounded the galleries of Liverpool Museums, in far less treacherous conditions, and in the best of company.

N.R.P.

MR. E. A. WORTHY

It was with deep sorrow that members heard, early in June, of the death of Ernest A. Worthy who joined Liverpool Nautical Research Society more than a quarter of a century ago.

From boyhood he had a great interest in the River Mersey and its ships, which found fulfilment in his early employment with Wallasey Corporation Ferries Department, in which he rose to Mate, but which he was unable to resume following war service with the Royal Air Force.

He was a very modest man, and would never discuss the event which led to him receiving an award from the Liverpool Shipwreck and Humane Society. His enthusiasm for ships of the Mersey in general, and for Wallasey Ferries in particular was emphasized in his membership of our Society, and of the Merseyside branch of the World Ship Society, under whose banner I first met him in 1949. He was Secretary of the branch in 1950/52.

Membership of other bodies included the Institute of Navigation, the Society for Nautical Research, Greenwich,

Royal National Lifeboat Institution, and the Sail Training Association.

To listen to Ernie discourse on Mersey tidal conditions was indeed an education. He was a collector of relics of the ships which he knew, and he played a part in the return to Wallasey Corporation of the Zeebrugge tablets of the ROYAL DAFFORDIL, and also of the acquisition by Liverpool Museums of the whistle of the last White Star liner BRITANNIC.

From his home in Seacombe he could always see the River, and the ships which mattered to him, and it is appropriate to think that probably the last ship he saw was CHRISTIAN RADICH, on whose decks I learned of his departure from this life.

He was a great man, we shall miss him.

W.B.H.

ROYAL VISIT TO BELFAST - 1937

A Royal Escort is quite an important naval occasion, as when Their Majesties King George VI and Queen Elizabeth crossed from Stranraer to Belfast in the Royal Yacht VICTORIA AND ALBERT on Wednesday 28th July 1937.

The new "Town" class cruisers SOUTHAMPTON and NEWCASTLE, with the Fifth Destroyer Flotilla, EXMOUTH (leader), ESCORT, ECHO, EXPRESS, ELECTRA, ENCOUNTER, ESK and ECLIPSE (omitting ESCAPADE) formed the escort.

The writer was embarked by speed launch at Spithead in NEWCASTLE for two weeks Reserve training, and it is from notes penned later that the following is taken:-

Tuesday 27th July 1937 - Royal Yacht and Escort anchored in Loch Ryan. As all hammock space was congested, slept on mess forms and got up 5.30 a.m. Decks hosed down, and it was a day for all ships to put the finishing touches to cleaning and painting. Destroyers looked particularly smart with bright brasswork, and touches of white paint here and there

to relieve the Home Fleet grey. A warm and pleasant day in the loch, and in the late afternoon our ship's band performed on deck, and barbers plied their trade in "short back and sides".

The crowded pleasure steamer DALRIADA circled the ships with a vociferous crowd from Glasgow. Late on this summer evening, their Majesties embarked at Stranraer in SOUTHAMPTON's launch, and our boats transported the royal luggage to V. & A. The Royal Standard was broken at the main in V. & A. and floodlit.

Wednesday 28th July. Escort left Loch Ryan 5 a.m. Breakfast of pork sausages at 6.30. The force was in three columns. The outer columns were of three destroyers each, and the centre column was SOUTHAMPTON, NEWCASTLE, V. & A. and two destroyers. The sea was smooth and unruffled. As we entered Belfast Lough, the yeoman went as far as describing it "a pretty sight".

At the mouth of the Lough there was a smart movement as the cruisers turned sharply to take station ahead of the destroyers on either flank. The Royal Yacht and two destroyers now formed the centre line. Many small craft dressed with bunting and crowded with sightseers came out to greet their Majesties.

The two side divisions then increased speed to draw ahead of the V. & A. off Bangor, County Down, before taking way off to drop anchors and hoist bunting. Chains rattled, and flags streamed in the breeze. It was here that NEWCASTLE was unfortunate in the keen competition for smartness. Our flags caught in the after stack momentarily, but were soon hauled clear and triced up.

It was now 8.45 a.m. and the Royal Yacht proceeded slowly between the two lines of anchored ships. With all ships manned, a 21-gun salute was fired. At about 10.30 a.m. as the King and Queen stepped ashore in Belfast, a signal was made from EXMOUTH, which had also proceeded up harbour, and another 21-gun salute was fired by synchronized wireless signals. Soon "Up Spirits" was piped.

We remained at our anchorage for the remainder of that morning and afternoon. Many of the crew slept on deck in the warm sunshine.

At supper time, preparations were made for the return journey and No.1's were worn once more. Soon after 7 p.m., V. & A. came in sight and the escort weighed anchor and steamed seaward. All the ships were manned and another 21-gun salute was fired. The company of each pair of ships cheered their Majesties as they passed. One of our signal halyards jammed and the yeoman got slightly perturbed.

The sunset was remarkably fine. To port, the destroyers were silhouetted darkly against the orange sunset, and the grey hulls of those to starboard reflected the last rays of the sun against a background of blue-grey mist - their stern lights shining.

Corsewall Point Lighthouse ahead showed a white and red flash. The sea was smooth, rippled only by the ships' movement. Long horizontal lines of smoke drifted above the horizon, and low down was the black coastline of Mull of Kintyre, and the towering volcano-like Ailsa Craig rising from the sea twenty miles to the northward.

Jack Tar has little inclination for scenery such as this - darts and draughts went on as usual on the mess decks and many must have been counting the hours that remained before their leave commenced in "Guzz".

We anchored in Loch Ryan at 11 p.m. Speed boats were soon outboard disembarking the Royal Party, and the illuminated Royal Standard was struck.

Thursday 29th July. At 2.30 a.m. the escort left Loch Ryan at a fair speed, furrowing an otherwise unrippled sheet of water. A bright moon illuminated our departure from those wooded shores. I got up at "guard and steerage" bugle call 6.45 a.m., SOUTHAMPTON was with us but no destroyers - our speed was about 20 knots. We pitched in a long swell, doing gunnery inclination exercises with SOUTHAMPTON. Our Walrus aircraft was brought out of its hangar for tuning up, and there was pom-pom practice.

At 3.30 p.m. a few of the wireless reservists made their tea of grapefruit and cream purchased at the NAAFI canteen. With no special duties, we were able to exercise on deck forward, and the ship was off the Seven Stones Lighthouse at 5.30 p.m. And now with a strong breeze and choppy sea, we passed Lands End, with Wolf Rock in sight to the southard. SOUTHAMPTON had by now gone on ahead for her home port of Chatham, and Navy Week, as had the Chatham and Pompey destroyers.

We passed Eddystone and came in sight of Plymouth at 9.30 p.m., the first sign being a fire amongst gorse on the cliffs. We anchored inside the breakwater at 10 p.m. under the wireless masts of Mountbatten, having taken 20 hours from Loch Ryan.

NEWCASTLE was ending in the home port her first commission, which had included the Coronation visit to the Thames, the Review at Spithead, a spring cruise to Scotland, the Blueland and Redland mock battles in the Atlantic, and now this Royal Escort. She was lucky enough to survive the War which was soon to break upon us in 1939.

N.R.P.

MERSEY NOTES

The "flatiron" was the name given to a special type of ship designed to carry coal from Newcastle etc. to the Thames, and low enough, with hinged masts to pass under bridges. These vessels were never seen in the Mersey whilst the East Coast coal trade thrived. Now, however, they are being used to carry other cargos and on 27th June HARTING ex THOMAS LIVESEY left Birkenhead. She went to Llandulas and loaded stone for London.

Fishers of Newry had quite a fair sized coaster fleet some years ago with vessels like Balsa, EBONY, PALM, OAK etc. Of recent months, only WALNUT and OLIVE survive. WALNUT is now reported sold to Greeks and it was unfortunate that when she was loading in Garston for her last voyage in Fisher's ownership, one of her seamen was killed by a falling hatch cover. Her new name is COSTAS A.

The dismantling of Georges Landing Stage progresses and No.1 bridge was lifted by the Floating crane MAMMOTH in July. There are still berths for ferries and Isle of Man ships, tugs etc., but all overhead liner gangways have been demolished on the Princes Stage.

The launch of H.M.S. BIRMINGHAM, a frigate of the SOUTHAMPTON class took place at about noon on Monday 30th July 1973 from Cammell Laird's yard at Birkenhead. There is considerable speculation as to whether the Birkenhead yard will participate in future naval building.

Having visited the administrative block two years ago, of what is familiarly called the "Mariners' Home" at Egremont, I feel sure that our first meeting of the season being held there, will be a very interesting occasion. Those using public transport can reach our rendezvous by No.1 or No.2 bus from Seacombe Ferry to Manor Road/Seabank Road corner. No.1 buses leave the ferry on the hour, 20 and 40 minutes past, and take about 7 mins.

In Mersey navigation, the Rock Channel is now a thing of the past, and its course appears to have altered considerably. Nevertheless some small buoys have been put down, possibly to assist the numerous small pleasure craft which take parties to the sandbanks on the ebb.

The Norwegian sail training ship CHRISTIAN RADICH arrived at Princes Stage on Friday 1st June, to be open for public inspection for two sessions. She was built of steel at Sandefjord in 1937, and is a full rigged three masted ship, of 205ft overall. The tonnage is approximately 700 and she has accommodation for 88 cadets. There was a large crowd of sightseers on the Stage to see her on the day of arrival, with many cameras in evidence.

The large bulker RUDBY, 105,000 tons deadweight, arrived off Cammell Laird's basin on 19th July, attended by four of Rea's tugs. Not a usual type of ship for the Mersey, she was built by Harland and Wolff in 1970. Her dimensions are 855ft x 133ft beam. B. & W. diesels drive her at 15 knots.

With Princes Stage now out of action for vessels of her

size, NEVASA embarked cruise passengers at Canada Dock on 8th June, and sailed through Sandon way.

A new Port Radar Station is taking shape at the north-west corner of Seaforth Dock, in a position which should give excellent surveillance on seaward and up-river bearings.

N.R.P.

MEMBERS COLLECTIONS AND RECORDS

Due to the sad death of our member Ernest Worthy, whilst the last issue of the "Bulletin" was going to press, the intention to advertise disposable items of members' collections in this present "Bulletin" is held in abeyance for the present.

It can be announced however, that based on the deliberations of your Council on Tuesday 31st July 1873, Mr. M.K. Stammers, Hon.Secretary, will put the two following resolutions to an early general meeting of the Society:-

- 1) That ship relics left to the Society by the late Mr.E.A.Worthy be loaned for an indefinite period to Liverpool Museums.
- 2) That a further clause be added to the Constitution of the Society to read as follows: In the event of the Society having to wind up its affairs for any reason, the books, archives, relics and any other material of historic interest be transferred to Liverpool Museums Shipping Department (or their successors) for safe keeping in perpetuity, and the said collection of books, archives, relics and any other material of historic interest be known as "the Liverpool Nautical Research Society Collection".

A PRODUCT OF DANISH SHIPBUILDING

A 5,500 ton cargo vessel built in Copenhagen in 1939, and with interesting local shipowning connections, has recently changed her name once more:-

NIKOS ex GEORGIOS MARKAKIS ex OLGA ex ELENI KYRIAKOU ex
 ELENI K ex BASIL ex NORMAN STAR ex CARROLL ex BALZAC
 ex ALBION STAR ex MOSDALE.

OUTLINE APPROVAL FOR DOCK DEVELOPMENT

On 26th June, Liverpool City Council agreed, without debate, to give outline planning permission to the Mersey Docks and Harbour Company for the development of the redundant Canning Dock area. A detailed scheme was to be prepared and private developers sought.

A newspaper report stated "The area is just over 20 acres and the outline plan allows for approximately one million square feet of office space, 25,000 square feet of shopping and restaurant facilities and a 250-bed hotel. There would also be parking space for 800 cars, open spaces, walkways and the long delayed corporation maritime museum. Work would have to start within five years of the granting of full planning permission".

* * * * *

Why was there no debate? Are the priorities right? The maritime museum seems almost an afterthought, lacking even the capital letters. Are we in need of more shops, offices and hotels, when we look around our present city - and I did say city! Are we not overwhelmed with car parks, which perhaps fortunately may be put to other uses, as the world's fuel runs low, some time in the future.

Who will use the area, now that so many of Liverpool's inhabitants are housed so far away from the city centre?

But before apathy and cynicism take over - "private developers - forward please!"

N.R.P.

Comments, items of news, queries for our readers; these are always welcomed for inclusion as space permits. The editor intimates a change of address as from 25th August 1973 from New Brighton to:-

632A Liverpool Road,
Ainsdale, Southport. Telephone 76116.

SOME RECENT CASUALTIES

LOCH SEAFORTH, built in 1947 and owned by David MacBrayne Ltd. was on passage in May from Lochboisdale to Tiree and Oban. She grounded in the Hebrides, refloated and then sank at Scarinish quay. A tug ultimately towed her to Troon, after being refloated again, but she was a total loss.

ERIKA ex CHARALAMBOS ex TAY ex WESTERN COAST was on passage in May with timber from Galatz to Hull. She struck rocks in the Aegean Sea, and the crew were rescued by helicopter. The Greek tug ASTERI assisted.

BENCROUCHAN, built in 1968 carried passengers and cargo on a voyage from Jakarta to London, Hamburg and Hull, when, in May, she was struck by a freak wave off the South African coast. There was extensive damage forward, and most passengers were taken off by helicopter. She arrived Durban stern first.

Andrew Weir's LEVERNBANK, on a voyage from Chittagong, to the west coast of South America, via South African ports ran on rocks outside Matarani (Peru) in fog. She refloated and entered the harbour with three holds flooded. The Peruvian Navy towed her out of the port towards a sandy beach, but she sank in 200ft of water, with much general cargo on board.

GOOD HOPE CASTLE went on fire in the Ascension area in July, and had to be abandoned. CLAN MALCOLM stood by, and later with all her accommodation and bridge gutted, the Union Castle ship was taken in tow by the tug ALBATROS for Dakar. The tow is proving a difficult one, with the final destination Antwerp.

Blue Funnel's CALCHAS, so well known on the Mersey, came to grief during the weekend 21/22 July. She was homeward bound from Hong Kong, the Philippines and Singapore. Whilst loading at Port Klang, Malaya, a forklift truck overturned in the hold, resulting in a serious fire. CALCHAS was beached but a wind change blew the flames into the midship accommodation, which was gutted. Smit's TASMAN ZEE hastened from Singapore, but later news implies that when the cargo from the after holds has been salvaged, this vessel after a long and useful life, will go to a breaker's yard.

SAMUEL WALTERS, MARINE ARTIST

Had colour photography been invented by the early 1800's, Samuel Walters of Bootle would not have made his living by ship portraiture. But times were very different, and he lived through the greatest boom that British shipping ever experienced.

Samuel Walters was commissioned by every shipowner of any importance in Liverpool and America to portray the proud new ships, which were carrying the flags of commerce to every corner of the world. The fifty years of his working life covered the period of transition from sail to steam, and his paintings record every aspect of that change.

He observed closely and painted accurately, with a deep love and understanding of his subject. It is that quality in his character and in his work which has always appealed so strongly to men who know the sea, and have felt its call.

Those who are interested in the Isle of Man Steam Packet Company find great interest in his "Monas Isle - 1830", "Queen of the Isle - 1834", "Tynwald - 1846" and several more. There are one or two specimens of his work in Douglas Museum and Art Gallery.

He died at 76 Merton Road, Bootle on 5th March 1882 and was buried in Anfield Cemetery.

N.R.P.

* * * * *

The Liverpool Nautical Research Society welcomes visitors to its meetings, usually on the second Thursday of each winter month. Applications for membership should be made to the Hon. Secretary at Liverpool Museums, William Brown St., Liverpool 3. The annual subscription is £1.50 for adults, with special rates for country members, man-and-wife membership, and juniors.

L I V E R P O O L N A U T I C A L
R E S E A R C H S O C I E T Y

B U L L E T I N

The Liverpool Museums
William Brown Street
Liverpool 3.

Hon. Secretary - M.K. Stammers, B.A.
Editor - N. R. Pugh

What's the soft southwester ?
'Tis the ladies' breeze,
Bringing home their true loves
Out of all the seas :
But the black northeaster,
Through the snowstorm hurled,
Drives our English hearts of oak
Seaward round the world.

Charles Kingsley

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ADVENTURE CRUISING WITH NATIONAL TRUST FOR SCOTLAND

Many members of the Society look forward to the summer months, which enable them to partake in some coastal cruising. So, at the risk of boring the reader, I have taken this opportunity to describe something which is perhaps just a little more adventurous, that is, a short voyage I made earlier this year aboard UGANDA - these days a not infrequent visitor to our port.

UGANDA and her sistership KENYA, were built for the British India Steam Navigation Co.Ltd. in the early 1950's for their East African service. UGANDA was built by Barclay Curle, and is driven by six steam turbines driving twin screws, giving a speed of 16 knots. As built, she carried 299 first and tourist passengers, with a considerable amount of refrigerated cargo on a service between London and Gibraltar, Aden, Mombasa, Zanzibar and Beira. Originally identical with KENYA, except that KENYA had a shorter funnel and was driven by reciprocating machinery, UGANDA was withdrawn from the East African run in the mid-1960's. She was then extensively rebuilt as an educational cruise ship in Hamburg in 1968, to replace the pre-war DEVONIA (ex DEVONSHIRE - Bibby Line) and DUNERA, both motor ships. Shortly afterwards KENYA was also withdrawn from service, though she was destined for the cutter's torch.

The alterations were extensive, and cost many times the ship's original building price. They involved building up the superstructure fore and aft, adding a completely new bridge structure, and filling in the cargo accommodation with dormitories, cafeterias, and other spaces for students. Also the new Fire at Sea Regulations required the installation of extensive fire detecting systems. Much of the ship's wooden panelling and decoration was removed, some of which had been a special gift to the Company from the Boganda of Uganda.

Hence UGANDA became virtually a new ship, now with a tonnage in the region of 17,000. Nowadays the ship undertakes 10 and 15 day cruises and fly-cruises from British ports to the Mediterranean, North Africa and Scandinavia. The ship is sharply divided into two parts, the dormitory class containing something approaching 1,000 students, living in dormitories and eating in a cafeteria, and the 300 cabin class, sleeping in cabins and eating in a large dining room with waiter service, and having a choice of public rooms. The cabin class is traditional British India luxury. The dormitory class is comfortable but austere.

Annually, in July or August, the National Trust for Scotland charters UGANDA, as they did her predecessor DEVONIA for a week's

voyage in northern waters. Adults are allowed to travel in the dormitories and the class barrier is broken down, dormitory passengers then being allowed the use of all but one of the public rooms and decks. Over the years, calls have been made in Denmark, Norway, the Faeroes and Eire, etc.

This year it was planned that UGANDA would visit Iceland, the Faeroe Islands and the Shetlands. However, the worsening diplomatic situation between Britain and Iceland caused the Iceland call to be dropped in the interests of the safety of passengers and crew, only six weeks before departure. The Trust took UGANDA instead to Norway, where a warm welcome was assured.

We sailed from Dundee on Saturday 11th August at noon, and in the glorious sunshine of that afternoon followed the coast as far as Aberdeen, continuing on virtually the same course, next day, across the North Sea. Trondheim was reached two days later, after a somewhat rough passage, UGANDA rolling a good deal. She has a reputation for rolling, after being rebuilt with so much superstructure. Two days were allowed for exploring this intriguing northern city, with its magnificent Gothic cathedral, fine museums, its trams, and ruined Nazi submarine base. The people are very friendly and all speak English, feeling especially warm towards the Scots, with whom they consider they have strong blood ties.

One gets the impression in Trondheim that the memory of the German S.S. (for this was their city) is firmly imprinted on the citizens' minds - there are not many Volkswagons here!

We left Trondheim on the Tuesday afternoon and after a cold wet crossing of the North Sea, dropped anchor off Thorshavn in the Faeroes, the following Thursday morning, in that peculiar brand of thick mist known as Faeroese "Sunshine" by the military personnel stationed there during the war.

Passengers went ashore in the ship's boats and excursions were arranged to many parts of this scattered group of island communities, with its own language and parliament, under

Danish sovereignty. We discovered why the Faroes support Britain over the "Cod War" - for they have a form of prohibition, and rely on British trawlers for supplies of illicit liquor !

The following day, having passed the island of Mousa and rounded Sumburgh Head, we arrived off Lerwick, where further excursions were arranged, to visit Jarlshoff and St.Ninian's Isle, important archaeological sites, local farms, and a tweed factory.

Early next day, UGANDA found herself alongside the Admiralty Pier at Invergordon, from whence special trains returned passengers to Glasgow and Edinburgh.

Lectures and commentaries are given throughout the cruise, by accompanying experts, supplementing the social events one expects from a cruise ship owned now by P. & O. together with the extra events such as concerts by local people, arranged by the Trust.

Prices range from about £30 for a student/apprentice person under 21 in the dormitory class, to about £100 for a berth in one of the best cabins. Further information can be obtained from the National Trust, 5 Charlotte Square, Edinburgh, a charitable trust founded in 1931 to care for and preserve the Scottish environment. Details of each year's cruise is available in the preceding January (not before) on receipt of a stamped addressed envelope to the Trust office.

JAMES A. FORD

RANDOM NEWS ITEMS

FREE ENTERPRISE III is next summer to operate a car ferry/passenger service between Larne and Cairnryan, the shortest sea route between Scotland and Ireland.

British Rail (Sealink) are expected to replace CAMBRIA and HIBERNIA in the near future.

The former Portuguese tug PRAIA DE ADRAGA, which has visited the Mersey, is now the Greek TITAN.

The Alexandra Towing's EGERTON has left the Mersey to work at Swansea.

MARTIN OLDFIELD ex EDITH LAMEY, CHAINSHOT and MEADOW were three tugs assembled at Holyhead and towed away to Greek waters recently, for further service.

QUERIES

Mr. A.J.Stanton, 74 Lichfield Road, Willenhall, Staffs - a new country member, whom we welcome to the Society - is enquiring about the early submarines RESURGAM and PORPOISE built at Birkenhead. He is interested in details of their propulsion and the whereabouts of any drawings. Information in old copies of News, Notes and Queries has been sent by our Secretary.

Mr. John P. Bibby of West Kirby has enquired for information about the sailing vessel SIX SISTERS. Mr.Branigan has found that she was a brig of 175 tons built at Chester in 1797 and posted missing in 1835/36. Any further information is welcomed.

Mr. R.L.Graham of Albrighton seeks information on a model of the Royal Yacht VICTORIA AND ALBERT (II) made by his great great grandfather about 1890. About 12ft long and made of German silver and brass, it was exhibited in Lime Street Station about 1910. Any news of this model?

WRECKED ON THE SKERRIES, 1873

Considering the large number of ships which have been built at Birkenhead, it is not surprising to find some of their names amongst the long list of vessels which have been lost in the approaches to the Port of Liverpool during the last 200 years. Nor again is it surprising that with so many skin divers operating around the North Wales coast,

that some of these wrecks have been found in recent years.

Recently the remains of a well known Birkenhead ship were found on the Skerries Rocks, some six miles off Holyhead. She was ST COLUMBA, a composite paddle steamer of 697 tons, built by Lairds in 1847, and used on the Irish run a hundred years ago.

She was purchased on the stocks by Admiralty for £36,385 who operated her on the Holyhead/Dublin mail run for three years, until, in 1850 the practice of operating Government owned mail steamers was discontinued, and ST COLUMBA was sold to the City of Dublin Steam Packet Co.

On the evening of 23rd June 1873, ST COLUMBA sailed from Dublin for Liverpool with 8 cabin passengers and 200 deck passengers - Irish harvesters going over for seasonal employment on English farms. She also had a cargo of porter, spirits and butter. At the time of sailing the weather was clear, but towards midnight the vessel ran into thick fog. The master, however, anxious for his tide at Liverpool did not reduce speed.

At 2 a.m. having calculated his position, he made the necessary course alterations to reach Point Lynas. Unfortunately his dead reckoning was in error, broken water was seen ahead ten minutes later, and the engines were put astern. But it was too late and the vessel struck on the west side of the Skerries Island, still travelling at a fair speed. This speed probably saved her from sinking immediately, since she drove right up and wedged herself between two rocks, only some fifty feet from the shore.

The holes she tore in her hull resulted in the engine-room being flooded almost immediately, and the rest of the ship began to fill. In the first attempt to save passengers and crew, the port lifeboat was lowered, but was almost immediately stove in on the rocks. It was then decided to try and get a line ashore. The second officer volunteered to make the effort. Carrying a light line he succeeded in

reaching the rocky shore, and hauled a heavier line ashore which he made fast. Other crew members then joined him and more lines were rigged. By this means, the rest of the people on board were got off on to the island. It was a tricky business, however, and a fireman and three passengers were lost in the process. The survivors were rescued from the island next day.

Wedged between two rocks with her decks awash at low water, ST COLUMBA became the scene of intensive salvage operations. The casks of porter and spirits were salvaged, but the butter cargo was ruined. It was hoped at first to save the ship, but her hull was too badly strained, so after stripping out the engines and fittings, the vessel was abandoned. After a few gales the broken hull slipped off the rocks and sank in deeper water.

The last act was played out at the subsequent court of inquiry in Liverpool. The court took a poor view of the vessel's speed and the master's certificate was suspended for nine months.

Not long ago, almost 99 years to the day she was lost, the wreck was located by skin divers. There is not much left of her, the sea having completed the destruction done by the salvors. The iron frames, much corroded, some bits of machinery, and oddments are all that is left of ST. COLUMBA.

D.P.BRANIGAN

NEW NAMES FOR OLD

AELOS	ex CHAINSHOT (tug)
AFON GOCH	ex PLATINA (tug)
BERWELL ADVENTURE	ex BERNARD ex ROSSINI ex BERNARD
	ex RUBENS ex SIDDONS (1952)
COSTAS A	ex WALNUT ex WHITEHAVEN
CORAL RIVIERA	ex DE GRASSE ex BERGENSFJORD
CUFIC	ex NEWFOUNDLAND
DAYTON	ex TRIAS ex ADMIRALTY FLYER ex FLORENCE HOLT
DURANGO	ex CYMRIC

ERRWOOD	ex RAMAGUA ex MARINE FAIRWAY ex CAP COS ex CAPOS LUPE
ELPETROIL	ex HAMILTON TRADER
FEDOR SHALYAPIN	ex FRANCONIA ex IVERNIA
FAIR JENNIFER	ex WESTMINSTERBROOK
GEREMIA	ex MARIA SUSANNA ex ANNALISA ex PELAYO (1947) (and to breakers)
GLOBAL UNITY	ex ESPERIS ex IRISH HAWTHORN (1958)
KAPPA UNITY	ex PENNYWORTH (1958)
LEONID SOBINOV	ex CARMANIA ex SAXONIA
PORT MARNOC	ex SHEVRELL ex WIRRAL COAST (1962)
SCAMMONDEN	ex FLORENCESTAN ex THORWOLD ex VIGILANTER ex NOORD
SALRIX	ex OWENRO
SANDRA	ex QUEENSBURY
SUSAK	ex PALOMARES (1963)
ZAPATA TRADER	ex NAESS TRADER

SEPTEMBER MEETING

The first meeting of the new season took place in the very pleasant Council Room of the Headquarters of the Mercantile Marine Service Association, Nautilus House, Mariners' Park, Wallasey. The General Secretary, Mr. W. L. S. Harrison lectured on the history of the Association.

Parliament enacted the Merchant Shipping Acts of 1844 and 1850 to counteract the poor qualifications of masters, and the poor condition of ships of the British merchant fleet. The 1850 Act included compulsory examinations for masters and officers and gave the Board of Trade the power to hold formal inquiries into shipwrecks. These inquiries could withdraw certificates of competency without right of appeal, and the harshness of this clause brought about a public meeting in Liverpool in 1857 at which the Mercantile Marine Service Association was formed, when both shipowners and masters were represented. The objects of the Association were, and remain, protection of its members and promotion of the interests of the service in general, including the welfare of the sick and aged, and the education of new entrants.

In 1859 the Association borrowed the frigate CONWAY from the Admiralty for use as a nautical training school, in the

Mersey. In 1863 the Association obtained a charter of incorporation, and thereby became a national body representing the whole of the marine service. The charter also included provision for the establishment of homes for the sick and the aged. Through the generosity of associate members, such as shipowners and merchants, the funds for this philanthropic work grew, and in 1882, the Mariners' Park was left to the Association. Houses for aged and sick mariners were erected, as well as Cliff House for widowers and bachelors.

In 1906 the Gibson Home was opened for the widows of seafarers. The number of homes has been greatly extended over the years, by further generous bequests, and today there is a programme of modernization. An infirmary was added in 1937 and at present this is being extended.

By virtue of the Association's flexible investment policy, the welfare funds are in a healthy condition despite rising costs. Public appeals are now channelled through the King George V's Fund for Sailors.

On the protection aspect, the Association obtained the right of appeal against the findings of Courts of Inquiry in 1880. But differences over the welfare side of the Association led to a breakaway movement in 1894, to form the Imperial Merchant Service Guild, as a professional association for qualified masters only, (when there were five other similar bodies already in existence). In 1917 the Association and the Guild helped in the setting up of the National Maritime Board, a national body to regulate salaries and conditions in the merchant service in time of war. This Board continued (minus Government participation) as a successful peacetime forum for industrial relations within the shipping industry. In 1936, whilst under pressure to change their outlook from that of professional bodies to one of officers' trade unions, the Association and the Guild merged, and in 1942 it was laid down that this new composite Association was specifically for master mariners.

The Association still functions as such today, providing advice, legal aid and indemnity to its members, as well as carrying on the care of the aged and sick at Mariners' Park. Responsibility for the administration of the CONWAY has been

transferred to Cheshire County Council but it is interesting to note that the same staff of thirteen that ran the Association also ran the CONWAY.

After coffee, generously provided by the Association, there were many questions, and discussion included the M.M.S.A.'s campaign to clear the name of their late member, Captain S.Lord of CALIFORNIAN over the matter of the TITANIC disaster in 1912 and its aftermath.

We should like to thank Mr.Harrison and his staff for all their hard work, in preparing the lecture, the accompanying exhibition of photographs and records, and the preparing and serving of refreshments. Sailing ship enthusiasts may care to note that the Association has a very comprehensive file of sailing ship photographs which can be inspected by appointment with the M.M.S.A. staff.

M.K.S.

WITH GREAT SORROW

It is with sincere regret that we hear of the sudden death of Mr. A.M. Fletcher, B.Sc. at his home in Bootle on 2nd November. He did a great deal for our Society in its early days and was a Council member for many years. Our President, Mr. R.B. Summerfield represented the Society at the funeral service at Christ Church, Bootle on Monday 5th November.

Also, we are very sorry to have to report the death of one of our overseas members - Mr. William R. Stuart of Victoria, British Columbia. He was an old school friend of the late Mr. Foster-Petrie.

THE DOCK OFFICE

"They that go down to the sea in ships;
and occupy their business in great waters;
These men see the works of the Lord,
and his wonders in the deep."

Visitors to our port should not miss at least a cursory look at the interior of the Dock Office, where in letters of blue and gold they will see the above words encircling the space beneath the great dome. What a poor place our waterfront would be without this fine building.

MERSEY NOTES

Many of our well known coasters have sailed away to distant seas on the termination of their usefulness in home waters, and we have lost sight of them. This has not been the case with CAMBRIAN COAST however, built only sixteen years ago. She was renamed LORRAINE D fairly recently and registered in Newport, Mon. In March last, she had a main engine failure whilst on passage from Warrenpoint to Garston. IRISHGATE towed her to Holyhead, and thence AFON GOCH towed her to the Mersey Bar, where local tugs took over. She discharged in Garston and was towed to Morpeth Dock for repairs, where she has lain for some months, a sorry sight. But now, she is being refitted by her Newport owner, and should be trading again before long.

Trinity House tender WINSTON CHURCHILL was at Princes Stage on Thursday 30th August. The lighthouse authority announced the withdrawal of the Morecambe Bay Lightship, and its replacement by a boat beacon.

On 16th September, not so very far distant from the Mersey Bar in the direction of the Nelson Buoy, the yacht SARA OF MAN was on fire. There were three adults and four children on board, and the vessels which proceeded were the Bar pilot boat, Lytham IRB, SCAMMONDEN, LADY GWENDOLEN and TOPMAST 20. The yacht had to be abandoned, and it was unfortunate that an 18-month old child was lost, the remainder of the survivors being picked up by the yacht CHARLOTTE II.

Permits to take photographs or sketch on the Dock Estate can now be obtained from the Marketing Department of the Mersey Docks and Harbour Co., on the fourth floor of the Dock Office. Two full-face photographs of the holder are required in the first instance, two inches square. Renewal is made by endorsement at a charge of £1 per annum. As the enquiry desk on the ground floor of the Dock Office is now unmanned, a telephone has been installed for use by persons wishing to make enquiries, or explain their business.

A fire which gutted the engineroom of Gardner's coaster

SAINT BRANDAN in September 1970 was reported in our No.4 of Vol.XIV. Since then, she has been lying at Ouderkerk, Belgium, but under new ownership, she is now undergoing repairs at Vlaardingen. She will be lengthened and virtually rebuilt. Under the Belgian flag she will be renamed BETELGEUZE.

In Morpeth Dock on 6th October was seen the wooden fishing vessel MANX FAIRY LL 74, very severely burnt. A mobile crane was assisting with the removal of decking, wheelhouse etc. down to bare hull.

There was a comfortable interval of time on Monday 2nd July between the launch from Laird's slipway of the bulk carrier NAWORTH, and the arrival of a 200,000 ton tanker at Tranmere. Nine Alexander Towing vessels stood by, as NAWORTH took the water gracefully at 12.55 p.m. to the sound of Maroons. She was expeditiously taken in charge off the Tank Cleaning berth, and edged into the wet basin, just as MANGELIA slowly approached with four of Rea's tugs to berth at Tranmere North jetty.

It is interesting to note that NAWORTH left Laird's basin at noon on 13th September for sea trials. She is the last of the trio built at Birkenhead which included LETCHWORTH and OAKWORTH.

The Aznar Line passenger and cargo vessel MONTE ANAGA left the Mersey on 18th September for the last time, having been sold to Mexico to become a cadet training ship. MONTE UMBE has replaced her on the Liverpool/Canary Islands route.

With the basing of so many of the largest container ships at Southampton, serving Far Eastern, Australasian and North American ports, the claim has been made that Liverpool is no longer Britain's No.2 port for cargo. The Mersey Docks and Harbour Company immediately disputed Southampton's claim, as even without oil imports, Liverpool is said to handle within a year three times the tonnage of the southern port, whereas it was said that Southampton's claim was based on value.

The winter lay-up of the Manx ships always seems to come too soon. SNAEFFELL was the first to enter Morpeth Dock in the latter part of August, TYNWALD was assisted to an adjacent berth by tugs MAPLEGARTH and KIIGARTH on 4th September, and MONAS ISLE by tugs NELSON and HORNBY on 13th September. KING ORRY was laid up at Barrow, and most recently MANXMAN and MANX MAID have entered Morpeth Dock. Alongside SNAEFFELL is the cargo motorvessel RAMSEY presumed for disposal. The I.O.M.S.P.Co's cargo service is maintained by PEVERIL and SPANIEL, the latter on charter with option to purchase.

With the imminent closure of the wide No.2 Bridge leading to what remains of Georges Landing Stage, the contractors Peter Lind Ltd. erected a temporary footbridge over the floating roadway. This rough structure of plywood, scaffold poles and unplanned timber enables able bodied ferry passengers to reach Princes Stage from the bus terminal, from whence they can use the unroofed No.4 bridge to the ferry berths. Wheeled gangplanks are in use, No foresight has been used to provide shelter and protection for passengers in the approaching winter, on the open stage. Passengers can use the floating roadway, where on wet days, they can paddle through the footwalk sections which, designed without drainage, are like shallow vats. No doubt all this inconvenience is deeply regretted by the two authorities concerned, the M.D.H.C. and M.P.T.E. Both could claim to have inherited the causes, but have done so little to mitigate the effects. Old people will often not attempt to mount the rough bridge, mothers with prams cannot. Some of the remarks heard by your beachcomber scribe have been uttered in very coarse Scouse vernacular, and with very just reason. (Note - early in November, a temporary shelter of galvanized sheets is slowly taking shape).

In Vol. XVII No.2, mention was made of the explosion on board SOUNION ex CAMMELL LAIRD ex ROYAL ULSTERMAN, which now flies the Cypriot flag. After sinking at Beyrut on 4th March 1973, she has recently been refloated by the Greek firm of Loucas G. Matsas, and sailed on 6th September for Piraeus in tow of ASTERI.

Late in September ARKLOW BAY ex FALLOWFIELD foundered in heavy weather 40 miles south of St. Ann's Head, Pembrokeshire. At first it was thought that she was carrying radio active material in metal containers, and shipping was warned, but later it was found to be a lesser hazard. All crew were safely landed by Spanish and French trawlers at Milford Haven.

The last of The Alexandra Towing's steam tugs have gone to the Mediterranean to Italian owners. NORTH WALL and NORTH BUOY left Swansea under their own power in September. A handsome septet bows out!

N.R.P.

OCTOBER MEETING

On 11th October, Mr. R. Johnston gave us a stirring and amusing account of his experiences as an engineer with the Cunard Line. Mr. Johnston came from a family of Scottish engineers and began his apprenticeship with Beardmores Engine works in 1914, working a 54-hour week for 4/0¹/₂d. He joined the Royal Navy during the First World War and became an engine room artificer in a destroyer. After the war he completed his apprenticeship and was hoping to go to join engineering relatives in Egypt. As there were no jobs available at that time, he remained in this country and joined the Cunard Line.

An engineer's work is largely hidden from the passengers, and is often very difficult because of the climatic conditions in the engine rooms. Mr. Johnston's first ship was AQUITANIA which he found very much more comfortable than the destroyer. He admitted to being seasick on the first voyages; he pointed out that seasickness can be conquered but homesickness cannot, and this probably accounted for the very rapid turnover of engineers and ratings in Cunard ships after the Second World War.

Mr. Johnston served in 16 Cunard ships. The most troublesome were BERENGARIA and ASCANIA. He enjoyed nine happy years in MAURETANIA (II) and ten in QUEEN MARY. He joined QUEEN MARY on her acceptance trials in 1936. In 1939 he was moved to the

new MAURETANIA and sailed with her throughout the War, carrying troops. He remembered the hurried conversion to trooping at Sydney, when all the staterooms were gutted to make dormitories for soldiers. On one voyage they carried 8,000 troops, and on another there was a terrible fire in the engineroom which almost lost the ship, caused by the preheater in the boiler uptake overheating. She returned to Liverpool, and whilst in Gladstone Dock undergoing repairs, both her funnels were removed, though it is not thought that any word of this fire got into the press. During all the war years, MAURETANIA never saw any action.

After the war, she was sent for a refit and our speaker went to ASCANIA, which caused him some anxious moments and he was not really happy in her. Back to MAURETANIA for two years, and then to QUEEN ELIZABETH. Although the main machinery on the two "Queens" was interchangeable, the boiler rooms and generators were completely different. In particular, boiler feed water was always a headache to the senior second engineer of QUEEN ELIZABETH - a job which Mr. Johnston described as the most difficult of all engineers' jobs.

Mr. Johnston eventually became Chief Engineer of QUEEN MARY, after 34 years service, and left his overalls to become a host at table and at parties.

In 1958, in mid-ocean, QUEEN MARY suffered a complete blackout of electrical power, and the engines shut down very quickly at great risk because of contraction and all the boiler fires were doused. It took all 87 engineers two hours work, flat out, to repair the damage and get the ship started again.

Stabilizers were fitted to QUEEN MARY in 1954, the work being done between trips over a long period of time. She had been subject to heavy rolling, especially in following seas, and wider bilge keels had been tried with partial success. Stabilizers, however, made a great improvement.

After coffee, Mr. Johnston produced four souvenirs of his career; a turbine blade from QUEEN MARY, a letter from

President Nixon, a certificate from a New York Grand Jury, and the last letter from a very old and regular lady passenger.

Questions included the fate of a female smuggled aboard MAURETANIA by an Australian sergeant at Liverpool in a kitbag. When she was apprehended on board, troops subscribed sufficient money for her to reach Australia after she was landed at Panama.

In conclusion, Mr. Johnston stressed the importance of the senses to an engineer, good eyesight, hearing, smell and touch (for vibration). The vote of thanks was proposed by Mr. Branigan, seconded by Mr. Coney and carried unanimously.

M.K.S.

THE MANX HERRING HARVEST

A visit to Douglas Harbour in September showed the usual toil, as numerous boats landed their catches of herring. Large new plastic containers have now ousted the old type of wooden box and also the barrel, for export packing. The names of the colourful craft seen, give a true ring to the proceedings.

From Ulster ports came FORETHOUGHT, DAYDAWN, INCENTIVE, BE READY, CASTLE ROCK, CASTLE DAWN, VICTORY, CASTLE BAY, SEA FULMAR, CONCORD and STEADFAST HOPE.

The Scottish boats seen were ROSE, VORACIOUS, SPARKLING STAR, EXCELSIOR, SCOTIA, PROVIDER, FISHER LAD and FRAGRANT ROSE.

THE JOURNAL OF COMMERCE

Our congratulations go to Kenneth Brown, whose promotion to Deputy Editor was announced on 5th November, after something over twenty years service with the newspaper. He has addressed our Society on the subject of shipbreaking, and is well known in shipping circles.

SHORT SEA CRUISING

Holidays spent on ships and railways have always fascinated me, and this year has proved no exception. The area, in my mind, to give greatest satisfaction is the west coast of Scotland, for if one is fortunate with the weather, as I have been, a holiday

in these parts provides much interest as well as scenic spectacle.

A long weekend in June was spent on the Clyde. By travelling to Glasgow on a Friday afternoon, gave Saturday and Sunday free before returning to Liverpool on Monday morning. Saturday was spent on board the world's last sea-going paddle steamer WAVERLEY (a vessel that every enthusiast should visit) cruising amongst some of the finest scenery in the British Isles - the Kyles of Bute, to Millport on the Island of Cumbrae. Sunday was spent on the turbine steamer QUEEN MARY II (a vessel built in 1933 and in excellent condition) cruising to Campbelltown, calling at Brodick on Arran. This was a whole day's cruise taking in almost the full length of the Clyde estuary.

The second visit to Scotland was in July, and this time I went to the northerly cruising centre of Oban, reached by train from Glasgow on one of the most beautiful stretches of railway line in Britain. This journey takes $3\frac{1}{2}$ hours, and with a moderate travelling speed on a winding track, one has time to appreciate Loch Lomond, Loch Awe and Loch Etive on this colourful trip. On reaching Oban, the western isles are there to explore. With three days to spare, six islands were visited. On Saturday, the motorship CLAYMORE sailed at 1 p.m. for Coll and Tiree - short landings are made at each of these tranquil islands, for holidaymakers to disembark into a world away from the bustle of the mainland. Neither island has any trees, but they are very suitable for dairy farming.

Sunday and Monday cruises were both made on board the ageing KING GEORGE V, built in 1926 by Wm. Denny Bros. Ltd. of Dumbarton. She is a magnificent ship in every way, and if in this part of Scotland, a cruise in her should not be missed.

The "Six Lochs" cruise, which has been a regular Sunday feature this season is unique. Loch Melfort, Loch Craignish and Loch Crinan are traversed on the southward course, before turning westward to Loch Buie, through the gulf of Corryvreckan, the site of the famous whirlpool. The northward course takes in Lismore, Loch Linnhe and Corry, before returning to Oban.

The Monday cruise circumnavigates the Island of Mull, the sacred isle cruise to Staffa, with a landing on Iona. Staffa is passed after calling at Tobermory on Mull, which is a modern town nestling on the green hillsides. Staffa is uninhabited except for sheep, which graze in summer on the 71 acres of tableland that lies above the caves and rocks. The steamer goes close so that passengers obtain views of Fingal's Cave, which inspired Mendelssohn to write his overture of that name.

About one hour is allowed at Iona, a scenic walk to the Abbey is the chief attraction, which takes in the picturesque village, and bay. After re-boarding KING GEORGE V the return trip is via the south of Mull arriving Oban at 1900 hours. Any further information on these cruises next season can be obtained from Caledonian MacBrayne, The Pier, Gourock.

G.R.DITCHFIELD

THE HISTORY OF ELDER DEMPSTER LINES

From our Council member Dr.P.N.Davies, Lecturer in Economic History at Liverpool University, has come an outstanding work of scholarship. A book to which he has devoted so much time and energy will, in the words of "Lloyds List" reviewer, immediately become a standard reference work. The title is "The Trade Makers - Elder Dempster in West Africa, 1852-1972" (Allen and Unwin £8.50).

Some colourful personalities emerge in the story, commencing with Macgregor Laird who explored the Niger and formed the African Steamship Co. in 1852. Then Elder and Dempster learned the business in the offices of the company's Liverpool agents, and joined a competing firm. Later, came the commercial giant Alfred Jones, whose life and accomplishments deserve a whole volume, and whose statue stands at the Pierhead. Peter Jones' work wins high acclaim.

DRY DOCKING MISHAP

At Cardiff on 2nd September 1973, MALLING, a diesel driven collier, slipped off the blocks and had her shell plating pierced. She had to be refloated and redocked.

NEW MANX CAR FERRY

Tenders have been despatched to several British ship-builders for the construction of a new car ferry on the general lines of MONAS QUEEN. The ship is to be ready in 1976 and will cost over £2 million. Quite a number of modifications in the design are to be made for the greater comfort of passengers. It is not yet known which of the traditional passenger ships will be disposed of, but the fleet is to remain at eight, with 4 car ferries and 4 conventional ships.

The Managing Director of the Company, Mr. Shimmin, told the Manx press that they were well satisfied with the ships built in Britain, and are presumably not going to foreign builders.

As this news was disclosed, the writer was making his first round trip in MONAS QUEEN, the car ferry which has caused so much controversy. She appears to handle beautifully, partly thanks to the bow thruster, and is reputedly a good sea boat, as well as having the necessary speed. Internally she is roomy, with more public rooms and excellent glassed in space for inclement weather, so common on the Irish Sea. Her rooms are light, airy and clean, yet she lacks the elegance of the older ships. The weather deck surfaces are not sheathed in timber, but have the green bitumastic paint covering, similar to the B. & I. ships.

As it was a calm day, there was no opportunity to judge how effective the stabilizers are - those in BEN MY CHREE and MANX MAID being considered very good. There are places aft where the vibration is fairly severe, yet it was not this, but the noise level from the machinery which struck me as being excessive. Conversation anywhere in the vicinity of the very ugly exhaust uptake was difficult, and this happens to be the area where passengers congregate to get a lee from the wind. Wanting to take advantage of the sunshine, passengers line up their deckchairs on the ramp. With head winds, exhaust fumes do affect the throat, and also there is a fall of carbon particles.

I thought it a pity that there is no cross alleyway on the midship part of the boat deck, as to change ones view, it is

necessary to go aft around a somewhat congested smokestack area, used for deckchair stowage.

That ship designing is full of compromises is understood. MONAS QUEEN has been an interesting innovation as the first diesel driven passenger and car ferry in the fleet. Perhaps her nickname in certain quarters as the "bounce boat" is rather unkind. It may be that the modifications to be made in the design of the next ship, will remedy some of the inherent drawbacks of diesel ferries.

When there are four car ferries, there will be four conventional passenger ships to cater for the increasing excursion traffic, which the I.O.M.S.P.Co. is so rightly exploiting. All praise to the Company for maintaining sea cruising from Liverpool. Of course, we have our grumbles, and regular patrons did not think very well of BEN MY CHREE's Sunday sailing to Llandudno on 3rd Sept. however popular she may be on the Douglas run.

The demise, if that is the right word, of the turbine is very sadly regretted, after its wonderful performance down the years. Perhaps I am the wrong sort of passenger - I do like the opportunity for fresh air, even if at times it is tinged with the sweet oily smell emanating from the skylights of KING ORRY, TYNWALD and such. Also, it is good to be able to hold ones binoculars or camera steady, and for a glass of stout to stand still on the bar. It is good to disembark feeling better for a dose of inhaled ozone, and not a strong diesel mixture drying up the throat. But then, some of us come from a generation remembering the rigours of crossings in MONA, PEEL CASTLE, DOUGLAS and even EMPRESS QUEEN. We were hardy - we had to be!

N.R.P.

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The editor's address has now reverted to 7 Dunbar Road, Hillside, Southport as from 22nd September.

Short essays on nautical subjects are welcomed, as well as queries, comments and criticism of past and present subject matter.

NOVEMBER MEETING

On Thursday 8th November, Mr.W.E.Leathwood talked to the Society about the ships and the trade of Runcorn. He first discussed the town's growth as the terminus of the Bridgewater Canal, and the building of two separate enclosed dock systems at Runcorn and Weston Point in the 19th century. In 1893, Runcorn's direct access to the river was cut off by the Manchester Ship Canal, except for three entrance locks which were normally used for small sailing coasters, in preference to the canal entrance at Eastham.

China clay from West Country ports, and flints were the staple inward cargos of the port until the 1940's, with coal or sometimes salt as an outward freight, mostly for the west country. The clay and flints were transhipped at Runcorn for delivery by the Trent and Mersey Canal to the Staffordshire potteries.

From about the 1860's to the 1940's, Runcorn was a schooner port. Sturdy wooden vessels were built and owned there, and were still to be seen in large numbers up to about 1930. Thereafter, through the commercial slump, wreck, and old age, they declined - the last to clear the port being BROOKLANDS in 1947. The recent arrival of the Onedin Line's topsail schooner, CHARLOTTE RHODES, at Runcorn revived many memories of the old days.

Clark and Grounds were the principal shipowners of the port. In Mr.Leathwood's time, they were managed by Mr. M. Grounds, and MARY SINCLAIR, FANNY CROSFIELD and MARY MILLER were some of their ships in the 1920's. During the slump, some of their fleet was laid up at Runcorn and eventually sold at rock bottom prices - MARY SINCLAIR went for £70!

There was also the firm of Greenway Millington who were the last of the local shipbrokers. Their principal, John Millington was a noted character on the docks. The famous schooner-building yard of Brandritts, put their last schooner into the water in 1887; but repair work was carried on at the yard by the Stubbs family. Mr.Leathwood produced a fine

watercolour by Reuben Chapell of the Brandritt-built schooner SNOWFLAKE, launched in 1880. She was of 84 net tonnage, and originally sailed in the Newfoundland saltfish trade to Portugal, but when this ceased in 1914, she, like many other fine schooners such as JANE BANKS of Portmadoc, went into the coasting trades. On the death of her skipper-owner Captain Pierce in 1934, she was sold to Mediterranean buyers. Most schooners calling at Runcorn in the 1920's were owned by masters or small syndicates in West Country ports, and unlike the Irish schooners in the Garston coal trade, they all sailed with their full rig, and without an auxiliary motor.

Apart from those already mentioned, can be included KATIE of Padstow, ALERT of Falmouth (a three master built by Brandritts in 1885), MARY BARRAS, EMILY WARBRICK, IRISH MINSTREL, MARY B. MITCHELL, KATHLEEN AND MAY and the barquentines WATERWITCH and FRANCIS AND JANE.

Inward bound, they anchored in the Sloyne and were towed free of charge up river by the Bridgewater tugs for Runcorn, and a Salt Union steam packet for Weston Point. It was never the practice to sail on the upper Mersey because of its illusive, ever-changing deep channel. A schooner's crew was four or five strong, including the master, who provided the food as part of their wages. Mr. Leathwood has a trade card of a shipping butcher in Runcorn of 100 years ago, which advertises that ships' masters would be supplied at 4½d per lb.! He concluded by describing the schooner HARVEST KING, which was launched at Runcorn as long ago as 1879, and had survived as an auxiliary sailing vessel until the 1950's.

After coffee, the discussion included the problems of discharging china clay, sailing on the Weaver, the closure of the Bridgewater flight of locks, and sailing flats on the Upper Mersey. The vote of thanks was proposed by Dr. F. Howard, seconded by Mr. G.D. Bennet, and carried unanimously.

M.K.S.

OCEAN FLEET'S BULKERS

HECTOR, ACHILLES - names which evoke in the nautical mind, blue funnels! But this new class of ship bearing the old names will never see Cathcart Street, for they are the giant "bulklers".

AGAMEMNON had a grain cargo from Perth to Alexandria in October when the Middle East war flared up once more. Fortunately there was time to divert her to Malta, and thence to Tobruk. AJAX has reached Leningrad from Port Cartier, Canada, and as these notes are typed, ANTENOR is on the same haul.

MIDDLE EAST NAVIES

According to "Jane's Fighting Ships", Israel's Navy includes submarine LEVIATHAN ex HMS TURPIN and DOLPHIN ex HMS TRUNCHEON. The remainder are mostly small patrol and missile craft. Egypt has numerous small torpedo and missile ships built in Russia and Yugo Slavia. In addition, Egypt has 5 destroyers, 3 frigates, 12 submarines and 12 corvettes. EL FATEH is ex HMS ZENITH and PORT SAID is ex HMS COTTESMORE. Frigate TARIK is the former HMS WHIMBREL of Walker's flotilla, and RASHID is ex HMS SPEY. EL SUDAN is ex HMS MALLOW and minesweeper NASR ex HMS BUDE.

CAR FERRY LION ON FIRE

Burns Laird's car ferry LION, built by Cammell Laird in 1967 had an engine room fire when 2 miles from her Ardrossan destination on the evening of 9th October, 1973. Her distress call was answered by Port Patrick Radio, and Troon lifeboat was launched. IONIC FERRY, AILSA PRINCESS and ANTRIM PRINCESS altered course. Passengers crossing from Belfast were put into ship's boats, and landed by fishing craft. The tug ARDNEIL ex CRUISER was soon alongside. LION is likely to be out of service for some time.

FREAK WAVES OFF THE SOUTH AFRICAN COAST

Following the recent severe damage caused to BENCRUACHAN and NEPTUNE SAPPHIRE by giant waves in the East London area, a warning has been issued to mariners, as Notice 1670 of the "Africa Pilot" Vol.3. An explanation of cause is given, and it is a startling thought that under certain conditions, the coinciding of a sea wave with a swell wave, can produce first a very deep trough, followed by a crest of 60ft or more. BENCRUACHAN is at present having part of her hull renewed. NEPTUNE SAPPHIRE, a new ship built in Finland, broke in two, the bow section sank and the stern was towed to port.

If, as is said, there is nothing new in nature, it sets one wondering about the fate of ships like the five masted barque KOBENHAVN, and others which have disappeared without trace.

SOCIETY NOTES

We hope to have a good attendance at our Social Evening in December, an event which has proved so successful in the last few years. For those unable to attend, we wish a Happy Christmas (free of power cuts) and in 1974, lots of sunny sailing, of diving or whatever gives you pleasure.

All our meetings are open to visitors, whom we cordially welcome. Meetings are usually held on the second Thursday in each month September to May at 7.30 p.m. A telephone call to the Museum, 051-207-0001 will always confirm details in advance.

Subscriptions for membership are £1.50 per annum which includes a quarterly copy of this "Bulletin" by post. There are special rates for country members, man and wife and for juniors.

Any subscriptions for the 1973/74 Season not yet paid will be welcomed by our Hon.Treasurer, Ted Tozer.

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